



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 Mongomery 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.

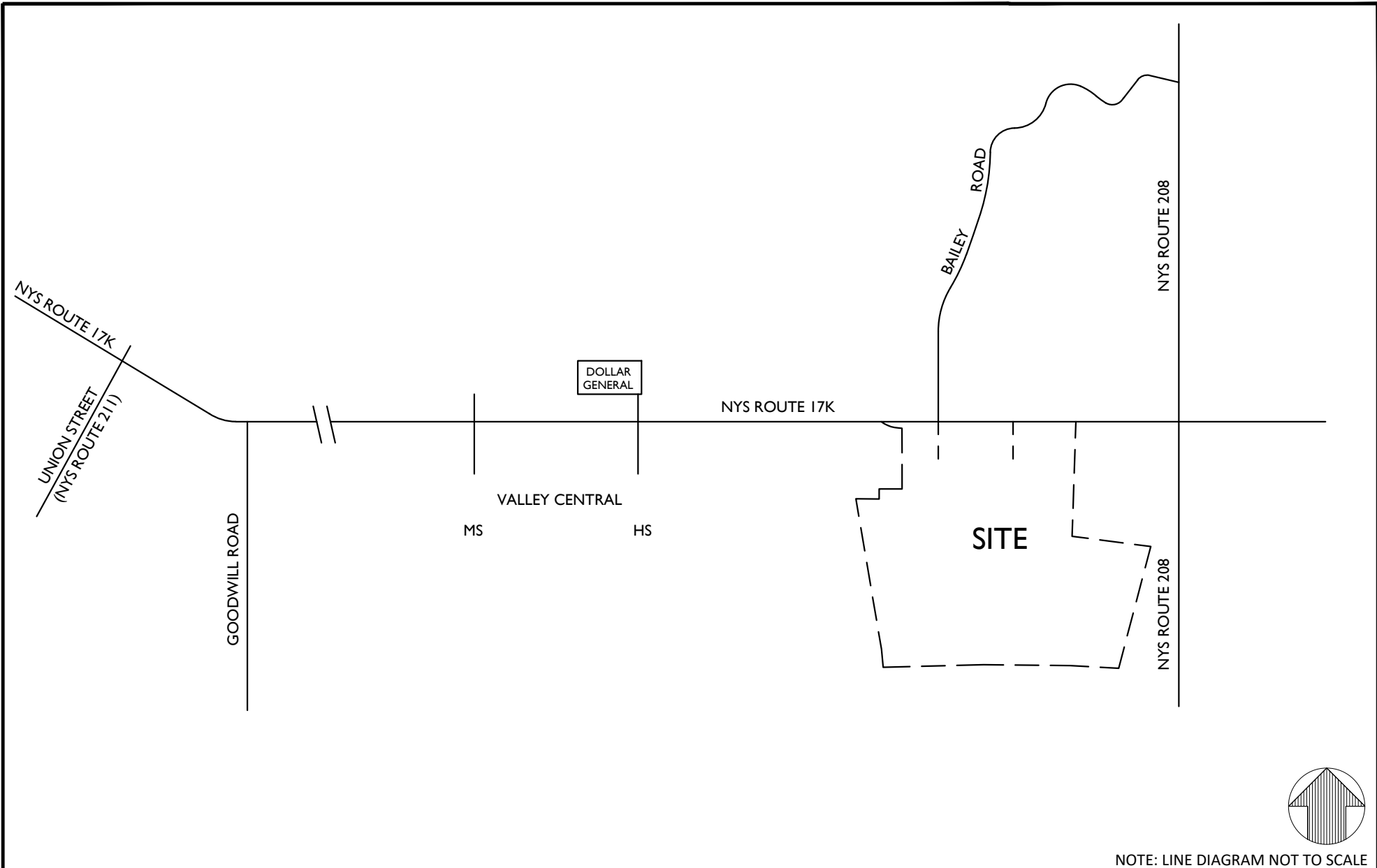
The installation of a left turn lane along Route 17K at the site access intersection is recommended and will require review and approval by the NYSDOT for issuance of a Highway Work Permit. Vegetative clearing along the site frontage for sight distance will also be completed under the NYSDOT Highway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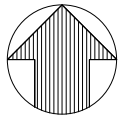
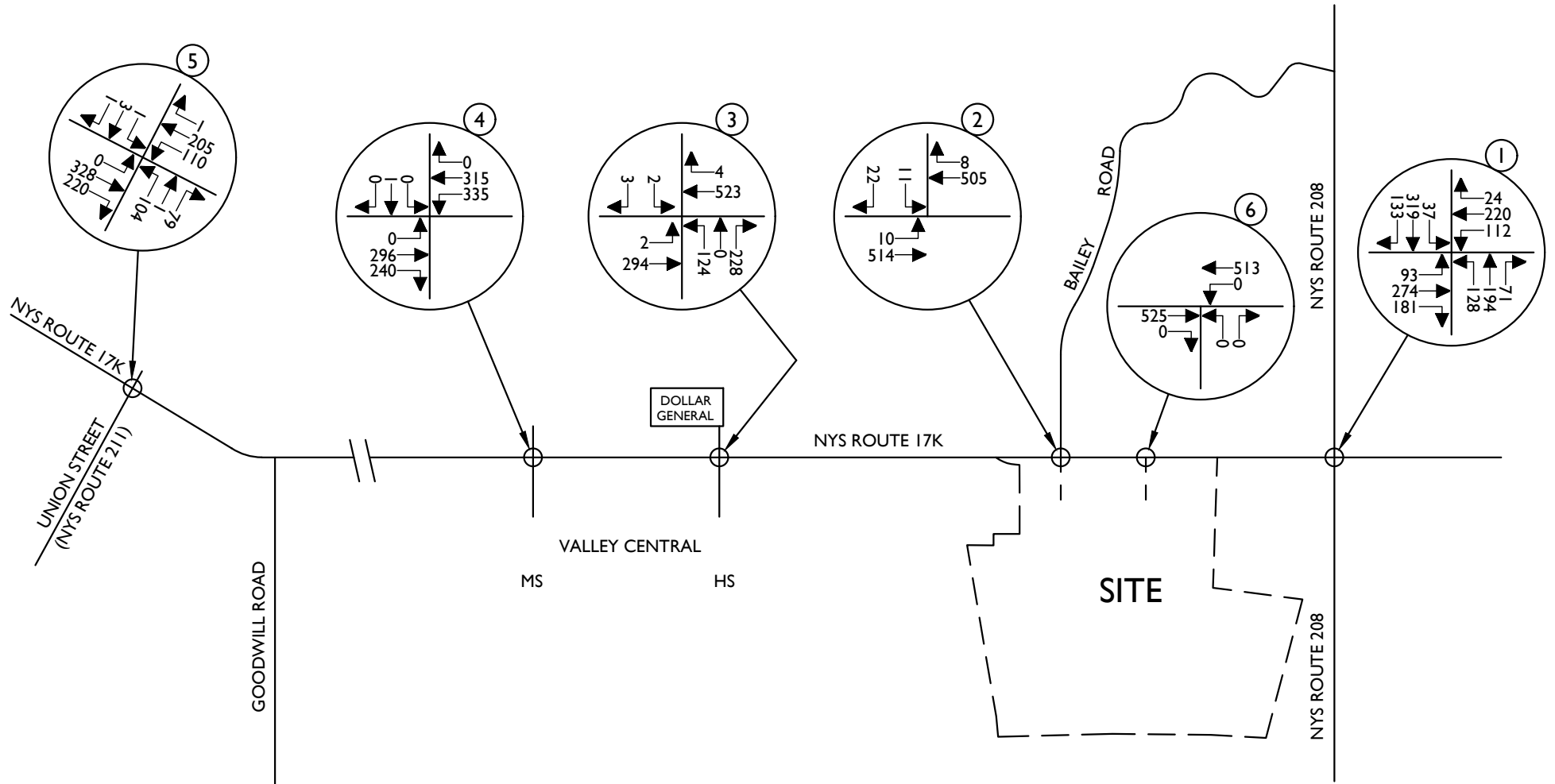
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SITE LOCATION MAP

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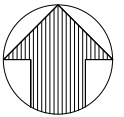
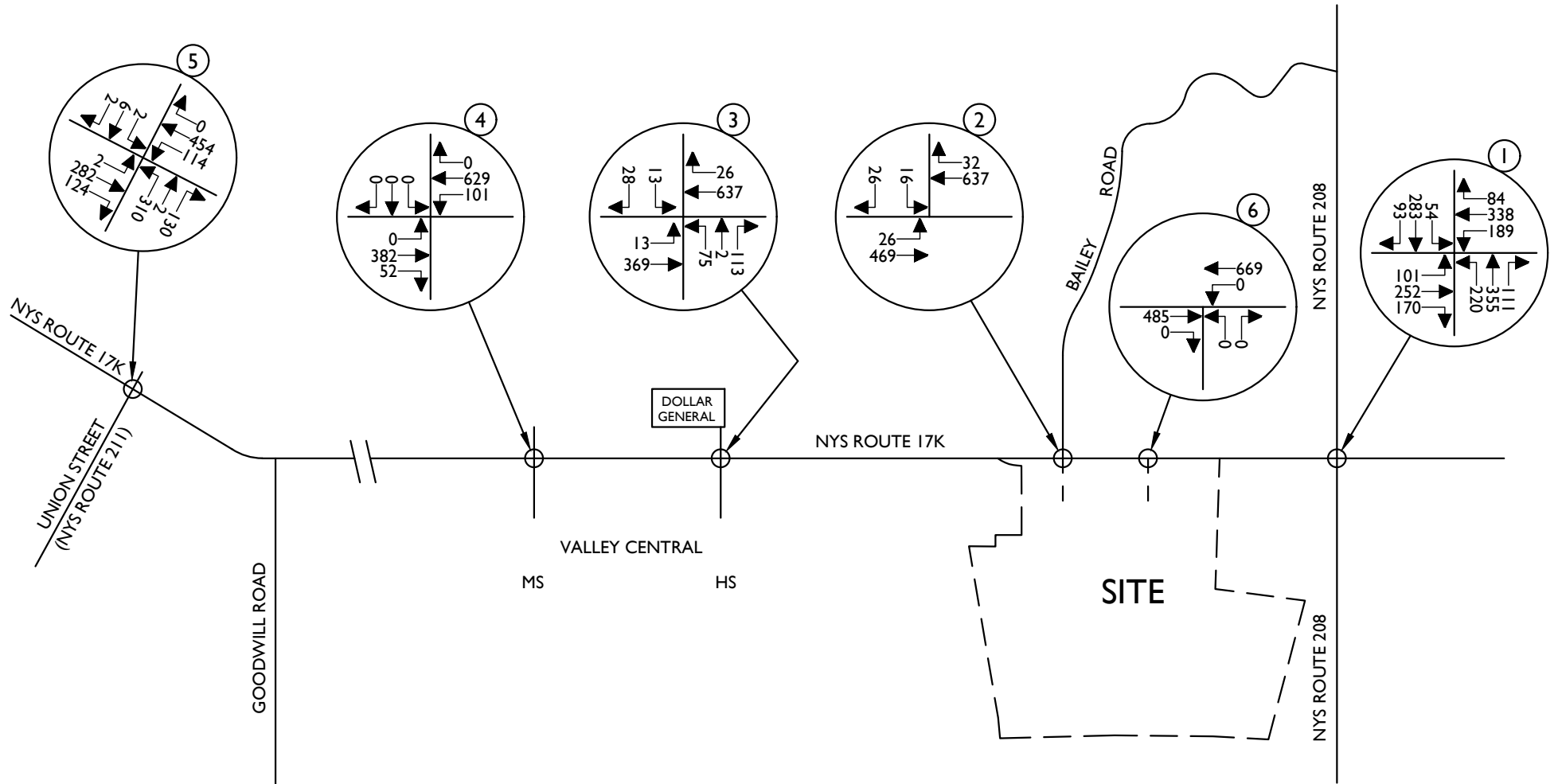
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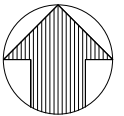
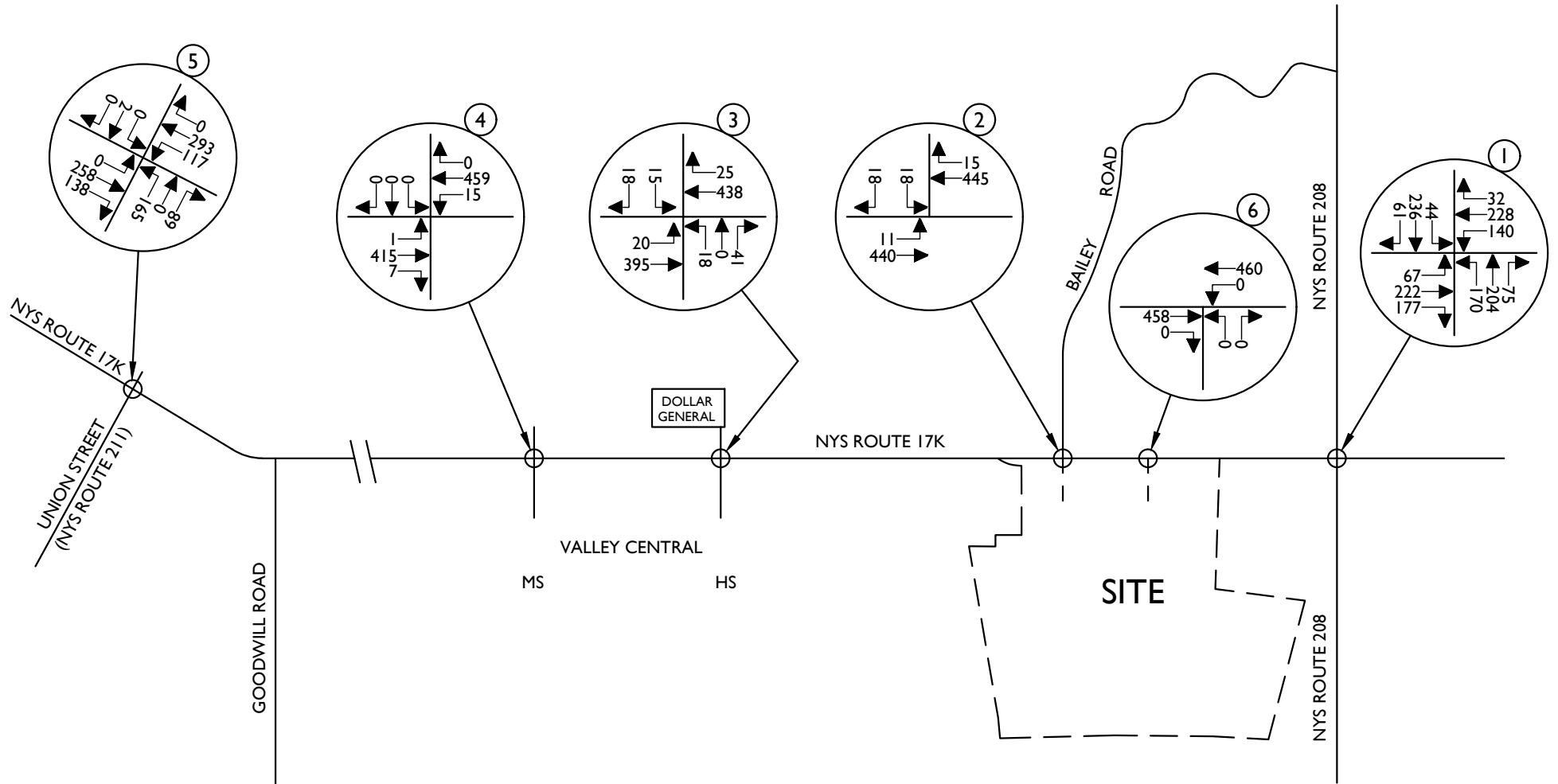
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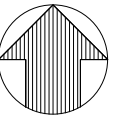
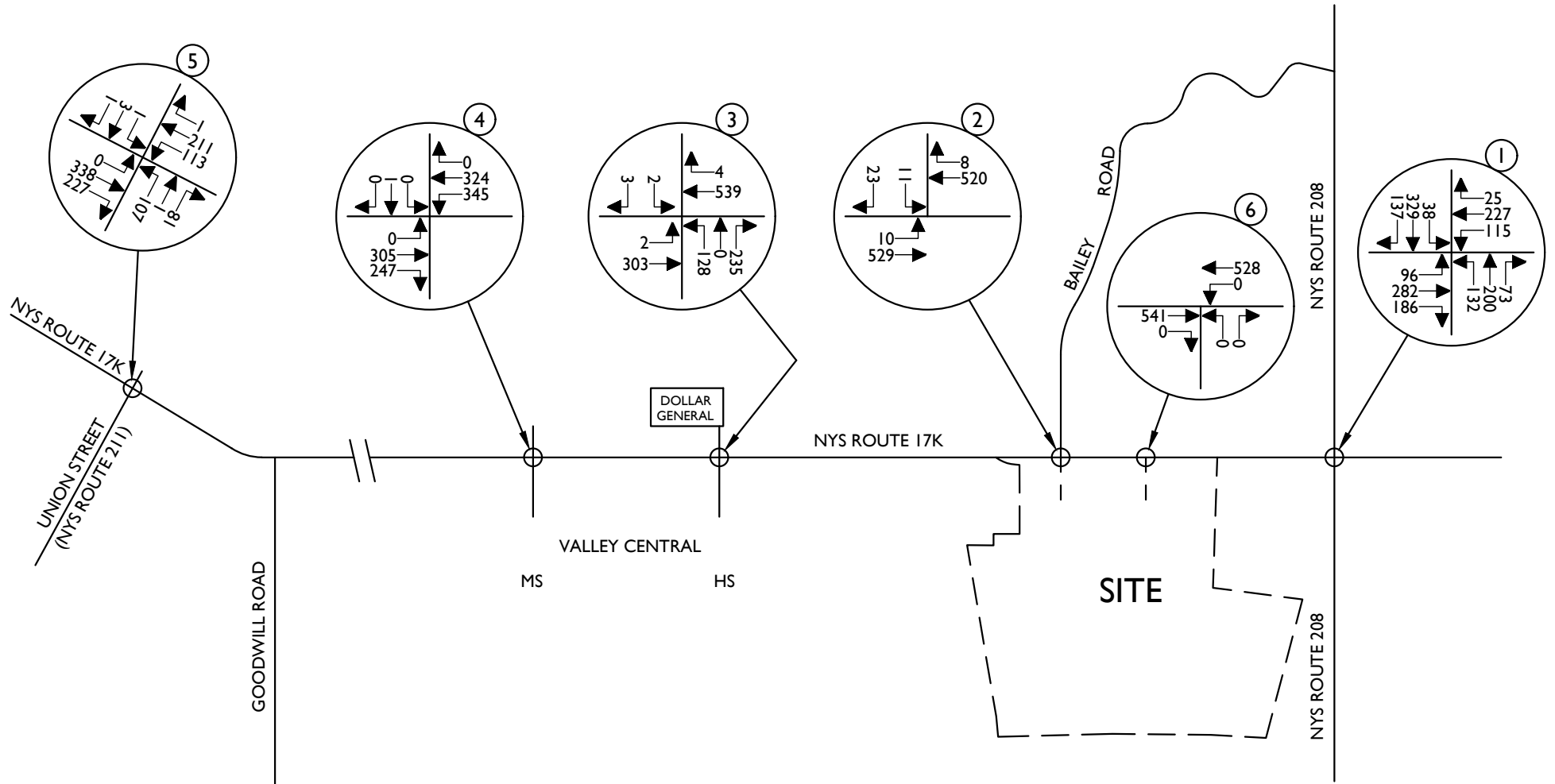
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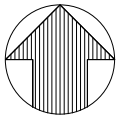
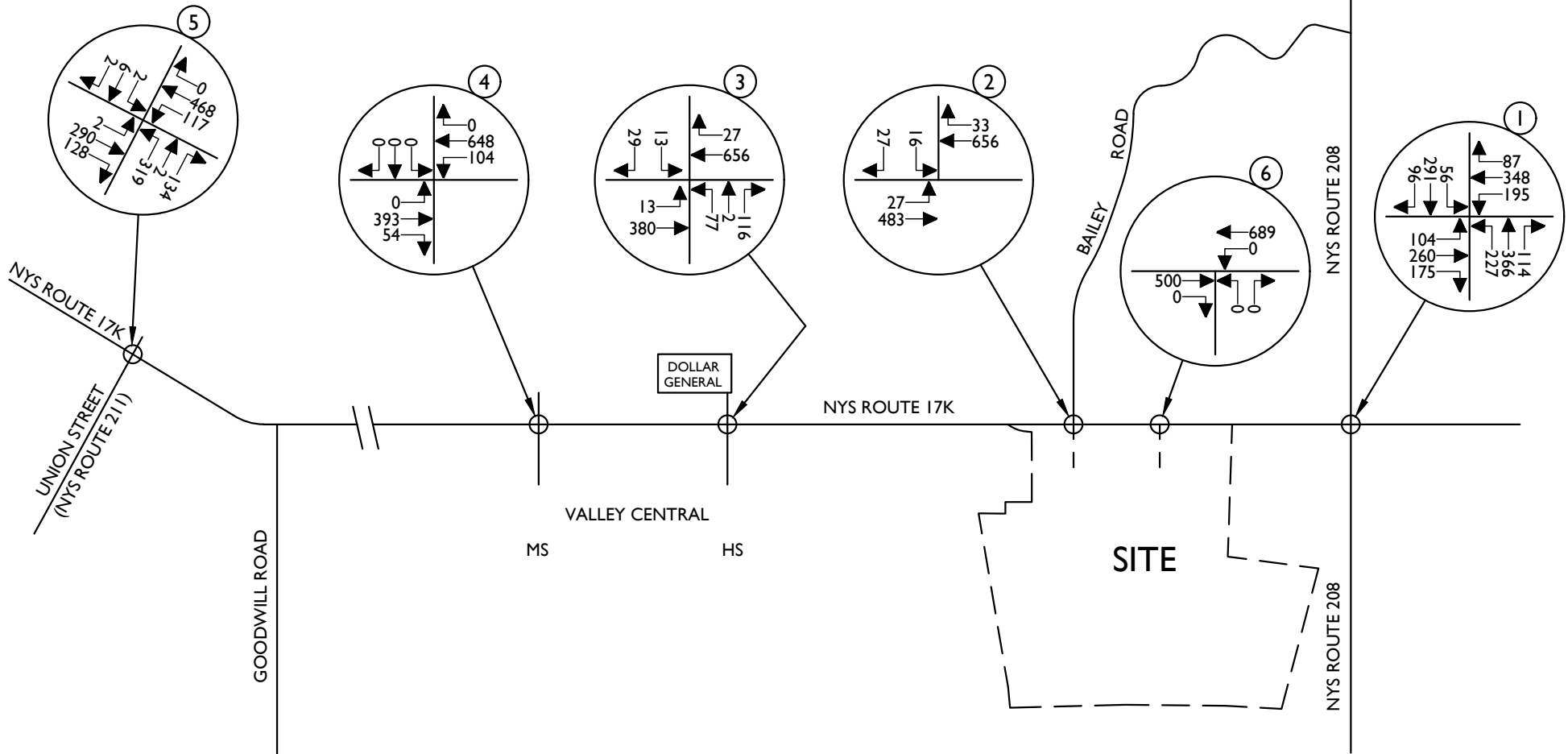
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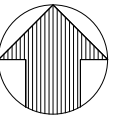
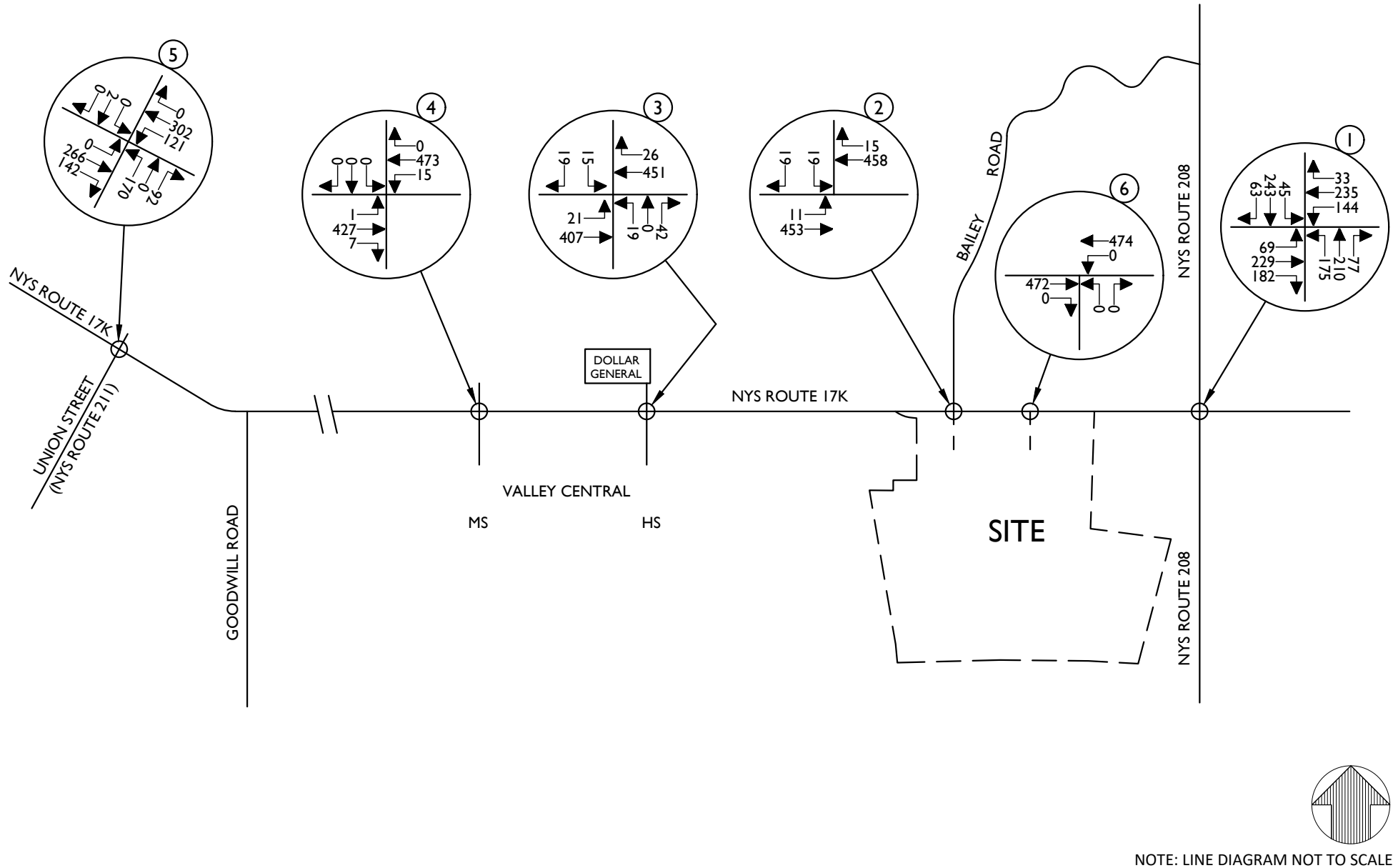
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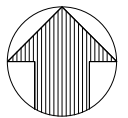
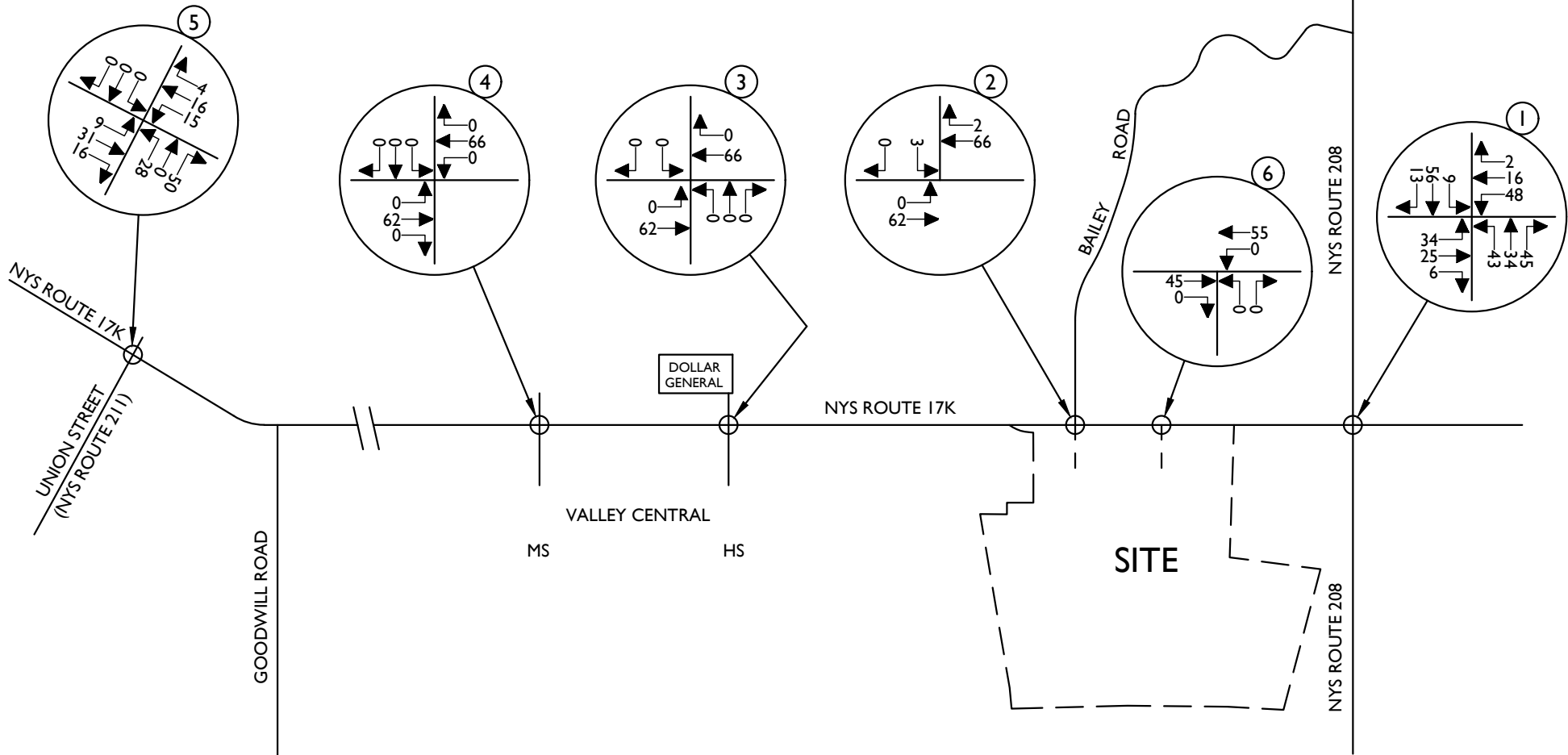
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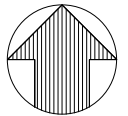
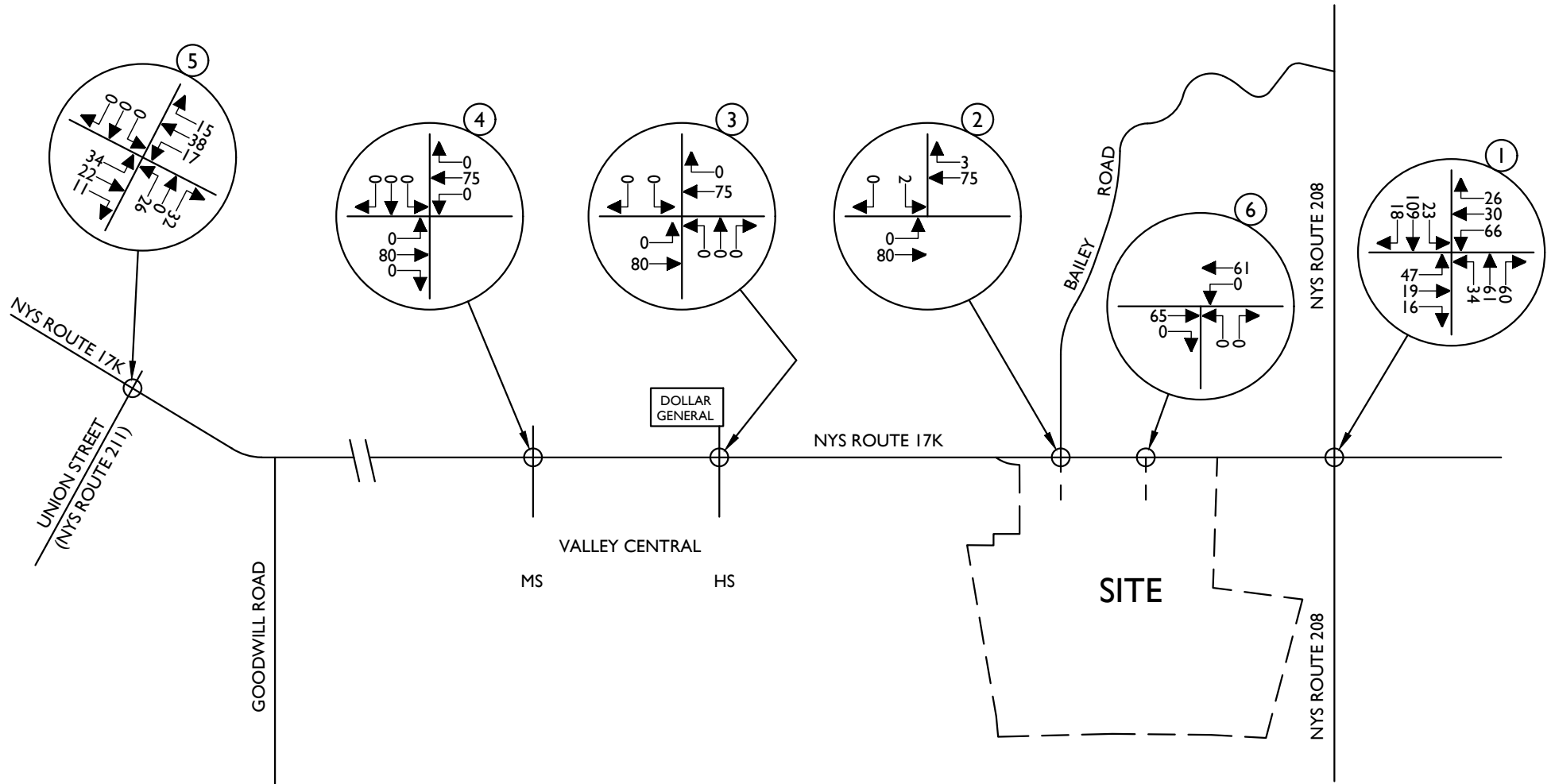
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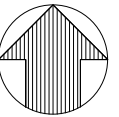
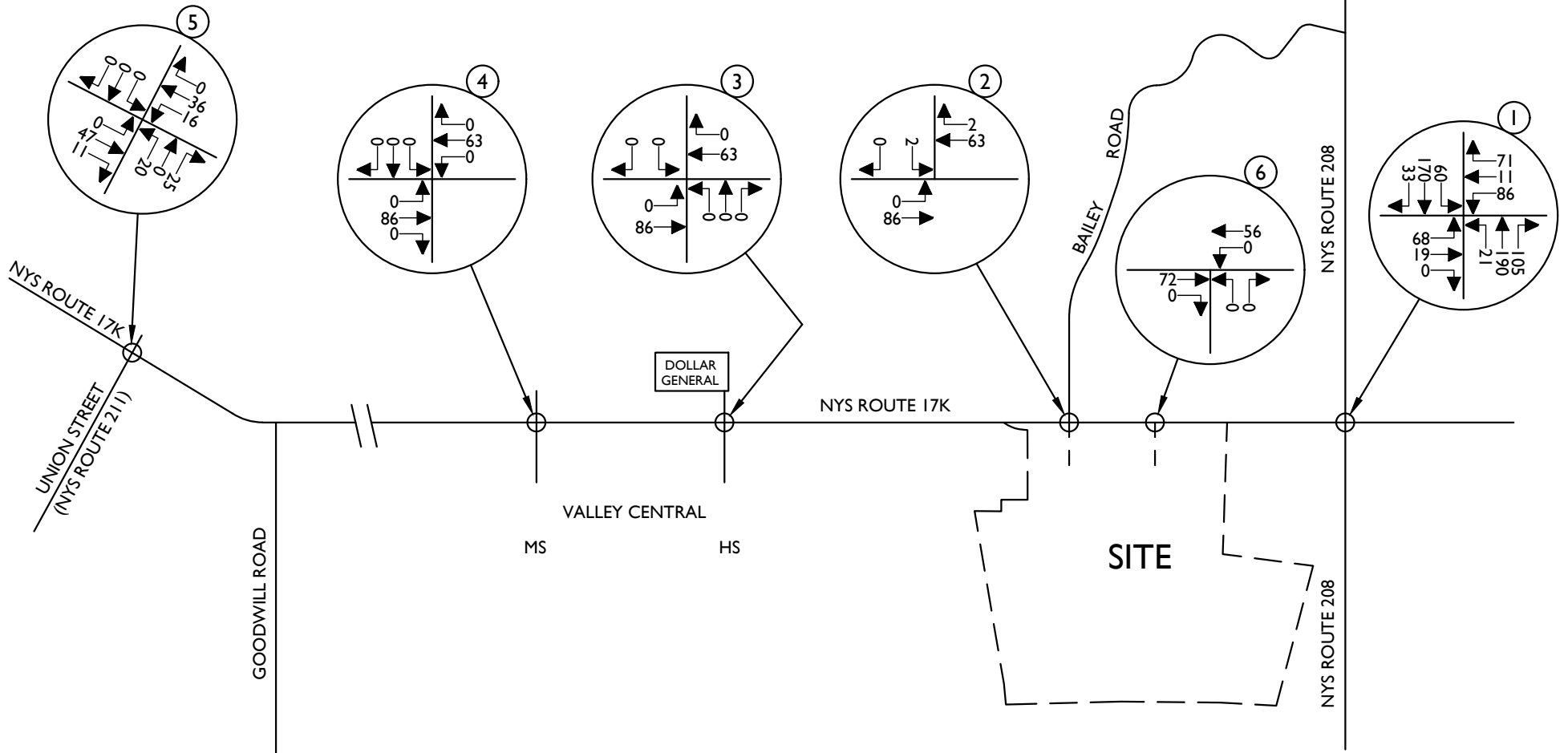
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PROJECT NUMBER:	22012941A	DRAWING NAME:	24806RH_FIGURE_REVISED DEIS

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

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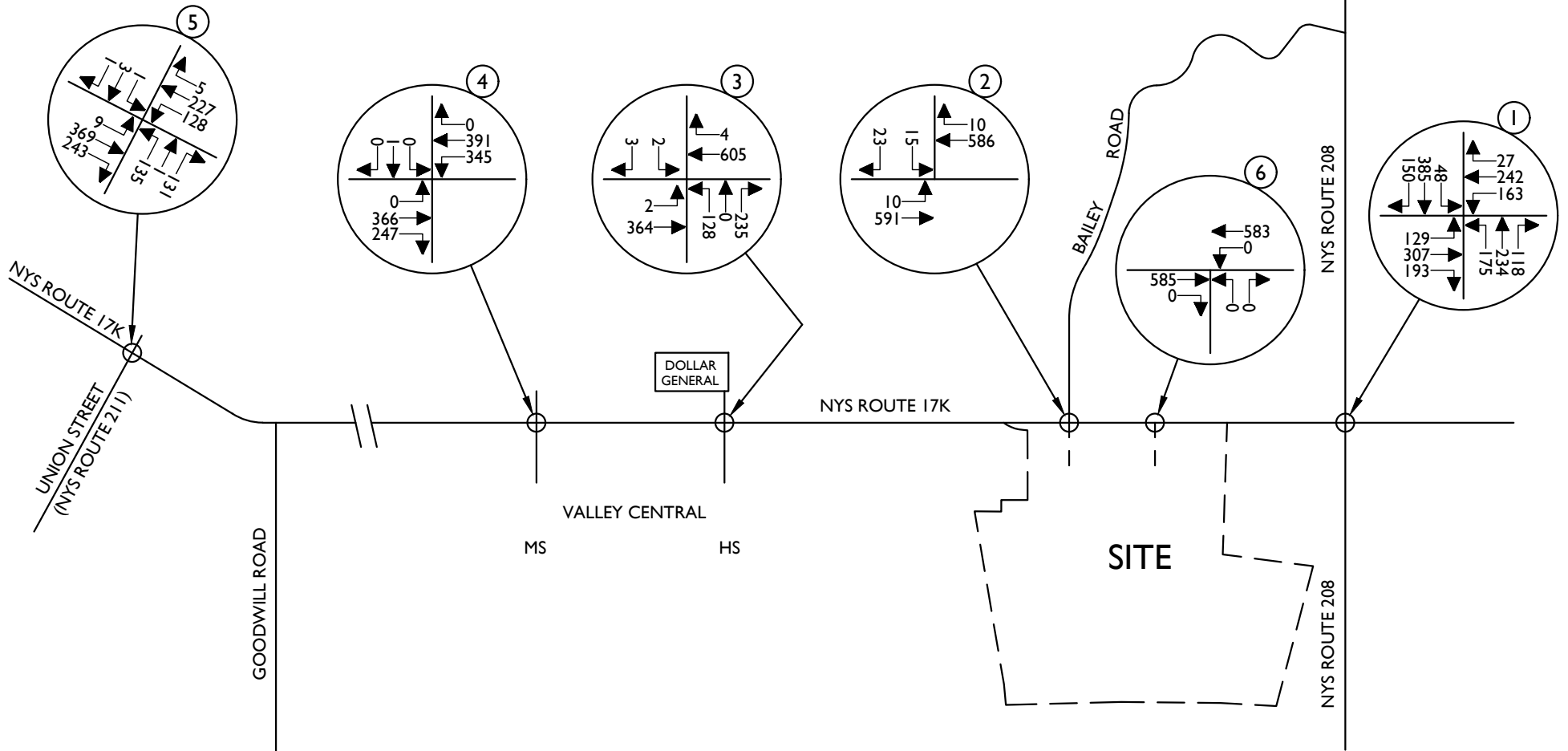
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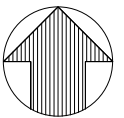
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SHEET TITLE: FIELD BOOK: XX PAGE: XX
OTHER DEVELOPMENT
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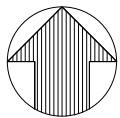
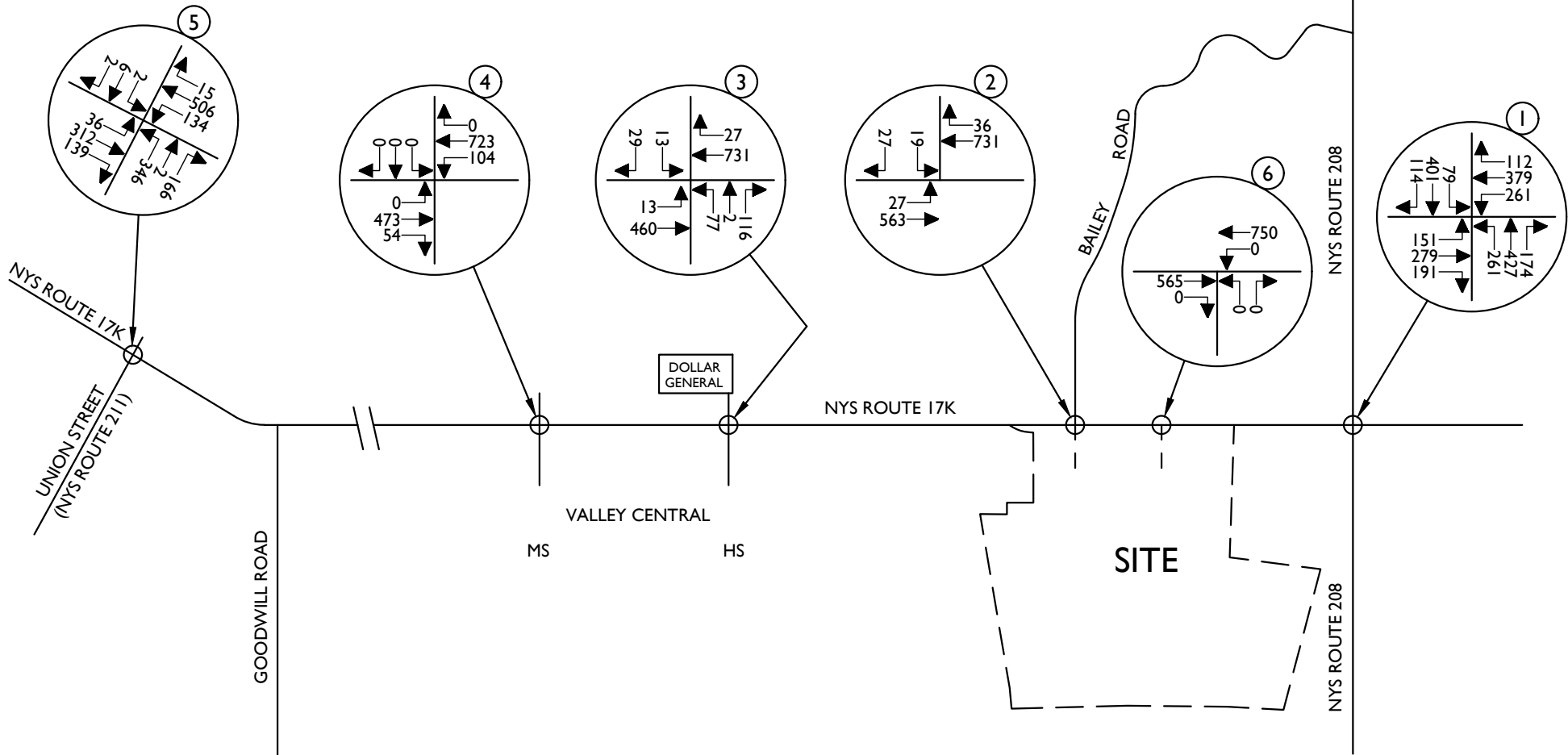
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2026 NO-BUILD TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

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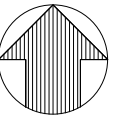
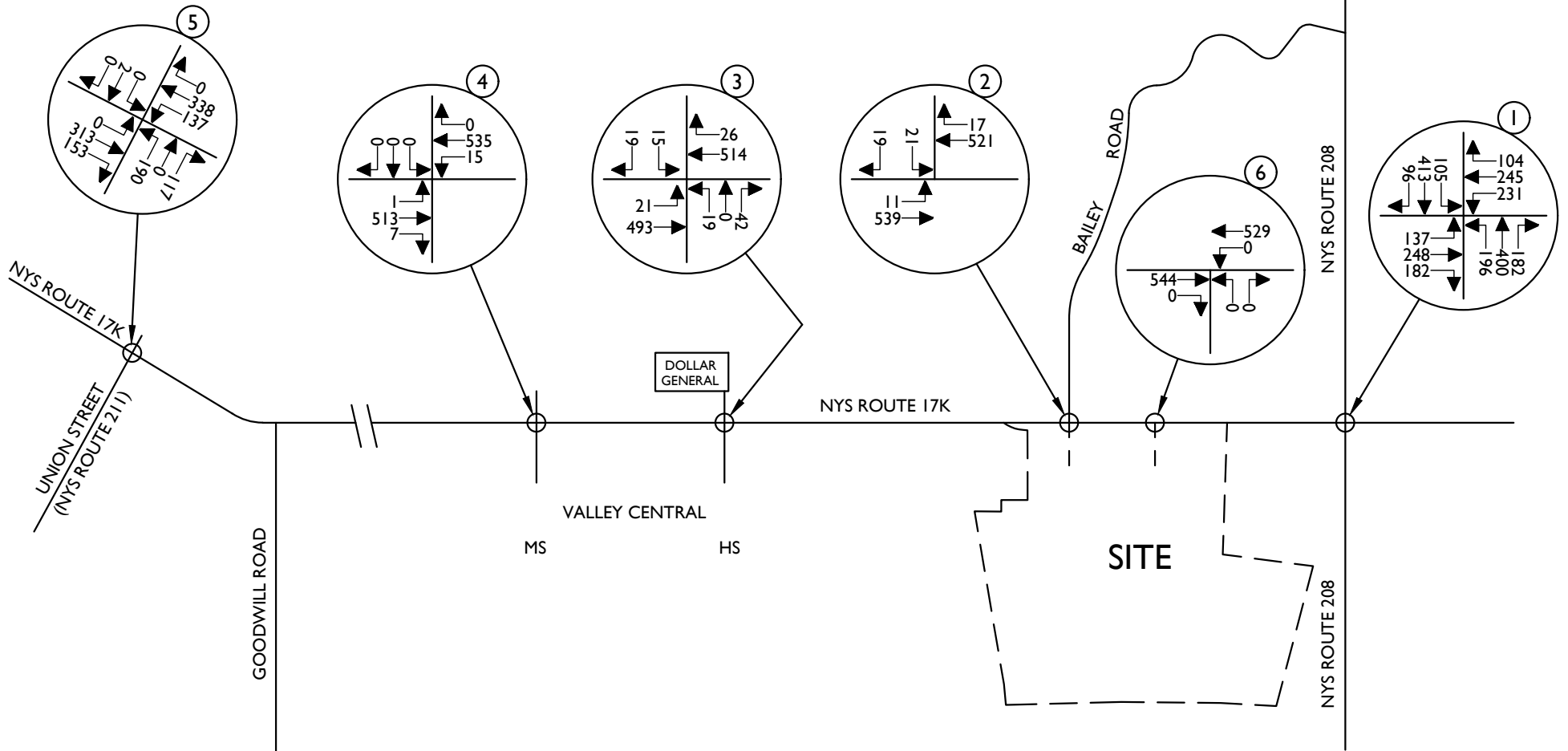
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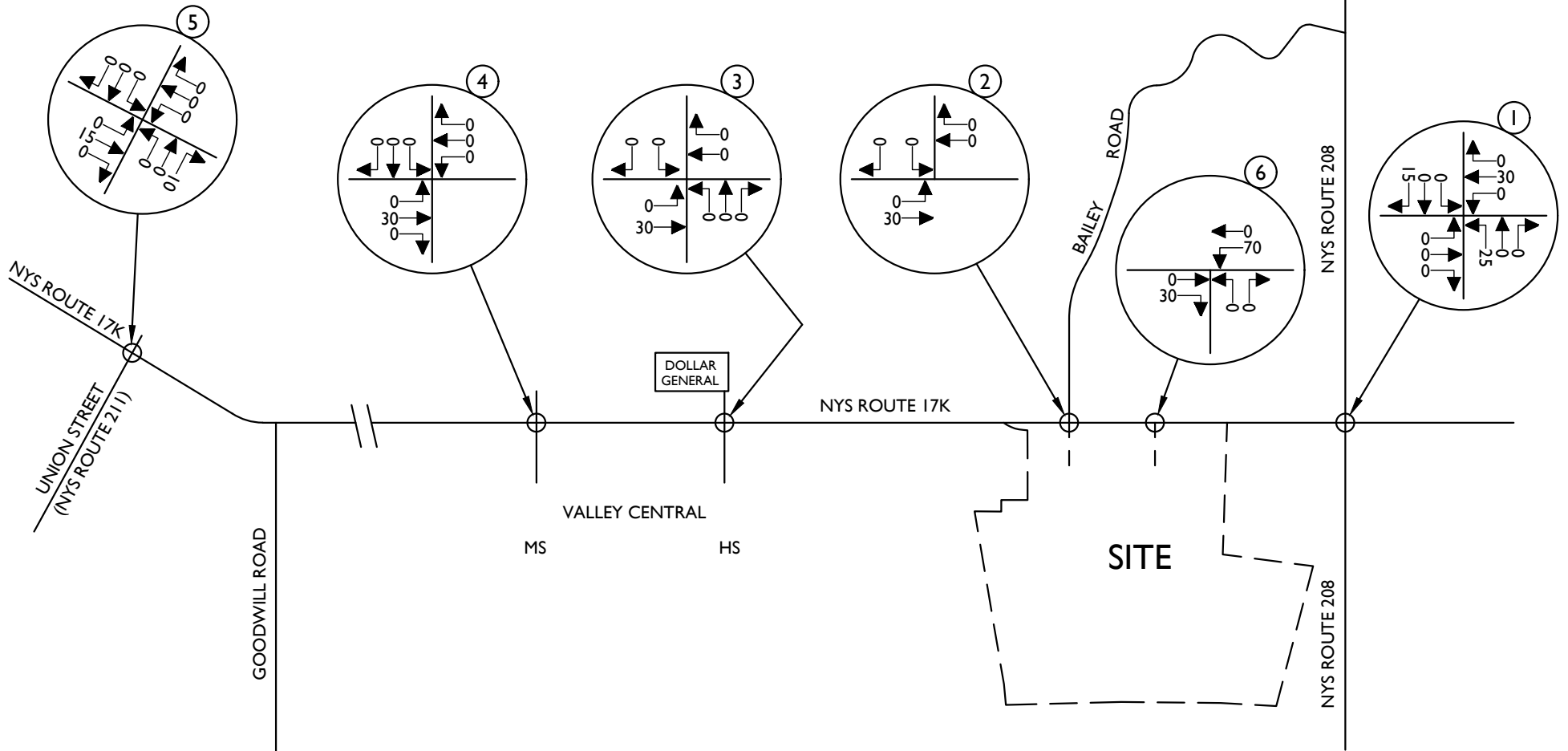
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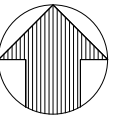
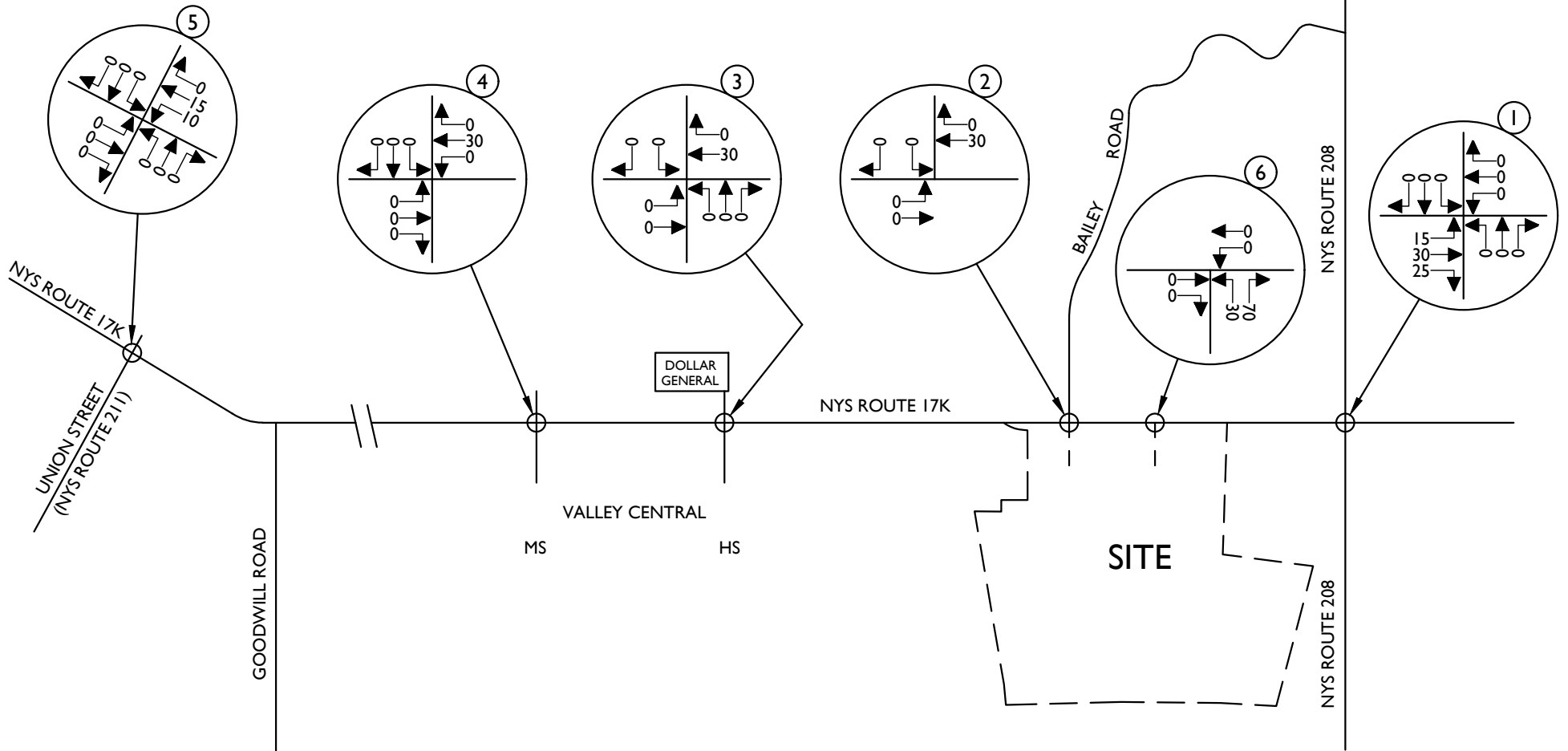
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5	8/6/24	RHILARIO	REVISED PER PERMITTING COMMENTS
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8	8/6/24	RHILARIO	REVISED PER PERMITTING COMMENTS
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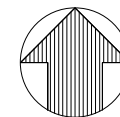
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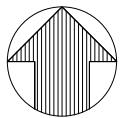
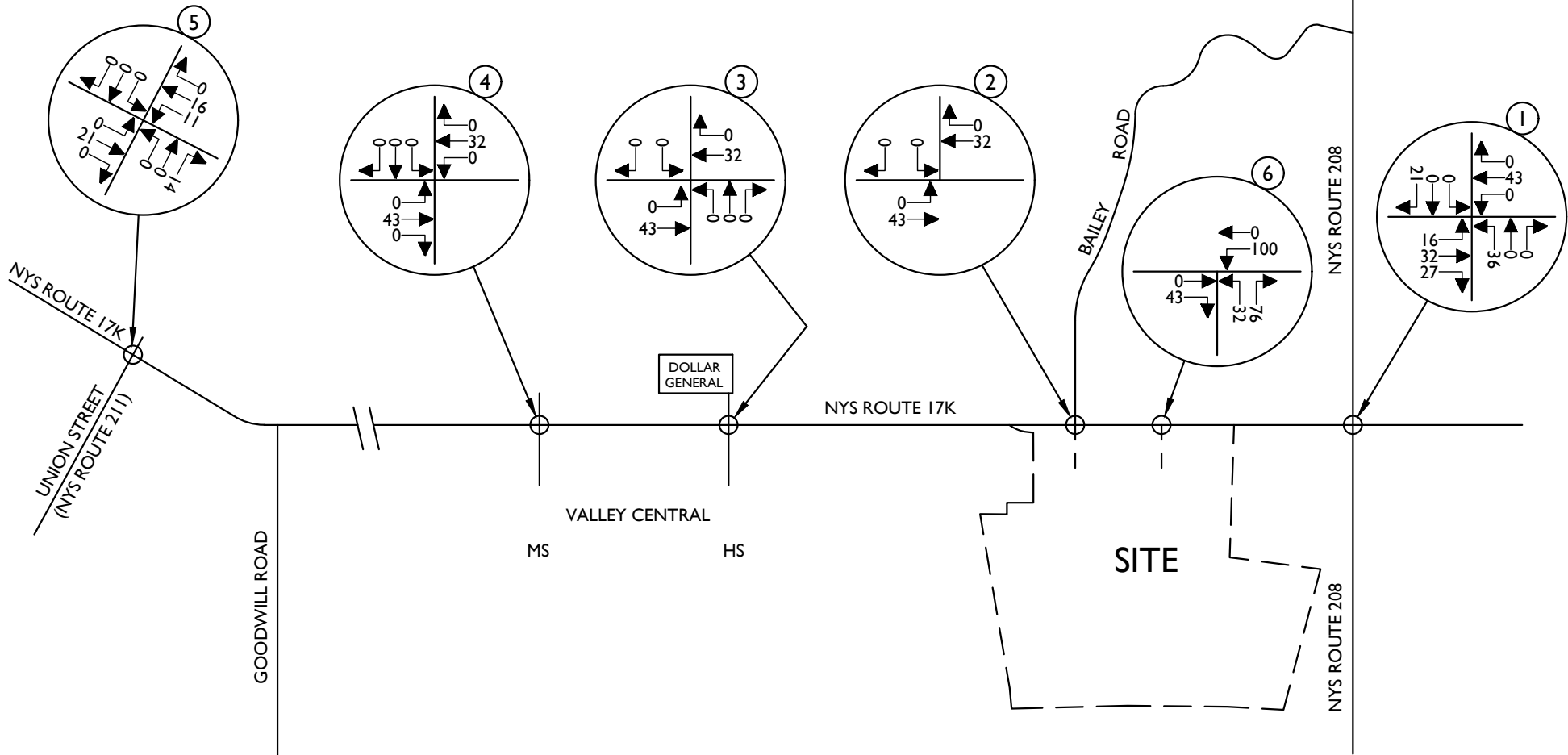
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DRAWING NAME: 24806RH_FIGURE_REVISED DEIS

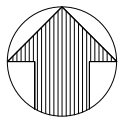
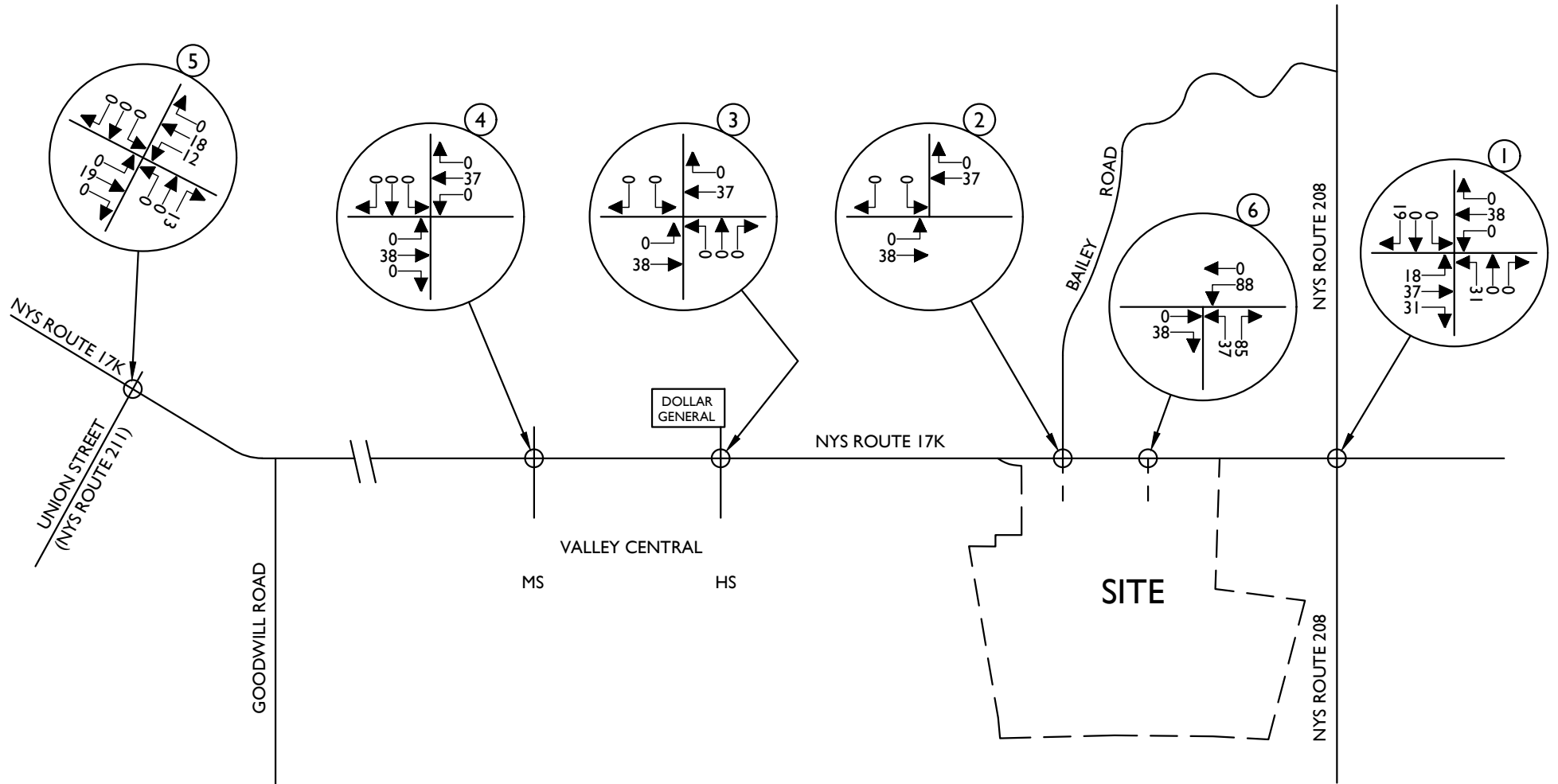
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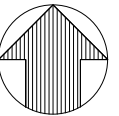
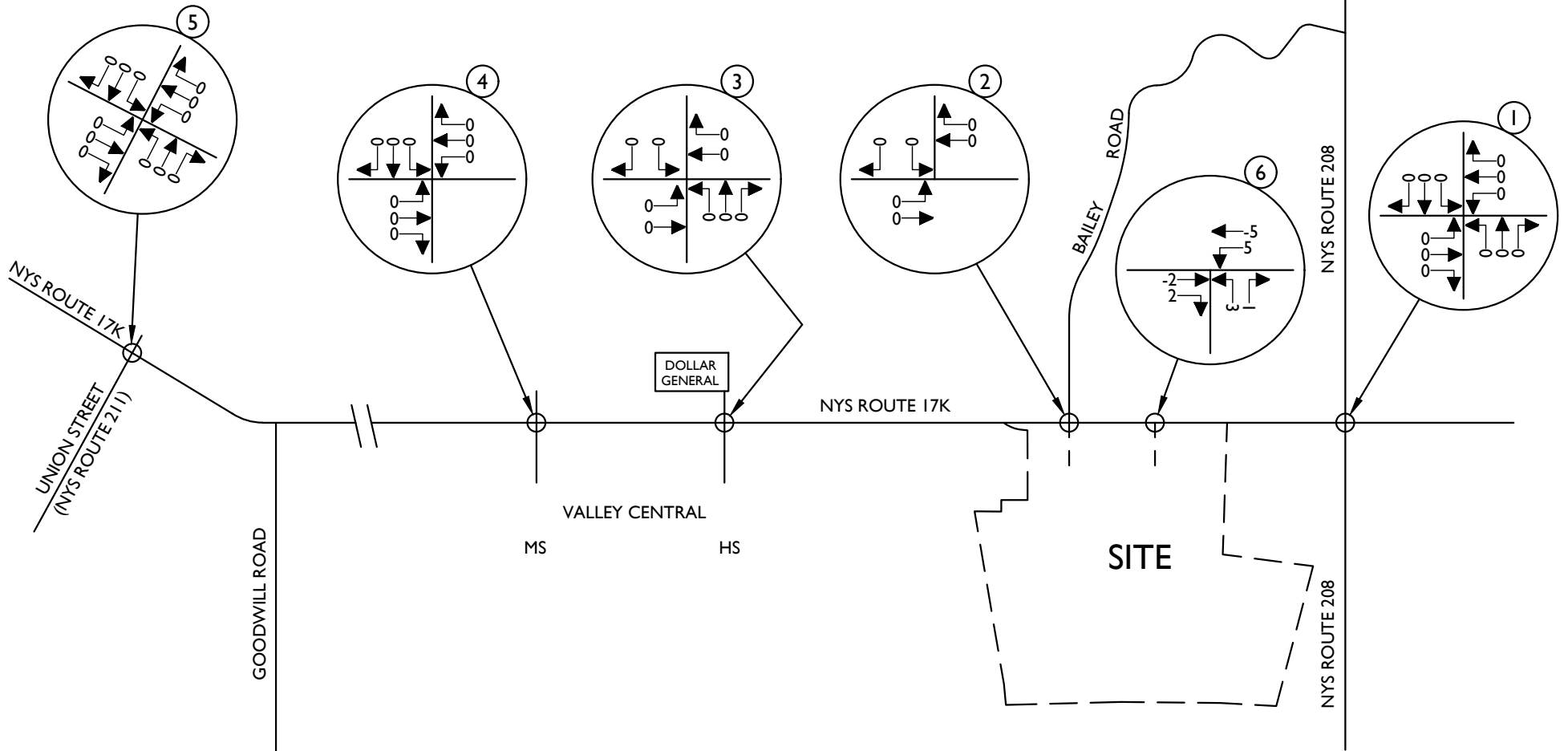
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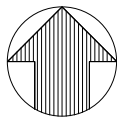
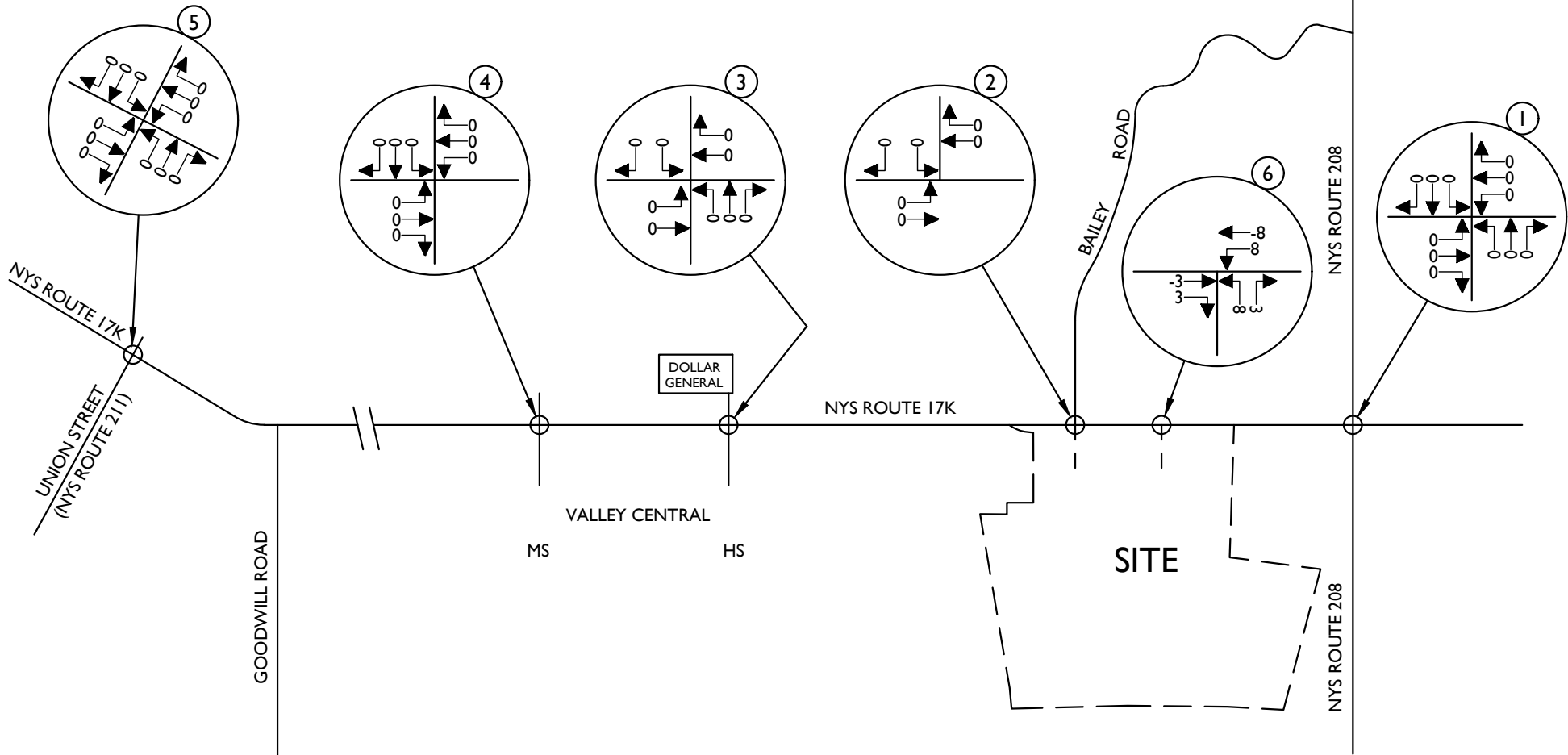
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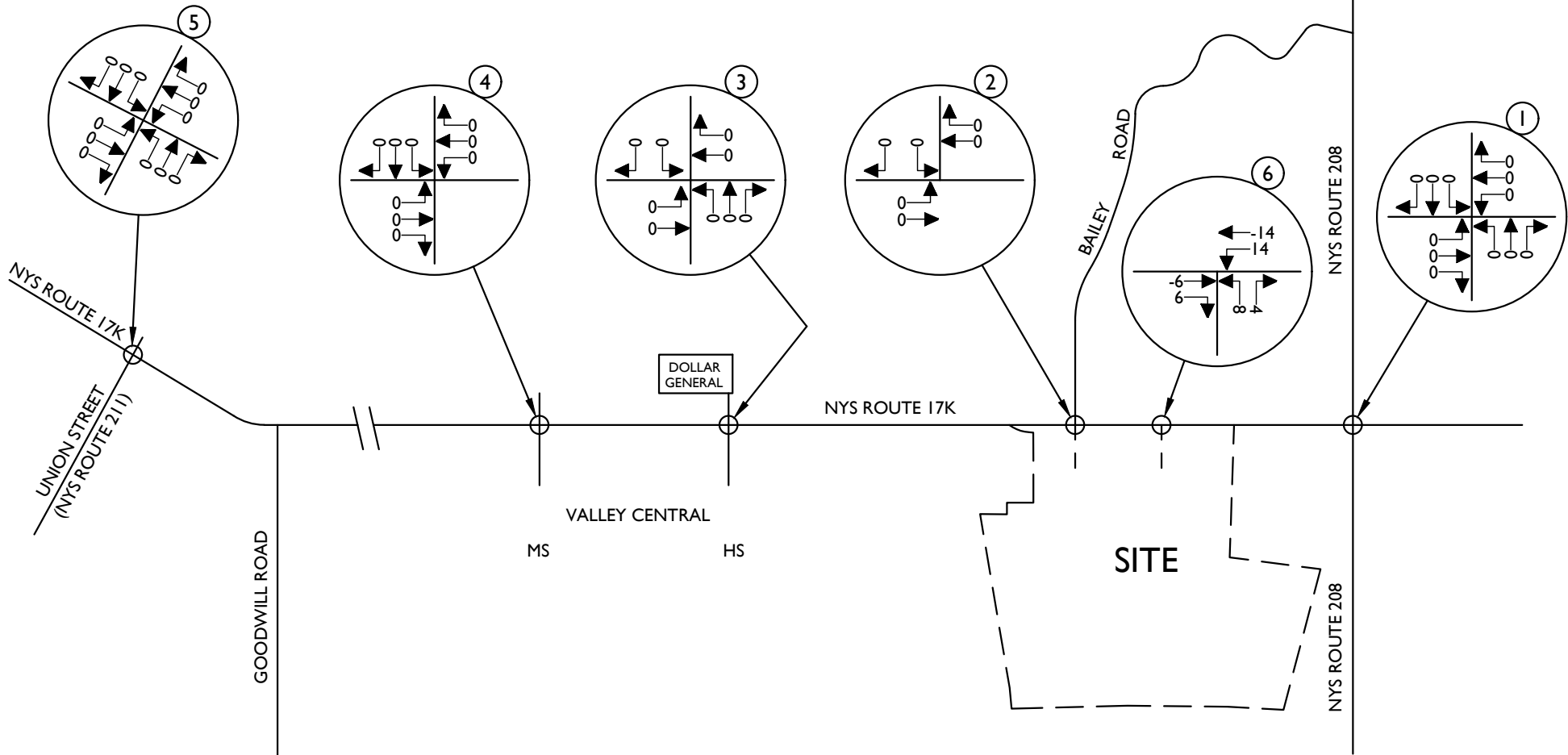
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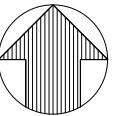
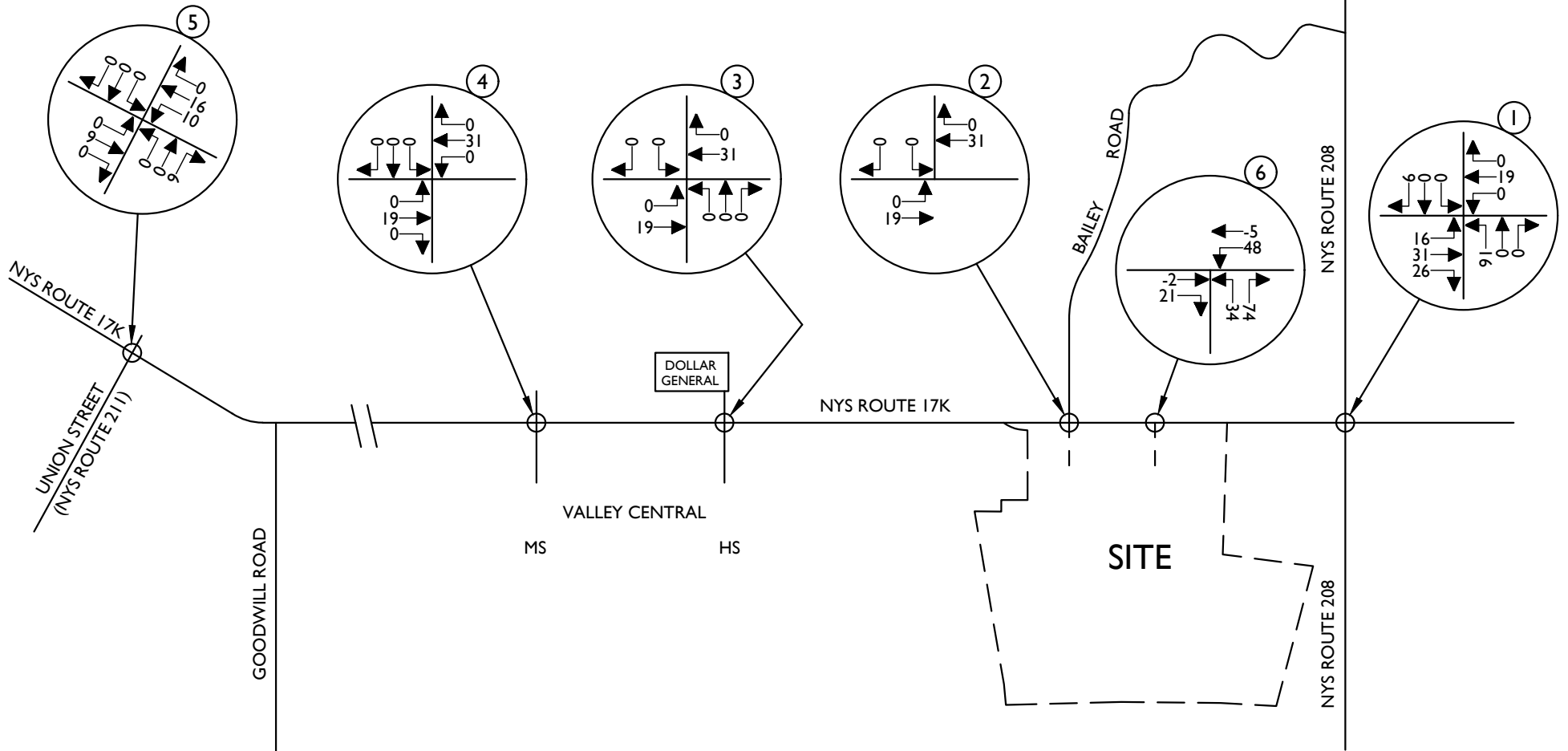
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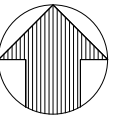
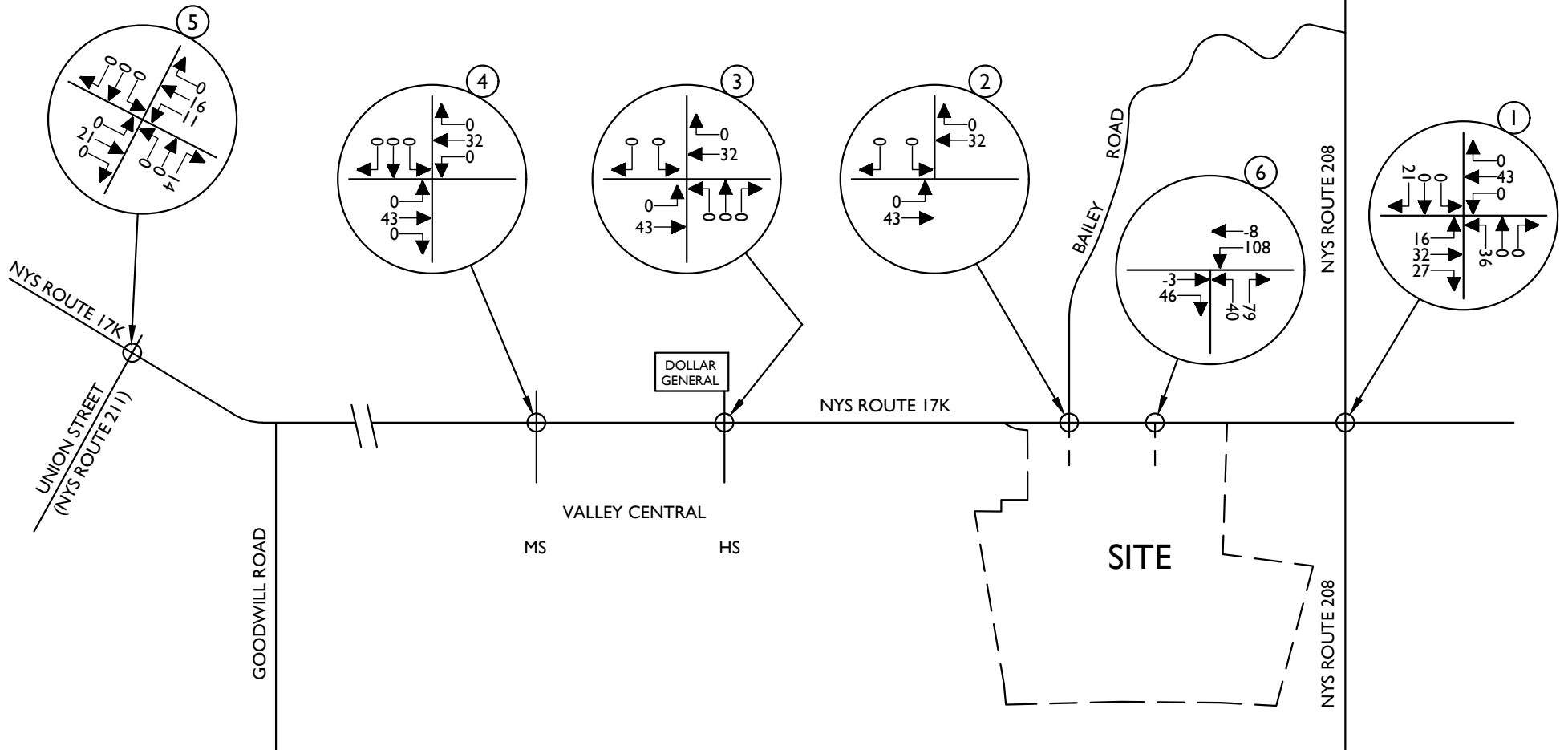
TRAFFIC IMPACT STUDY

SCALE: AS SHOWN DATE: 8/6/24 DRAWN BY: R.H. CHECKED BY: P.J.G.

PROJECT NUMBER: 22012941A DRAWING NAME: 24806RH_FIGURE_REVISED DEIS

SHEET TITLE: FIELD BOOK: XX PAGE: XX
TOTAL
SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER: 22



NOTE: LINE DIAGRAM NOT TO SCALE



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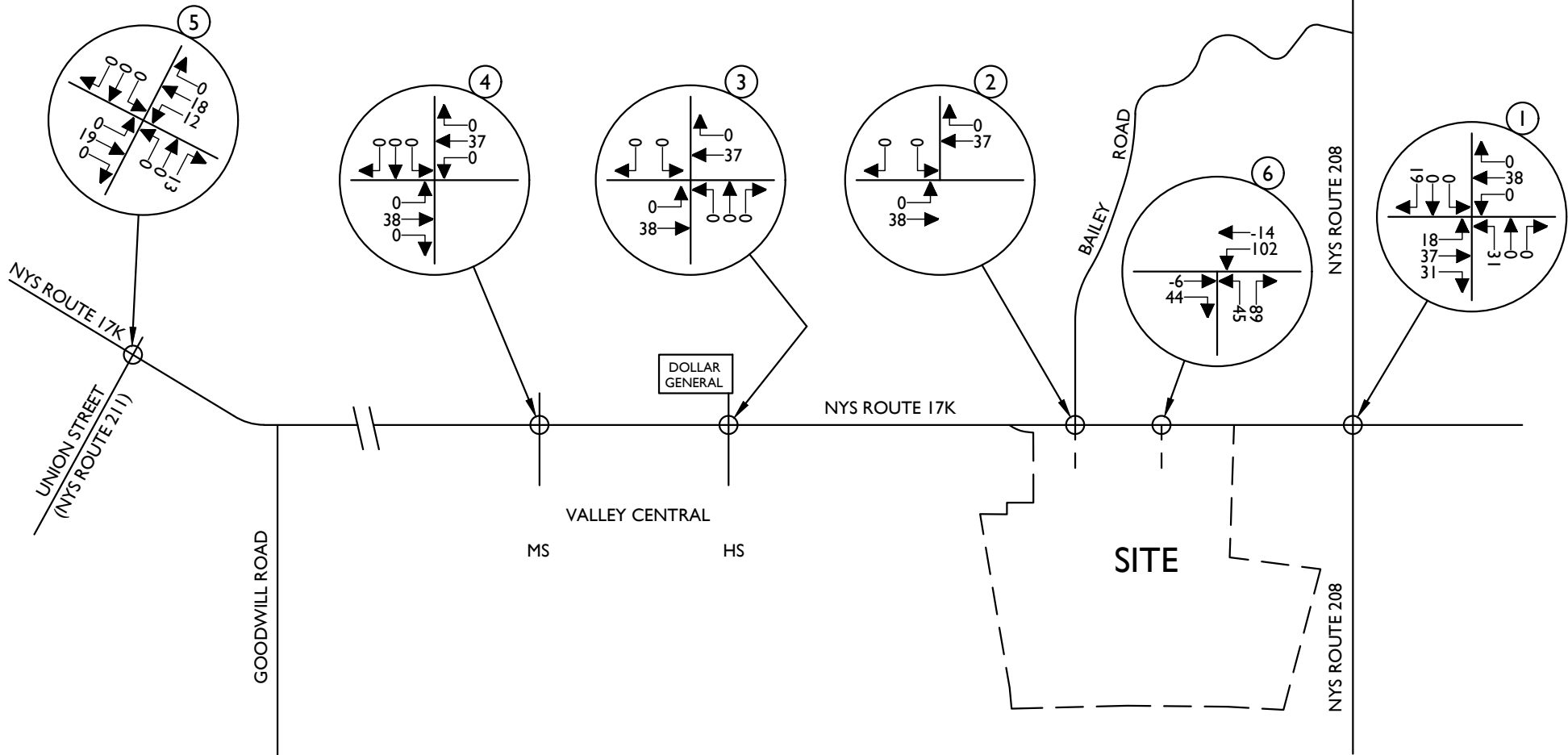
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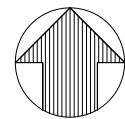
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TOTAL
SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER: 23



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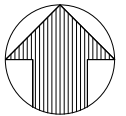
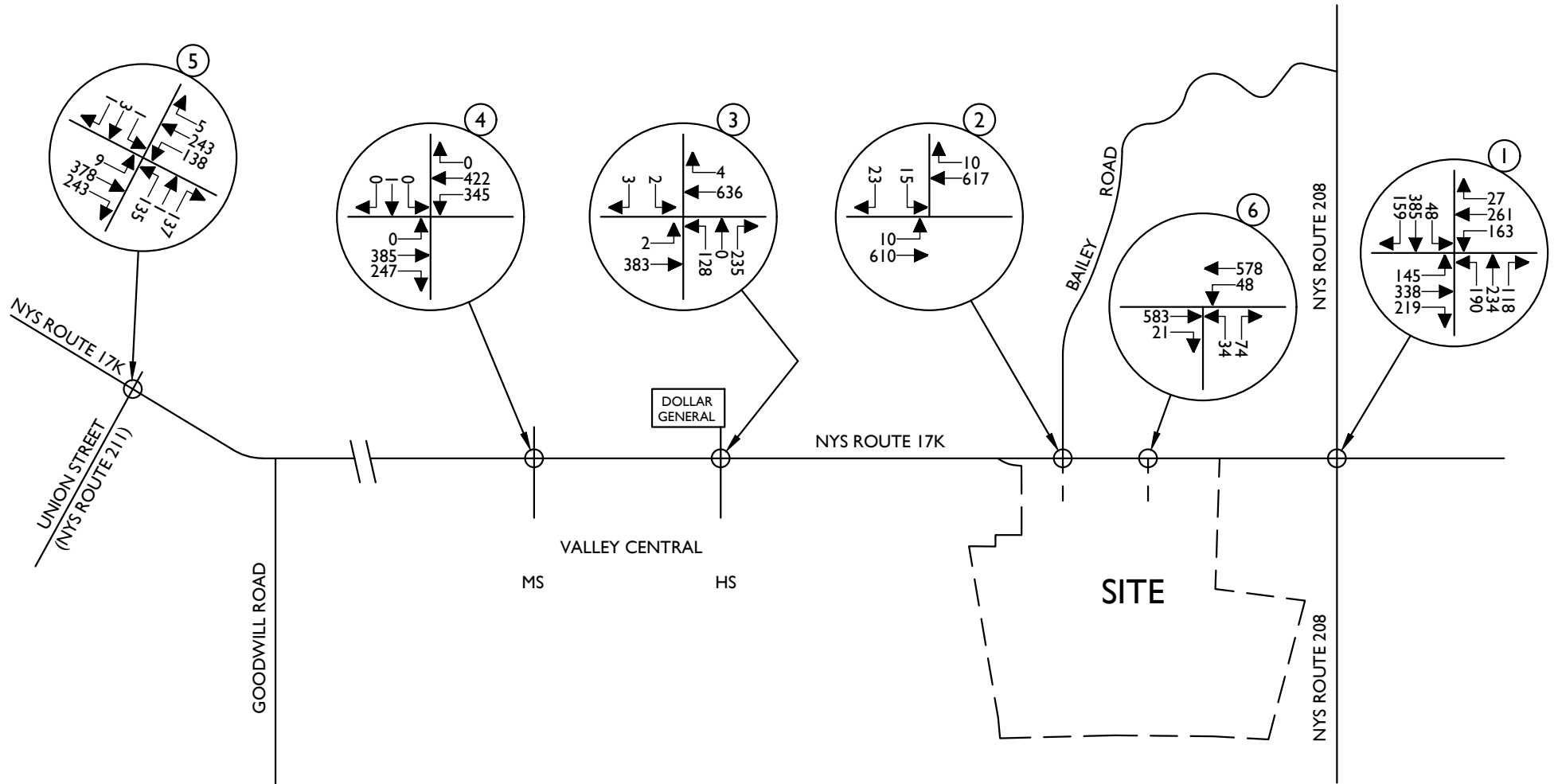
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PROJECT NUMBER:	22012941A	DRAWING NAME:	24806RH_FIGURE_REVISED DEIS

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TOTAL SITE GENERATED TRAFFIC VOLUMES WEEKEND PEAK SAT HOUR		

SHEET NUMBER:	24
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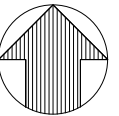
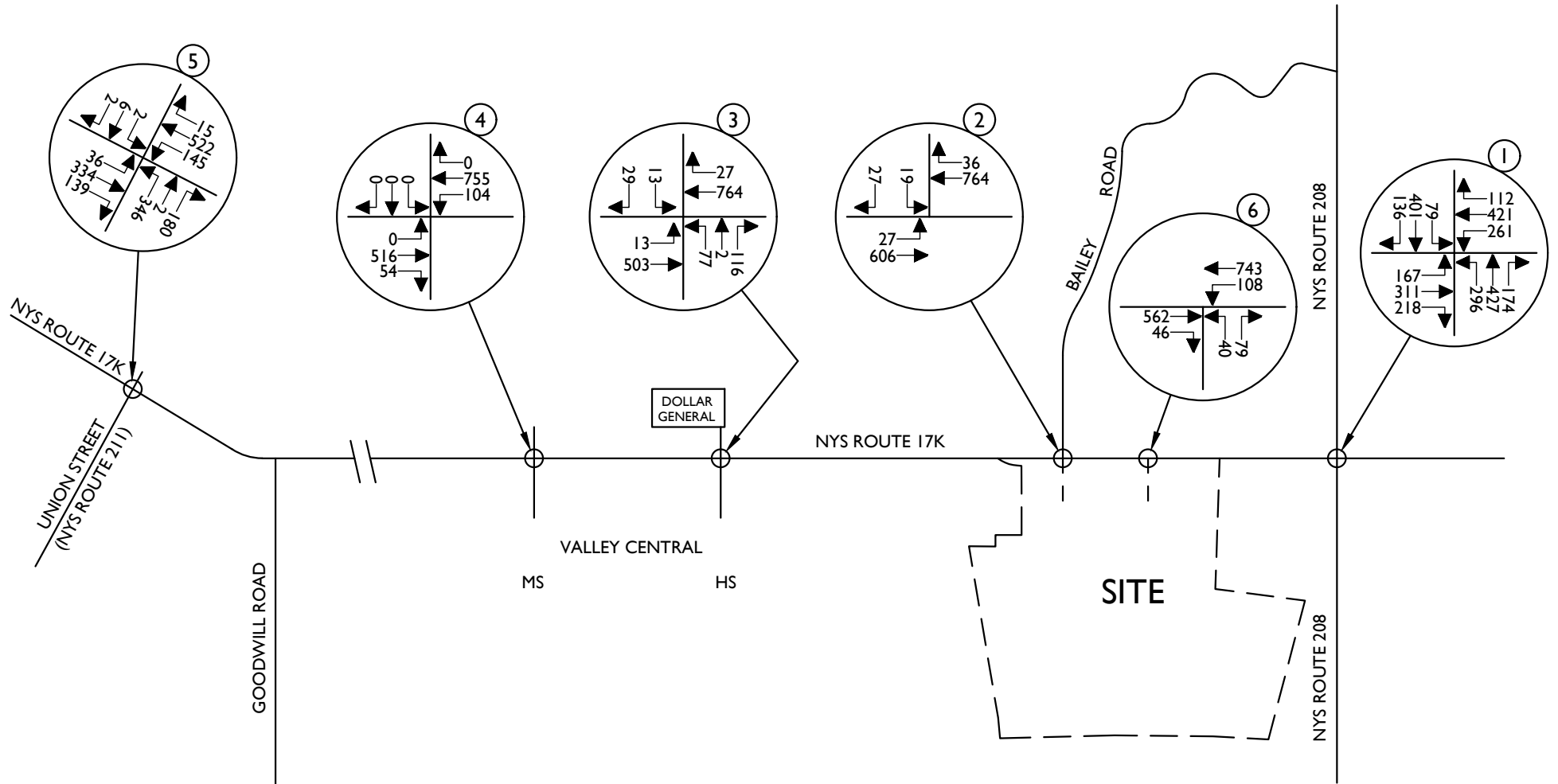
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2026 BUILD TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

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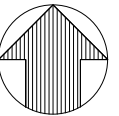
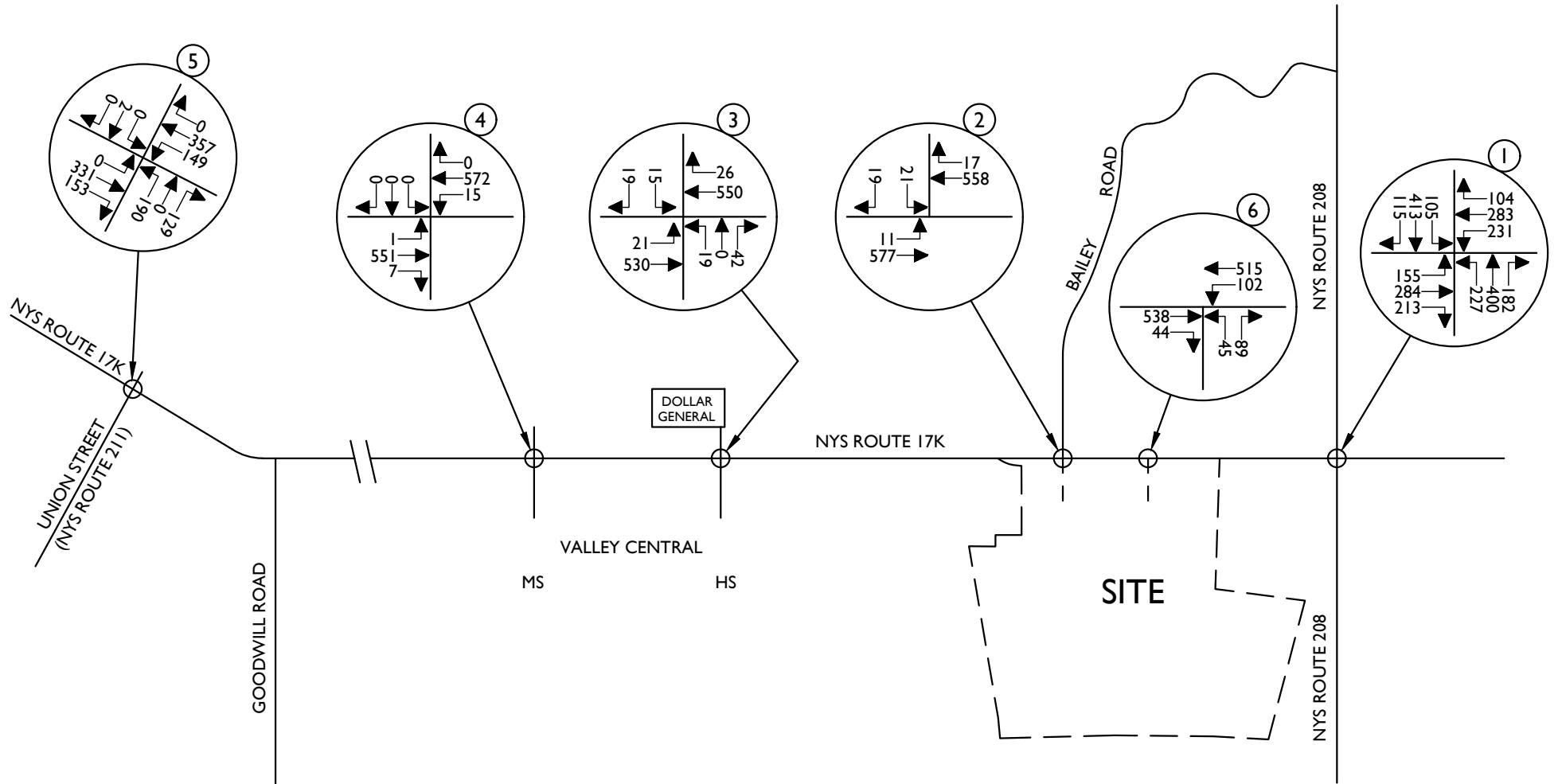
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PROJECT NUMBER: 22012941A	DRAWING NAME: 24806RH_FIGURE_REVISED DEIS		
SHEET TITLE: 2026 BUILD TRAFFIC VOLUMES WEEKDAY PEAK PM HOUR	FIELD BOOK: XX	PAGE: XX	
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REV	DATE	DRAWN BY	DESCRIPTION
1	8/6/24	P.J.G.	2026 BUILD TRAFFIC VOLUMES WEEKEND PEAK SAT HOUR
2	8/6/24	P.J.G.	2026 BUILD TRAFFIC VOLUMES WEEKEND PEAK SAT HOUR
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.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

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.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

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
	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

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		
			NB	LT	0.18	B	19.0	0.19	C	20.5	0.19	C	21.2	0.7	
	Dollar General Driveway	SB	LTR	0.46	C	20.3	0.47	C	21.8	0.47	C	22.6	0.8		
				0.85	D	36.3	0.87	D	39.6	0.87	D	40.5	0.9		
			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	7.2	0.0		

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
<u>With Signal Timing Modifications</u>																				
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	-	13
3) NYS Route 17K & Valley Central School Exit Driveway/ Dollar General Driveway																				
NYS Route 17K EB	L	100	-	3	-	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
	NB LT	270	57	133	59	137	59	137	29	72	30	74	30	74	5	27	6	28	6	28
Valley Central School Exit Driveway	R	270	-	54	-	54	-	54	-	31	-	33	-	33	-	-	-	-	-	-
	SB LTR	80	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<u>With Signal Timing Modifications</u>																				
NYS Route 17K EB	L	100	-	-	-	-	-	-	-	-	-	-	3	13	-	-	-	-	-	-
	T	610	-	-	-	-	-	-	-	-	-	-	144	314	-	-	-	-	-	-
NYS Route 17K WB	TR	1000+	-	-	-	-	-	-	-	-	-	-	310	876	-	-	-	-	-	-
	NB LT	270	-	-	-	-	-	-	-	-	-	-	40	90	-	-	-	-	-	-
Valley Central School Exit Driveway	R	270	-	-	-	-	-	-	-	-	-	-	-	38	-	-	-	-	-	-
	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
	NYS Route 17K		WB	LTR	530	60	248	65	213	70	225	240	512	371	729	431	788	72	258	116	422	144	485
	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	1	8
	<u>With Signal Timing Modifications</u>																						
	NYS Route 17K		EB	LTR	530	-	-	-	-	135	331	-	-	-	-	-	-	-	-	-	-	-	-
	NYS Route 17K		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	-	-	-	-	78	
	<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

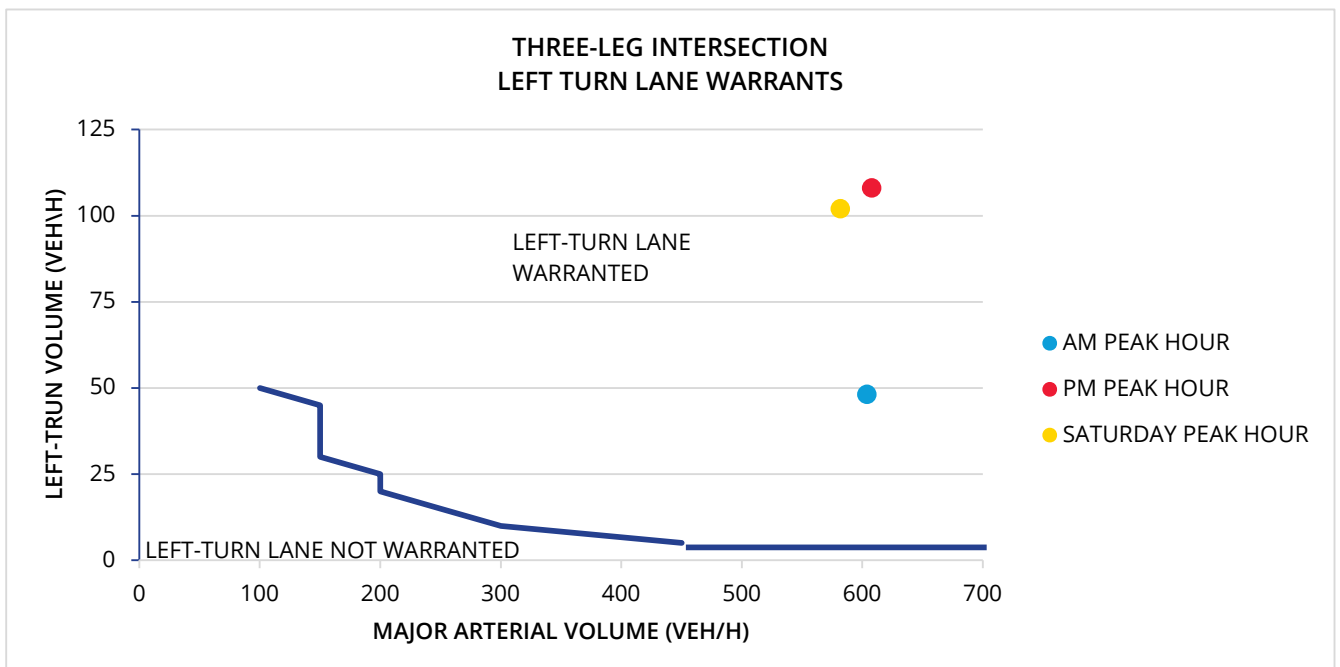


TABLE A-1

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)

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) 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	Total Crashes	9	Total Crashes	9	Total Crashes	9	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	Total Crashes	4	Total Crashes	4	Total Crashes	4	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.

Traffic Impact Study

Appendix C | Level of Service Standards

Level of Service Standards

Level of Service for Signalized Intersections

Level of Service (LOS) can be characterized for the entire intersection, each intersection approach, and each lane group. Control delay alone is used to characterize LOS for the entire intersection or an approach. Control delay and volume-to-capacity (v/c) ratio are used to characterize LOS for a lane group. Delay quantifies the increase in travel time due to traffic signal control. It is also a measure of driver discomfort and fuel consumption. The volume-to-capacity ratio quantifies the degree to which a phase's capacity is utilized by a lane group.

- **LOS A** describes operations with a control delay of 10 s/veh or less and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is exceptionally favorable or the cycle length is very short. If it is due to favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.
- **LOS B** describes operations with control delay between 10 and 20 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with LOS A.
- **LOS C** describes operations with control delay between 20 and 35 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when progression is favorable or the cycle length is moderate.
- **LOS D** describes operations with control delay between 35 and 55 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high and either progression is ineffective or the cycle length is long.
- **LOS E** describes operations with control delay between 55 and 80 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long.
- **LOS F** describes operations with control delay exceeding 80 s/veh or a volume-to-capacity ratio greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long.

A lane group can incur a delay less than 80 s/veh when the volume-to-capacity ratio exceeds 1.0. This condition typically occurs when the cycle length is short, the signal progression is favorable, or both. As a result, both the delay and volume-to-capacity ratio are considered when lane group LOS is established. A ratio of 1.0 or more indicates that cycle capacity is fully utilized and represents failure from a capacity perspective (just as delay in excess of 80 s/veh represents failure from a delay perspective).

The Level of Service Criteria for signalized intersections are given in Exhibit 19-8 from the *Highway Capacity Manual, 6th Edition* published by the Transportation Research Board.

Exhibit 19-8 LOS by Volume-to-Capacity Ratio

Control Delay (s/veh)	$v/c \leq 1.0$	$v/c \geq 1.0$
≤ 10	A	F
>10-20	B	F
>20-35	C	F
>35-55	D	F
>55-80	E	F
>80	F	F

For approach-based and intersection wide assessments, LOS is defined solely by control delay.

Level of Service Criteria For Two-Way Stop-Controlled (TWSC) Unsignalized Intersections

Level of Service (LOS) for a two-way stop-controlled (TWSC) intersection is determined by the computed or measured control delay. For motor vehicles, LOS is determined for each minor-street movement (or shared movement) as well as major-street left turns. LOS is not defined for the intersection as a whole or for major-street approaches.

The Level of Service Criteria for TWSC unsignalized intersections are given in Exhibit 20-2 from the Highway Capacity Manual, 6th Edition published by the Transportation Research Board.

Exhibit 20-2 LOS by Volume-to-Capacity Ratio

Control Delay (s/veh)	$v/c \leq 1.0$	$v/c \geq 1.0$
0-10	A	F
>10-15	B	F
>15-25	C	F
>25-35	D	F
>35-50	E	F
>50	F	F

The LOS criteria apply to each lane on a given approach and to each approach on the minor street. LOS is not calculated for major-street approaches or for the intersection as a whole.

As Exhibit 20-2 notes, LOS F is assigned to the movement if the volume-to-capacity ratio for the movement exceeds 1.0, regardless of the control delay.

The Level of Service Criteria for unsignalized intersections are somewhat different from the criteria for signalized intersections.

Level of Service Criteria For All-Way Stop-Controlled (AWSC) Unsignalized Intersections

The Levels of Service (LOS) for all-way stop-controlled (AWSC) intersections are given in Exhibit 21-8. As the exhibit notes, LOS F is assigned if the volume-to-capacity (v/c) ratio of a lane exceeds 1.0, regardless of the control delay. For assessment of LOS at the approach and intersection levels, LOS is based solely on control delay.

The Level of Service Criteria for AWSC unsignalized intersections are given in Exhibit 21-8 from the *Highway Capacity Manual, 7th Edition* published by the Transportation Research Board.

Exhibit 21-8 LOS by Volume-to-Capacity Ratio

Control Delay (s/veh)	$v/c \leq 1.0$	$v/c \geq 1.0$
0-10	A	F
>10-15	B	F
>15-25	C	F
>25-35	D	F
>35-50	E	F
>50	F	F

























For approaches and intersection wide assessment, LOS is defined solely by control delay.

Traffic Impact Study

Appendix D | Capacity Analysis













2023 Existing Traffic Volumes
1: NYS Route 208 & NYS Route 17K

Peak AM Hour
08/07/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	93	274	181	112	220	24	128	194	71	37	319	133
Future Volume (vph)	93	274	181	112	220	24	128	194	71	37	319	133
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	11	12	11	11	12	12	11	12	11
Grade (%)		5%			-4%			2%			3%	
Storage Length (ft)	300		300	200		160	400		150	145		200
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1575	1715	1396	1695	1778	1154	1529	1742	1494	1482	1749	1385
Flt Permitted	0.477			0.317			0.242			0.616		
Satd. Flow (perm)	791	1715	1396	566	1778	1154	389	1742	1494	961	1749	1385
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			213			81			84			156
Link Speed (mph)		55			55			45			45	
Link Distance (ft)		2524			1133			1322			1760	
Travel Time (s)		31.3			14.0			20.0			26.7	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	8%	8%	9%	5%	9%	38%	13%	8%	7%	16%	7%	11%
Adj. Flow (vph)	109	322	213	132	259	28	151	228	84	44	375	156
Shared Lane Traffic (%)												
Lane Group Flow (vph)	109	322	213	132	259	28	151	228	84	44	375	156
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.08	1.03	1.08	1.02	0.97	1.02	1.06	1.01	1.01	1.07	1.02	1.07
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2	2	2	2	2	2	2	2
Detector Template												
Leading Detector (ft)	78	78	78	78	78	78	78	78	78	78	78	78
Trailing Detector (ft)	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10
Detector 1 Position(ft)	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10
Detector 1 Size(ft)	40	40	40	40	40	40	40	40	40	40	40	40
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	38	38	38	38	38	38	38	38	38	38	38	38
Detector 2 Size(ft)	40	40	40	40	40	40	40	40	40	40	40	40
Detector 2 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	1	6	7	5	2	3	7	4	5	3	8	1
Permitted Phases	6		6	2		2	4		4	8		8
Detector Phase	1	6	7	5	2	3	7	4	5	3	8	1

2023 Existing Traffic Volumes
1: NYS Route 208 & NYS Route 17K

Peak AM Hour
08/07/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	3.0	10.0	3.0	3.0	10.0	3.0	3.0	10.0	3.0	3.0	10.0	3.0
Minimum Split (s)	10.0	17.0	10.0	10.0	17.0	10.0	10.0	17.0	10.0	10.0	17.0	10.0
Total Split (s)	22.0	57.0	22.0	22.0	57.0	22.0	22.0	47.0	22.0	22.0	47.0	22.0
Total Split (%)	14.9%	38.5%	14.9%	14.9%	38.5%	14.9%	14.9%	31.8%	14.9%	14.9%	31.8%	14.9%
Maximum Green (s)	15.0	50.0	15.0	15.0	50.0	15.0	15.0	40.0	15.0	15.0	40.0	15.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	3.0	2.0	2.0	3.0	2.0	2.0	3.0	2.0	2.0	3.0	2.0
Recall Mode	None	Min	None	None	Min	None	None	None	None	None	None	None
v/c Ratio	0.32	0.77	0.29	0.41	0.57	0.05	0.49	0.37	0.10	0.12	0.81	0.23
Control Delay (s/veh)	24.2	52.5	3.9	25.5	41.7	0.2	25.3	31.4	4.0	20.7	53.8	4.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	24.2	52.5	3.9	25.5	41.7	0.2	25.3	31.4	4.0	20.7	53.8	4.2
Queue Length 50th (ft)	47	208	0	57	156	0	61	119	0	16	242	0
Queue Length 95th (ft)	91	336	37	107	261	0	122	218	24	44	394	34
Internal Link Dist (ft)	2444			1053			1242			1680		
Turn Bay Length (ft)	300		300	200		160	400		150	145		200
Base Capacity (vph)	420	836	755	389	867	585	340	701	881	469	682	742
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.39	0.28	0.34	0.30	0.05	0.44	0.33	0.10	0.09	0.55	0.21

Intersection Summary

Area Type: Other









Cycle Length: 148

Actuated Cycle Length: 107.3

Natural Cycle: 65

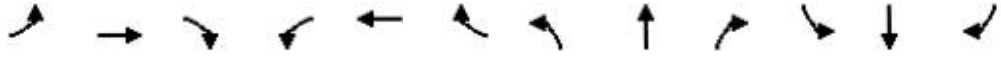












Control Type: Actuated-Uncoordinated

Splits and Phases: 1: NYS Route 208 & NYS Route 17K

 Ø1	 Ø2	 Ø3	 Ø4
22 s	57 s	22 s	47 s
 Ø5	 Ø6	 Ø7	 Ø8
22 s	57 s	22 s	47 s

2023 Existing Traffic Volumes
1: NYS Route 208 & NYS Route 17K

Peak AM Hour
08/07/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	274	181	112	220	24	128	194	71	37	319	133
Future Volume (veh/h)	93	274	181	112	220	24	128	194	71	37	319	133
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1634	1634	1619	1982	1922	1487	1684	1758	1773	1610	1743	1684
Adj Flow Rate, veh/h	109	322	213	132	259	28	151	228	84	44	375	156
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	8	8	9	5	9	38	13	8	7	16	7	11
Cap, veh/h	317	394	456	276	468	344	275	562	591	332	449	469
Arrive On Green	0.07	0.24	0.24	0.07	0.24	0.24	0.09	0.32	0.32	0.03	0.26	0.26
Sat Flow, veh/h	1556	1634	1372	1888	1922	1260	1604	1758	1502	1533	1743	1427
Grp Volume(v), veh/h	109	322	213	132	259	28	151	228	84	44	375	156
Grp Sat Flow(s),veh/h/ln	1556	1634	1372	1888	1922	1260	1604	1758	1502	1533	1743	1427
Q Serve(g_s), s	4.3	15.5	10.2	4.3	9.8	1.4	5.6	8.4	3.0	1.8	16.9	6.9
Cycle Q Clear(g_c), s	4.3	15.5	10.2	4.3	9.8	1.4	5.6	8.4	3.0	1.8	16.9	6.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	317	394	456	276	468	344	275	562	591	332	449	469
V/C Ratio(X)	0.34	0.82	0.47	0.48	0.55	0.08	0.55	0.41	0.14	0.13	0.83	0.33
Avail Cap(c_a), veh/h	487	982	949	477	1155	794	418	845	833	563	838	787
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.8	29.9	22.0	22.7	27.5	22.5	21.5	22.1	16.2	21.9	29.2	21.0
Incr Delay (d2), s/veh	0.2	4.2	0.7	0.5	1.0	0.1	0.6	0.5	0.1	0.1	4.1	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	5.9	3.1	1.7	4.2	0.4	2.0	3.3	0.9	0.6	7.0	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	22.0	34.1	22.7	23.2	28.5	22.6	22.2	22.6	16.3	21.9	33.4	21.5
LnGrp LOS	C	C	C	C	C	C	C	C	B	C	C	C
Approach Vol, veh/h		644			419			463			575	
Approach Delay, s/veh		28.3			26.4			21.3			29.3	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.9	27.3	9.4	33.6	13.1	27.1	14.6	28.4				
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0				
Max Green Setting (Gmax), s	15.0	50.0	15.0	40.0	15.0	50.0	15.0	40.0				
Max Q Clear Time (g_c+l1), s	6.3	11.8	3.8	10.4	6.3	17.5	7.6	18.9				
Green Ext Time (p_c), s	0.1	1.3	0.0	1.5	0.2	2.6	0.2	2.5				
Intersection Summary												
HCM 7th Control Delay, s/veh			26.6									
HCM 7th LOS			C									

2023 Existing Traffic Volumes
2: NYS Route 17K & Bailey Road

Peak AM Hour
08/07/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	10	514	505	8	11	22
Future Volume (vph)	10	514	505	8	11	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		0%	1%		-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.998		0.910	
Flt Protected		0.999			0.984	
Satd. Flow (prot)	0	1713	1697	0	1644	0
Flt Permitted		0.999			0.984	
Satd. Flow (perm)	0	1713	1697	0	1644	0
Link Speed (mph)		55	55		30	
Link Distance (ft)		1066	655		1084	
Travel Time (s)		13.2	8.1		24.6	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	2%	11%	11%	25%	2%	5%
Adj. Flow (vph)	12	605	594	9	13	26
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	617	603	0	39	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.01	1.01	0.99	0.99
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

2023 Existing Traffic Volumes
2: NYS Route 17K & Bailey Road

Peak AM Hour
08/07/2024

Intersection

Int Delay, s/veh 0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	4		4	
Traffic Vol, veh/h	10	514	505	8	11	22
Future Vol, veh/h	10	514	505	8	11	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	1	-	-1	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	11	11	25	2	5
Mvmt Flow	12	605	594	9	13	26

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	604	0	0 1227 599
Stage 1	-	-	- 599 -
Stage 2	-	-	- 628 -
Critical Hdwy	4.12	-	- 6.22 6.15
Critical Hdwy Stg 1	-	-	- 5.22 -
Critical Hdwy Stg 2	-	-	- 5.22 -
Follow-up Hdwy	2.218	-	- 3.518 3.345
Pot Cap-1 Maneuver	974	-	- 211 505
Stage 1	-	-	- 567 -
Stage 2	-	-	- 551 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	974	-	- 207 505
Mov Cap-2 Maneuver	-	-	- 207 -
Stage 1	-	-	- 557 -
Stage 2	-	-	- 551 -

Approach	EB	WB	SB
HCM Control Delay, s/v0.17		0	16.91
HCM LOS			C



















Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	34	-	-	-	341
HCM Lane V/C Ratio	0.012	-	-	-	0.114
HCM Control Delay (s/veh)	8.7	0	-	-	16.9
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.4

2023 Existing Traffic Volumes

Peak AM Hour

3: Valley Central School Exit/Dollar General Driveway & NYS Route 17K

08/07/2024













												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	294	0	0	523	4	124	0	228	2	0	3
Future Volume (vph)	2	294	0	0	523	4	124	0	228	2	0	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	15	12
Grade (%)		1%			-1%			2%			1%	
Storage Length (ft)	100		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		1	0		0
Taper Length (ft)	50			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.999				0.850		0.910	
Flt Protected	0.950							0.950			0.984	
Satd. Flow (prot)	1197	1818	0	0	1720	0	0	1554	1355	0	1826	0
Flt Permitted	0.265							0.950			0.984	
Satd. Flow (perm)	334	1818	0	0	1720	0	0	1554	1355	0	1826	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)									268		103	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		616			1066			255			202	
Travel Time (s)		10.5			18.2			5.8			4.6	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	50%	4%	2%	2%	11%	2%	15%	2%	18%	2%	2%	2%
Adj. Flow (vph)	2	346	0	0	615	5	146	0	268	2	0	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	2	346	0	0	620	0	0	146	268	0	6	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.99	0.99	0.99	1.01	1.01	1.01	1.01	0.89	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2			2		1	2	2	1	2	
Detector Template							Left			Left		
Leading Detector (ft)	42	42			42		20	42	42	20	42	
Trailing Detector (ft)	-8	-8			-8		0	-8	-8	0	-8	
Detector 1 Position(ft)	-8	-8			-8		0	-8	-8	0	-8	
Detector 1 Size(ft)	6	6			6		20	6	6	20	6	
Detector 1 Type	CI+Ex	CI+Ex			CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	2	2			2		2	2	2	2	2	
Detector 2 Size(ft)	40	40			40		40	40	40	40	40	
Detector 2 Type	CI+Ex	CI+Ex			CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	
Turn Type	pm+pt	NA			NA		Split	NA	Perm	Split	NA	
Protected Phases	1	6			2		4	4		8	8	
Permitted Phases	6								4			
Detector Phase	1	6			2		4	4	4	8	8	

2023 Existing Traffic Volumes

3: Valley Central School Exit/Dollar General Driveway & NYS Route 17K

Peak AM Hour

08/07/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	5.0	10.0			10.0		5.0	5.0	5.0	3.0	3.0	
Minimum Split (s)	11.0	16.0			16.0		28.0	28.0	28.0	9.0	9.0	
Total Split (s)	21.0	72.0			51.0		66.0	66.0	66.0	21.0	21.0	
Total Split (%)	13.2%	45.3%			32.1%		41.5%	41.5%	41.5%	13.2%	13.2%	
Maximum Green (s)	15.0	66.0			45.0		60.0	60.0	60.0	15.0	15.0	
Yellow Time (s)	4.0	4.0			4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0			2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0			0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0			6.0			6.0	6.0		6.0	
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	1.0	2.0			2.0		2.0	2.0	2.0	1.0	1.0	
Recall Mode	None	Min			Min		None	None	None	None	None	
Walk Time (s)							7.0	7.0	7.0			
Flash Dont Walk (s)							15.0	15.0	15.0			
Pedestrian Calls (#/hr)							0	0	0			
v/c Ratio	0.00	0.29			0.57			0.58	0.60		0.03	
Control Delay (s/veh)	6.5	7.3			13.5			38.7	10.6		0.4	
Queue Delay	0.0	0.0			0.0			0.0	0.0		0.0	
Total Delay (s/veh)	6.5	7.3			13.5			38.7	10.6		0.4	
Queue Length 50th (ft)	0	50			113			57	0		0	
Queue Length 95th (ft)	3	141			402			133	54		0	
Internal Link Dist (ft)		536			986			175			122	
Turn Bay Length (ft)	100											
Base Capacity (vph)	403	1697			1121			1350	1212		477	
Starvation Cap Reductn	0	110			0			0	0		0	
Spillback Cap Reductn	0	0			0			0	0		0	
Storage Cap Reductn	0	0			0			0	0		0	
Reduced v/c Ratio	0.00	0.22			0.55			0.11	0.22		0.01	

Intersection Summary

Area Type: Other






Cycle Length: 159

Actuated Cycle Length: 70.8

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Splits and Phases: 3: Valley Central School Exit/Dollar General Driveway & NYS Route 17K



















	Ø1		Ø2		Ø4		Ø8
21 s		51 s		66 s		21 s	
	Ø6						
72 s							

2023 Existing Traffic Volumes

Peak AM Hour

3: Valley Central School Exit/Dollar General Driveway & NYS Route 17K

08/07/2024


















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	294	0	0	523	4	124	0	228	2	0	3
Future Volume (veh/h)	2	294	0	0	523	4	124	0	228	2	0	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No				No			No			No	
Adj Sat Flow, veh/h/ln	1153	1835	0	0	1774	1909	1654	1847	1610	1864	1939	1864
Adj Flow Rate, veh/h	2	346	0	0	615	5	146	0	268	2	0	4
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	50	4	0	0	11	2	15	2	18	2	2	2
Cap, veh/h	141	880	0	0	673	5	411	0	319	3	0	5
Arrive On Green	0.00	0.48	0.00	0.00	0.38	0.38	0.23	0.00	0.23	0.00	0.00	0.00
Sat Flow, veh/h	1098	1835	0	0	1757	14	1759	0	1364	569	0	1137
Grp Volume(v), veh/h	2	346	0	0	0	620	146	0	268	6	0	0
Grp Sat Flow(s),veh/h/ln	1098	1835	0	0	0	1772	1759	0	1364	1706	0	0
Q Serve(g_s), s	0.1	7.7	0.0	0.0	0.0	21.2	4.4	0.0	12.0	0.2	0.0	0.0
Cycle Q Clear(g_c), s	0.1	7.7	0.0	0.0	0.0	21.2	4.4	0.0	12.0	0.2	0.0	0.0
Prop In Lane	1.00		0.00	0.00		0.01	1.00		1.00	0.33		0.67
Lane Grp Cap(c), veh/h	141	880	0	0	0	678	411	0	319	8	0	0
V/C Ratio(X)	0.01	0.39	0.00	0.00	0.00	0.91	0.35	0.00	0.84	0.74	0.00	0.00
Avail Cap(c_a), veh/h	396	1896	0	0	0	1248	1652	0	1282	401	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	15.1	10.7	0.0	0.0	0.0	18.7	20.4	0.0	23.3	31.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.0	2.1	0.2	0.0	2.3	38.4	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.5	0.0	0.0	0.0	7.7	1.7	0.0	3.8	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	15.1	10.8	0.0	0.0	0.0	20.9	20.6	0.0	25.6	70.1	0.0	0.0
LnGrp LOS	B	B				C	C		C	E		
Approach Vol, veh/h	348				620			414			6	
Approach Delay, s/veh	10.8				20.9			23.9			70.1	
Approach LOS	B				C			C			E	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	6.2	30.5		20.9		36.6		6.3				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	15.0	45.0		60.0		66.0		15.0				
Max Q Clear Time (g_c+l1), s	2.1	23.2		14.0		9.7		2.2				
Green Ext Time (p_c), s	0.0	1.2		1.0		0.6		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			19.4									
HCM 7th LOS			B									

2023 Existing Traffic Volumes

Peak AM Hour

4: Valley Central School Entrance/Driveway & NYS Route 17K

08/07/2024













												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	296	240	335	315	0	0	0	0	0	1	0
Future Volume (vph)	0	296	240	335	315	0	0	0	0	0	1	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	10	12
Grade (%)		4%			-2%			0%			3%	
Storage Length (ft)	45		0	380		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	86			50			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.933										
Flt Protected				0.950								
Satd. Flow (prot)	1825	1608	0	1673	1698	0	0	0	0	0	1712	0
Flt Permitted				0.272								
Satd. Flow (perm)	1825	1608	0	479	1698	0	0	0	0	0	1712	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		34										
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		976			616			265			123	
Travel Time (s)		16.6			10.5			6.0			2.8	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	2%	4%	13%	9%	13%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	0	365	296	414	389	0	0	0	0	0	1	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	661	0	414	389	0	0	0	0	0	1	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	0.99	0.99	0.99	1.00	1.00	1.00	1.02	1.11	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2					1	2	
Detector Template										Left		
Leading Detector (ft)	42	42		42	42					20	42	
Trailing Detector (ft)	-8	-8		-8	-8					0	-8	
Detector 1 Position(ft)	-8	-8		-8	-8					0	-8	
Detector 1 Size(ft)	6	6		6	6					20	6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex					CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0					0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0					0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0					0.0	0.0	
Detector 2 Position(ft)	2	2		2	2						2	
Detector 2 Size(ft)	40	40		40	40						40	
Detector 2 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex						CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0						0.0	
Turn Type	pm+pt	NA		pm+pt	NA						NA	
Protected Phases	1	6		5	2						4	
Permitted Phases	6			2						4		
Detector Phase	1	6		5	2					4	4	

2023 Existing Traffic Volumes

Peak AM Hour

4: Valley Central School Entrance/Driveway & NYS Route 17K

08/07/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	3.0	10.0		5.0	10.0					3.0	3.0	
Minimum Split (s)	9.0	16.0		11.0	16.0					9.0	9.0	
Total Split (s)	21.0	51.0		66.0	96.0					14.0	14.0	
Total Split (%)	16.0%	38.9%		50.4%	73.3%					10.7%	10.7%	
Maximum Green (s)	15.0	45.0		60.0	90.0					8.0	8.0	
Yellow Time (s)	4.0	4.0		4.0	4.0					4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0					2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0						0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0						6.0	
Lead/Lag	Lead	Lead		Lag	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	1.0	2.0		1.0	2.0					1.0	1.0	
Recall Mode	None	Min		None	Min					None	None	
v/c Ratio		0.72		0.54	0.23						0.01	
Control Delay (s/veh)		21.2		7.9	0.8						44.0	
Queue Delay		0.0		0.2	0.0						0.0	
Total Delay (s/veh)		21.2		8.1	0.8						44.0	
Queue Length 50th (ft)		201		0	0						1	
Queue Length 95th (ft)		#476		62	45						6	
Internal Link Dist (ft)		896			536			185			43	
Turn Bay Length (ft)				380								
Base Capacity (vph)		914		1369	1658						170	
Starvation Cap Reductn		0		366	0						0	
Spillback Cap Reductn		0		0	0						0	
Storage Cap Reductn		0		0	0						0	
Reduced v/c Ratio		0.72		0.41	0.23						0.01	

Intersection Summary

Area Type: Other

Cycle Length: 131

Actuated Cycle Length: 81.7

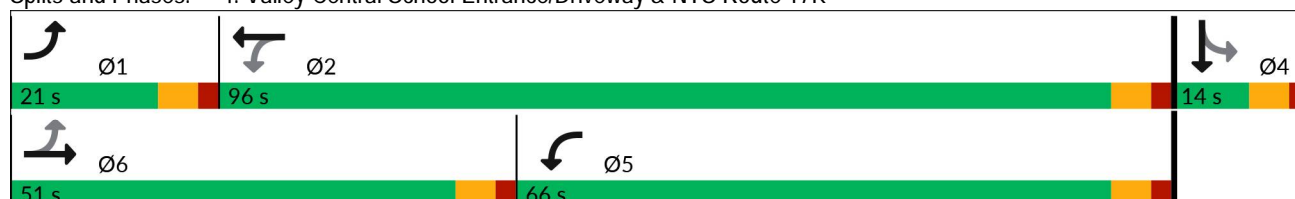
Natural Cycle: 60

Control Type: Actuated-Uncoordinated

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

Queue shown is maximum after two cycles.

Splits and Phases: 4: Valley Central School Entrance/Driveway & NYS Route 17K




















2023 Existing Traffic Volumes

Peak AM Hour

4: Valley Central School Entrance/Driveway & NYS Route 17K

08/07/2024

















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	296	240	335	315	0	0	0	0	0	1	0
Future Volume (veh/h)	0	296	240	335	315	0	0	0	0	0	1	0
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1776	1746	1613	1844	1784	1949				1817	1817	1817
Adj Flow Rate, veh/h	0	365	296	414	389	0				0	1	0
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81				0.81	0.81	0.81
Percent Heavy Veh, %	2	4	13	9	13	2				2	2	2
Cap, veh/h	514	403	327	478	1338	0				0	4	0
Arrive On Green	0.00	0.45	0.45	0.17	0.75	0.00				0.00	0.00	0.00
Sat Flow, veh/h	1692	892	724	1756	1784	0				0	1817	0
Grp Volume(v), veh/h	0	0	661	414	389	0				0	1	0
Grp Sat Flow(s),veh/h/ln	1692	0	1616	1756	1784	0				0	1817	0
Q Serve(g_s), s	0.0	0.0	18.3	6.1	3.4	0.0				0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	18.3	6.1	3.4	0.0				0.0	0.0	0.0
Prop In Lane	1.00		0.45	1.00		0.00				0.00		0.00
Lane Grp Cap(c), veh/h	514	0	731	478	1338	0				0	4	0
V/C Ratio(X)	0.00	0.00	0.90	0.87	0.29	0.00				0.00	0.27	0.00
Avail Cap(c_a), veh/h	1037	0	1510	2361	3333	0				0	302	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	1.00	0.00				0.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	12.2	17.6	1.9	0.0				0.0	24.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	1.8	1.9	0.0	0.0				0.0	13.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	4.8	3.7	0.0	0.0				0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	14.0	19.5	2.0	0.0				0.0	37.3	0.0
LnGrp LOS			B	B	A						D	
Approach Vol, veh/h		661			803						1	
Approach Delay, s/veh		14.0			11.0						37.3	
Approach LOS		B			B						D	
Timer - Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	0.0	42.1		6.0	14.4	27.8						
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0						
Max Green Setting (Gmax), s	15.0	90.0		8.0	60.0	45.0						
Max Q Clear Time (g_c+l1), s	0.0	5.4		2.0	8.1	20.3						
Green Ext Time (p_c), s	0.0	0.7		0.0	0.3	1.5						
Intersection Summary												
HCM 7th Control Delay, s/veh			12.4									
HCM 7th LOS			B									

2023 Existing Traffic Volumes

Peak AM Hour

5: Union Street (NYS Route 211)/Driveway & NYS Route 17K

08/07/2024













												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	328	220	110	205	1	104	1	79	1	3	1
Future Volume (vph)	0	328	220	110	205	1	104	1	79	1	3	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	13	12	12	11	12	12	11	12
Grade (%)		4%			-5%			-2%			3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.946						0.942			0.973	
Flt Protected					0.983			0.972			0.990	
Satd. Flow (prot)	0	1671	0	0	1688	0	0	1557	0	0	1708	0
Flt Permitted					0.483			0.972			0.990	
Satd. Flow (perm)	0	1671	0	0	829	0	0	1557	0	0	1708	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		62						30			1	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		540			962			1646			119	
Travel Time (s)		12.3			21.9			37.4			2.7	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	5%	6%	15%	18%	100%	10%	2%	8%	2%	2%	2%
Adj. Flow (vph)	0	353	237	118	220	1	112	1	85	1	3	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	590	0	0	339	0	0	198	0	0	5	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	0.97	0.93	0.97	0.99	1.03	0.99	1.02	1.07	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	3		1	2	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	42		20	42		20	84		20	42	
Trailing Detector (ft)	0	-8		0	-8		0	-8		0	-8	
Detector 1 Position(ft)	0	-8		0	-8		0	-8		0	-8	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		2			2			2			2	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Detector 3 Position(ft)								44				
Detector 3 Size(ft)								40				
Detector 3 Type								CI+Ex				
Detector 3 Channel												
Detector 3 Extend (s)								0.0				
Turn Type		NA		pm+pt	NA		Split	NA		Split	NA	
Protected Phases		1		2	5		3	3		4	4	

2023 Existing Traffic Volumes

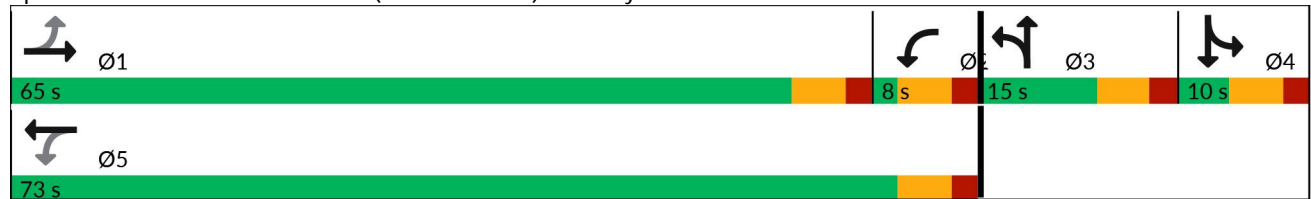
Peak AM Hour

5: Union Street (NYS Route 211)/Driveway & NYS Route 17K

08/07/2024

























												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1			5								
Detector Phase	1	1		2	5		3	3		4	4	
Switch Phase												
Minimum Initial (s)	10.0	10.0		2.0	10.0		5.0	5.0		3.0	3.0	
Minimum Split (s)	16.0	16.0		8.0	29.0		11.0	11.0		9.0	9.0	
Total Split (s)	65.0	65.0		8.0	73.0		15.0	15.0		10.0	10.0	
Total Split (%)	66.3%	66.3%		8.2%	74.5%		15.3%	15.3%		10.2%	10.2%	
Maximum Green (s)	59.0	59.0		2.0	67.0		9.0	9.0		4.0	4.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag	Lead	Lead		Lag			Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes	Yes	
Vehicle Extension (s)	4.0	4.0		2.0	4.0		2.0	2.0		1.0	1.0	
Recall Mode	Min	Min		None	Min		None	None		None	None	
Walk Time (s)					7.0			7.0				
Flash Dont Walk (s)					16.0			16.0				
Pedestrian Calls (#/hr)					0			0				
Act Effct Green (s)		23.1			23.1			9.4			3.9	
Actuated g/C Ratio		0.50			0.50			0.20			0.08	
v/c Ratio		0.68			0.82			0.58			0.03	
Control Delay (s/veh)		12.8			29.5			27.0			23.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		12.8			29.5			27.0			23.6	
LOS		B			C			C			C	
Approach Delay (s/veh)		12.9			29.6			27.0			23.6	
Approach LOS		B			C			C			C	
Queue Length 50th (ft)		81			60			33			1	
Queue Length 95th (ft)		239			#248			#176			11	
Internal Link Dist (ft)		460			882			1566			39	
Turn Bay Length (ft)												
Base Capacity (vph)		1634			829			338			154	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.36			0.41			0.59			0.03	
Intersection Summary												
Area Type:	Other											
Cycle Length: 98												
Actuated Cycle Length: 46.4												
Natural Cycle: 60												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.82												
Intersection Signal Delay (s/veh): 20.4							Intersection LOS: C					
Intersection Capacity Utilization 79.9%							ICU Level of Service D					
Analysis Period (min) 15												
# 95th percentile volume exceeds capacity, queue may be longer.												
Queue shown is maximum after two cycles.												

Splits and Phases: 5: Union Street (NYS Route 211)/Driveway & NYS Route 17K















2026 No-Build Traffic Volumes
1: NYS Route 208 & NYS Route 17K

Peak AM Hour
09/18/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	129	307	193	163	242	27	175	234	118	48	385	150
Future Volume (vph)	129	307	193	163	242	27	175	234	118	48	385	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	11	12	11	11	12	12	11	12	11
Grade (%)		5%			-4%			2%			3%	
Storage Length (ft)	300		300	200		160	400		150	145		200
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1575	1715	1396	1695	1778	1154	1529	1742	1494	1482	1733	1385
Flt Permitted	0.411			0.241			0.181			0.590		
Satd. Flow (perm)	681	1715	1396	430	1778	1154	291	1742	1494	920	1733	1385
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			165			81			139			146
Link Speed (mph)		55			55			45			45	
Link Distance (ft)		2524			1133			1322			1760	
Travel Time (s)		31.3			14.0			20.0			26.7	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	8%	8%	9%	5%	9%	38%	13%	8%	7%	16%	8%	11%
Adj. Flow (vph)	152	361	227	192	285	32	206	275	139	56	453	176
Shared Lane Traffic (%)												
Lane Group Flow (vph)	152	361	227	192	285	32	206	275	139	56	453	176
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.08	1.03	1.08	1.02	0.97	1.02	1.06	1.01	1.01	1.07	1.02	1.07
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2	2	2	2	2	2	2	2
Detector Template												
Leading Detector (ft)	78	78	78	78	78	78	78	78	78	78	78	78
Trailing Detector (ft)	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10
Detector 1 Position(ft)	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10
Detector 1 Size(ft)	40	40	40	40	40	40	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	38	38	38	38	38	38	38	38	38	38	38	38
Detector 2 Size(ft)	40	40	40	40	40	40	40	40	40	40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

2026 No-Build Traffic Volumes
1: NYS Route 208 & NYS Route 17K

Peak AM Hour
09/18/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	1	6	7	5	2	3	7	4	5	3	8	1
Permitted Phases	6		6	2		2	4		4	8		8
Detector Phase	1	6	7	5	2	3	7	4	5	3	8	1
Switch Phase												
Minimum Initial (s)	3.0	10.0	3.0	3.0	10.0	3.0	3.0	10.0	3.0	3.0	10.0	3.0
Minimum Split (s)	10.0	17.0	10.0	10.0	17.0	10.0	10.0	17.0	10.0	10.0	17.0	10.0
Total Split (s)	22.0	57.0	22.0	22.0	57.0	22.0	22.0	47.0	22.0	22.0	47.0	22.0
Total Split (%)	14.9%	38.5%	14.9%	14.9%	38.5%	14.9%	14.9%	31.8%	14.9%	14.9%	31.8%	14.9%
Maximum Green (s)	15.0	50.0	15.0	15.0	50.0	15.0	15.0	40.0	15.0	15.0	40.0	15.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	3.0	2.0	2.0	3.0	2.0	2.0	3.0	2.0	2.0	3.0	2.0
Recall Mode	None	Min	None	None	Min	None	None	None	None	None	None	None
v/c Ratio	0.47	0.84	0.33	0.66	0.61	0.07	0.73	0.41	0.16	0.16	0.87	0.25
Control Delay (s/veh)	29.3	62.9	8.4	35.7	47.5	0.3	38.7	34.7	3.6	22.8	62.0	6.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	29.3	62.9	8.4	35.7	47.5	0.3	38.7	34.7	3.6	22.8	62.0	6.5
Queue Length 50th (ft)	82	292	32	105	212	0	103	173	0	25	359	14
Queue Length 95th (ft)	122	378	74	149	288	0	#200	281	32	56	#563	54
Internal Link Dist (ft)		2444			1053			1242			1680	
Turn Bay Length (ft)	300		300	200		160	400		150	145		200
Base Capacity (vph)	359	683	690	315	708	550	284	668	896	452	552	734
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.53	0.33	0.61	0.40	0.06	0.73	0.41	0.16	0.12	0.82	0.24

Intersection Summary

Area Type: Other

Cycle Length: 148

Actuated Cycle Length: 127









Natural Cycle: 90

Control Type: Actuated-Uncoordinated

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

























Queue shown is maximum after two cycles.

Splits and Phases: 1: NYS Route 208 & NYS Route 17K

 Ø1	 Ø2	 Ø3	 Ø4
22 s	57 s	22 s	47 s
 Ø5	 Ø6	 Ø7	 Ø8
22 s	57 s	22 s	47 s

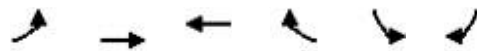
2026 No-Build Traffic Volumes
1: NYS Route 208 & NYS Route 17K

Peak AM Hour
09/18/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	129	307	193	163	242	27	175	234	118	48	385	150
Future Volume (veh/h)	129	307	193	163	242	27	175	234	118	48	385	150
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1634	1634	1619	1982	1922	1487	1684	1758	1773	1610	1728	1684
Adj Flow Rate, veh/h	152	361	227	192	285	32	206	275	139	56	453	176
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	8	8	9	5	9	38	13	8	7	16	8	11
Cap, veh/h	325	416	495	280	497	371	264	634	682	324	503	543
Arrive On Green	0.09	0.25	0.25	0.09	0.26	0.26	0.11	0.36	0.36	0.04	0.29	0.29
Sat Flow, veh/h	1556	1634	1372	1888	1922	1260	1604	1758	1502	1533	1728	1427
Grp Volume(v), veh/h	152	361	227	192	285	32	206	275	139	56	453	176
Grp Sat Flow(s),veh/h/ln	1556	1634	1372	1888	1922	1260	1604	1758	1502	1533	1728	1427
Q Serve(g_s), s	7.8	23.2	13.9	8.1	14.2	2.0	9.5	13.0	6.1	2.8	27.6	9.6
Cycle Q Clear(g_c), s	7.8	23.2	13.9	8.1	14.2	2.0	9.5	13.0	6.1	2.8	27.6	9.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	325	416	495	280	497	371	264	634	682	324	503	543
V/C Ratio(X)	0.47	0.87	0.46	0.69	0.57	0.09	0.78	0.43	0.20	0.17	0.90	0.32
Avail Cap(c_a), veh/h	398	744	770	361	875	619	313	640	688	478	629	648
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.2	39.2	26.9	29.1	35.5	28.0	26.5	26.6	18.0	25.9	37.4	24.0
Incr Delay (d2), s/veh	0.4	5.6	0.7	1.9	1.0	0.1	8.4	0.5	0.1	0.1	13.8	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	9.3	4.4	3.5	6.4	0.6	4.0	5.3	2.0	1.0	13.0	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	27.6	44.8	27.6	31.0	36.5	28.1	34.9	27.1	18.2	26.0	51.2	24.4
LnGrp LOS	C	D	C	C	D	C	C	C	B	C	D	C
Approach Vol, veh/h	740			509			620			685		
Approach Delay, s/veh	36.0			33.9			27.7			42.2		
Approach LOS	D			C			C			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.8	35.4	11.0	46.6	17.3	35.0	18.6	39.0				
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0				
Max Green Setting (Gmax), s	15.0	50.0	15.0	40.0	15.0	50.0	15.0	40.0				
Max Q Clear Time (g_c+I1), s	9.8	16.2	4.8	15.0	10.1	25.2	11.5	29.6				
Green Ext Time (p_c), s	0.1	1.4	0.1	2.0	0.2	2.8	0.2	2.3				
Intersection Summary												
HCM 7th Control Delay, s/veh	35.2											
HCM 7th LOS	D											

2026 No-Build Traffic Volumes
2: NYS Route 17K & Bailey Road

Peak AM Hour
08/07/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	10	591	586	10	15	23
Future Volume (vph)	10	591	586	10	15	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		0%	1%		-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.998		0.919	
Flt Protected		0.999			0.980	
Satd. Flow (prot)	0	1712	1696	0	1657	0
Flt Permitted		0.999			0.980	
Satd. Flow (perm)	0	1712	1696	0	1657	0
Link Speed (mph)		55	55		30	
Link Distance (ft)		1066	655		1084	
Travel Time (s)		13.2	8.1		24.6	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	2%	11%	11%	25%	2%	5%
Adj. Flow (vph)	12	695	689	12	18	27
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	707	701	0	45	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.01	1.01	0.99	0.99
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

2026 No-Build Traffic Volumes
2: NYS Route 17K & Bailey Road

Peak AM Hour
08/07/2024

Intersection

Int Delay, s/veh 0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	2		4	
Traffic Vol, veh/h	10	591	586	10	15	23
Future Vol, veh/h	10	591	586	10	15	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	1	-	-1	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	11	11	25	2	5
Mvmt Flow	12	695	689	12	18	27

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	701	0	0 1414 695
Stage 1	-	-	- 695 -
Stage 2	-	-	- 719 -
Critical Hdwy	4.12	-	- 6.22 6.15
Critical Hdwy Stg 1	-	-	- 5.22 -
Critical Hdwy Stg 2	-	-	- 5.22 -
Follow-up Hdwy	2.218	-	- 3.518 3.345
Pot Cap-1 Maneuver	896	-	- 164 445
Stage 1	-	-	- 514 -
Stage 2	-	-	- 502 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	896	-	- 161 445
Mov Cap-2 Maneuver	-	-	- 161 -
Stage 1	-	-	- 503 -
Stage 2	-	-	- 502 -

Approach	EB	WB	SB
HCM Control Delay, s/v0.15		0	21.55
HCM LOS			C



















Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	30	-	-	-	262
HCM Lane V/C Ratio	0.013	-	-	-	0.171
HCM Control Delay (s/veh)	9.1	0	-	-	21.6
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.6

2026 No-Build Traffic Volumes

Peak AM Hour

3: Valley Central School Exit/Dollar General Driveway & NYS Route 17K

08/07/2024













												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	364	0	0	605	4	128	0	235	2	0	3
Future Volume (vph)	2	364	0	0	605	4	128	0	235	2	0	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	15	12
Grade (%)		1%			-1%			2%			1%	
Storage Length (ft)	100		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		1	0		0
Taper Length (ft)	50			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.999				0.850		0.910	
Flt Protected	0.950							0.950			0.984	
Satd. Flow (prot)	1197	1818	0	0	1720	0	0	1554	1355	0	1826	0
Flt Permitted	0.208							0.950			0.984	
Satd. Flow (perm)	262	1818	0	0	1720	0	0	1554	1355	0	1826	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)									276		103	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		616			1066			255			202	
Travel Time (s)		10.5			18.2			5.8			4.6	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	50%	4%	2%	2%	11%	2%	15%	2%	18%	2%	2%	2%
Adj. Flow (vph)	2	428	0	0	712	5	151	0	276	2	0	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	2	428	0	0	717	0	0	151	276	0	6	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.99	0.99	0.99	1.01	1.01	1.01	1.01	0.89	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2			2		1	2	2	1	2	
Detector Template							Left			Left		
Leading Detector (ft)	42	42			42		20	42	42	20	42	
Trailing Detector (ft)	-8	-8			-8		0	-8	-8	0	-8	
Detector 1 Position(ft)	-8	-8			-8		0	-8	-8	0	-8	
Detector 1 Size(ft)	6	6			6		20	6	6	20	6	
Detector 1 Type	CI+Ex	CI+Ex			CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	2	2			2		2	2	2	2	2	
Detector 2 Size(ft)	40	40			40		40	40	40	40	40	
Detector 2 Type	CI+Ex	CI+Ex			CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	
Turn Type	pm+pt	NA			NA		Split	NA	Perm	Split	NA	
Protected Phases	1	6			2		4	4		8	8	
Permitted Phases	6								4			
Detector Phase	1	6			2		4	4	4	8	8	

2026 No-Build Traffic Volumes

Peak AM Hour

3: Valley Central School Exit/Dollar General Driveway & NYS Route 17K

08/07/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	5.0	10.0			10.0		5.0	5.0	5.0	3.0	3.0	
Minimum Split (s)	11.0	16.0			16.0		28.0	28.0	28.0	9.0	9.0	
Total Split (s)	21.0	72.0			51.0		66.0	66.0	66.0	21.0	21.0	
Total Split (%)	13.2%	45.3%			32.1%		41.5%	41.5%	41.5%	13.2%	13.2%	
Maximum Green (s)	15.0	66.0			45.0		60.0	60.0	60.0	15.0	15.0	
Yellow Time (s)	4.0	4.0			4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0			2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0			0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0			6.0			6.0	6.0		6.0	
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	1.0	2.0			2.0		2.0	2.0	2.0	1.0	1.0	
Recall Mode	None	Min			Min		None	None	None	None	None	
Walk Time (s)							7.0	7.0	7.0			
Flash Dont Walk (s)							15.0	15.0	15.0			
Pedestrian Calls (#/hr)							0	0	0			
v/c Ratio	0.00	0.36			0.66			0.61	0.61		0.03	
Control Delay (s/veh)	6.5	7.8			15.7			41.1	10.9		0.4	
Queue Delay	0.0	0.0			0.0			0.0	0.0		0.0	
Total Delay (s/veh)	6.5	7.8			15.7			41.1	10.9		0.4	
Queue Length 50th (ft)	0	66			146			59	0		0	
Queue Length 95th (ft)	3	181			#555			137	54		0	
Internal Link Dist (ft)		536			986			175			122	
Turn Bay Length (ft)	100											
Base Capacity (vph)	367	1673			1084			1306	1183		465	
Starvation Cap Reductn	0	107			0			0	0		0	
Spillback Cap Reductn	0	0			0			0	0		0	
Storage Cap Reductn	0	0			0			0	0		0	
Reduced v/c Ratio	0.01	0.27			0.66			0.12	0.23		0.01	

Intersection Summary

Area Type: Other

Cycle Length: 159

Actuated Cycle Length: 72.9






Natural Cycle: 90

Control Type: Actuated-Uncoordinated

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

Queue shown is maximum after two cycles.

Splits and Phases: 3: Valley Central School Exit/Dollar General Driveway & NYS Route 17K



















	Ø1		Ø2		Ø4		Ø8
21 s		51 s		66 s		21 s	
	Ø6						
72 s							

2026 No-Build Traffic Volumes

Peak AM Hour

3: Valley Central School Exit/Dollar General Driveway & NYS Route 17K

08/07/2024


















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	364	0	0	605	4	128	0	235	2	0	3
Future Volume (veh/h)	2	364	0	0	605	4	128	0	235	2	0	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No				No			No			No	
Adj Sat Flow, veh/h/ln	1153	1835	0	0	1774	1909	1654	1847	1610	1864	1939	1864
Adj Flow Rate, veh/h	2	428	0	0	712	5	151	0	276	2	0	4
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	50	4	0	0	11	2	15	2	18	2	2	2
Cap, veh/h	122	947	0	0	760	5	413	0	320	3	0	5
Arrive On Green	0.00	0.52	0.00	0.00	0.43	0.43	0.23	0.00	0.23	0.00	0.00	0.00
Sat Flow, veh/h	1098	1835	0	0	1760	12	1759	0	1364	569	0	1137
Grp Volume(v), veh/h	2	428	0	0	0	717	151	0	276	6	0	0
Grp Sat Flow(s),veh/h/ln	1098	1835	0	0	0	1772	1759	0	1364	1706	0	0
Q Serve(g_s), s	0.1	10.9	0.0	0.0	0.0	28.5	5.3	0.0	14.3	0.3	0.0	0.0
Cycle Q Clear(g_c), s	0.1	10.9	0.0	0.0	0.0	28.5	5.3	0.0	14.3	0.3	0.0	0.0
Prop In Lane	1.00		0.00	0.00		0.01	1.00		1.00	0.33		0.67
Lane Grp Cap(c), veh/h	122	947	0	0	0	766	413	0	320	8	0	0
V/C Ratio(X)	0.02	0.45	0.00	0.00	0.00	0.94	0.37	0.00	0.86	0.75	0.00	0.00
Avail Cap(c_a), veh/h	342	1642	0	0	0	1081	1431	0	1110	347	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	17.0	11.3	0.0	0.0	0.0	20.0	23.6	0.0	27.1	36.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.0	9.8	0.2	0.0	2.7	39.4	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.7	0.0	0.0	0.0	12.1	2.1	0.0	4.7	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	17.0	11.4	0.0	0.0	0.0	29.8	23.8	0.0	29.7	76.1	0.0	0.0
LnGrp LOS	B	B				C	C		C	E		
Approach Vol, veh/h	430				717			427			6	
Approach Delay, s/veh	11.4				29.8			27.6			76.1	
Approach LOS	B				C			C			E	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	6.2	37.9		23.3		44.1		6.3				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	15.0	45.0		60.0		66.0		15.0				
Max Q Clear Time (g_c+l1), s	2.1	30.5		16.3		12.9		2.3				
Green Ext Time (p_c), s	0.0	1.4		1.0		0.8		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			24.4									
HCM 7th LOS			C									

2026 No-Build Traffic Volumes

Peak AM Hour

4: Valley Central School Entrance/Driveway & NYS Route 17K

08/07/2024













												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	366	247	345	391	0	0	0	0	0	1	0
Future Volume (vph)	0	366	247	345	391	0	0	0	0	0	1	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	10	12
Grade (%)		4%			-2%			0%			3%	
Storage Length (ft)	45		0	380		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	86			50			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.940										
Flt Protected				0.950								
Satd. Flow (prot)	1825	1626	0	1673	1698	0	0	0	0	0	1712	0
Flt Permitted				0.202								
Satd. Flow (perm)	1825	1626	0	356	1698	0	0	0	0	0	1712	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		28										
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		976			616			265			123	
Travel Time (s)		16.6			10.5			6.0			2.8	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	2%	4%	13%	9%	13%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	0	452	305	426	483	0	0	0	0	0	1	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	757	0	426	483	0	0	0	0	0	1	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	0.99	0.99	0.99	1.00	1.00	1.00	1.02	1.11	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2					1	2	
Detector Template										Left		
Leading Detector (ft)	42	42		42	42					20	42	
Trailing Detector (ft)	-8	-8		-8	-8					0	-8	
Detector 1 Position(ft)	-8	-8		-8	-8					0	-8	
Detector 1 Size(ft)	6	6		6	6					20	6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex					CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0					0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0					0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0					0.0	0.0	
Detector 2 Position(ft)	2	2		2	2						2	
Detector 2 Size(ft)	40	40		40	40						40	
Detector 2 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex						CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0						0.0	
Turn Type	pm+pt	NA		pm+pt	NA						NA	
Protected Phases	1	6		5	2						4	
Permitted Phases	6			2						4		
Detector Phase	1	6		5	2					4	4	

2026 No-Build Traffic Volumes

Peak AM Hour

4: Valley Central School Entrance/Driveway & NYS Route 17K

08/07/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	3.0	10.0		5.0	10.0					3.0	3.0	
Minimum Split (s)	9.0	16.0		11.0	16.0					9.0	9.0	
Total Split (s)	21.0	51.0		66.0	96.0					14.0	14.0	
Total Split (%)	16.0%	38.9%		50.4%	73.3%					10.7%	10.7%	
Maximum Green (s)	15.0	45.0		60.0	90.0					8.0	8.0	
Yellow Time (s)	4.0	4.0		4.0	4.0					4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0					2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0						0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0						6.0	
Lead/Lag	Lead	Lead		Lag	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	1.0	2.0		1.0	2.0					1.0	1.0	
Recall Mode	None	Min		None	Min					None	None	
v/c Ratio		0.82		0.61	0.29						0.01	
Control Delay (s/veh)		26.9		13.4	1.0						44.0	
Queue Delay		0.0		0.2	0.0						0.0	
Total Delay (s/veh)		26.9		13.6	1.0						44.0	
Queue Length 50th (ft)		264		41	0						1	
Queue Length 95th (ft)		#632		128	59						6	
Internal Link Dist (ft)		896			536			185			43	
Turn Bay Length (ft)				380								
Base Capacity (vph)		915		1330	1656						169	
Starvation Cap Reductn		0		325	143						0	
Spillback Cap Reductn		0		0	0						0	
Storage Cap Reductn		0		0	0						0	
Reduced v/c Ratio		0.83		0.42	0.32						0.01	

Intersection Summary

Area Type: Other

Cycle Length: 131

Actuated Cycle Length: 82.3

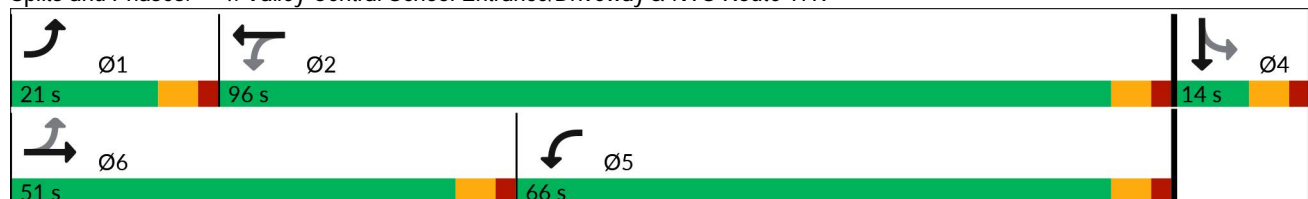
Natural Cycle: 70

Control Type: Actuated-Uncoordinated

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

Queue shown is maximum after two cycles.

Splits and Phases: 4: Valley Central School Entrance/Driveway & NYS Route 17K




















2026 No-Build Traffic Volumes

Peak AM Hour

4: Valley Central School Entrance/Driveway & NYS Route 17K

08/07/2024

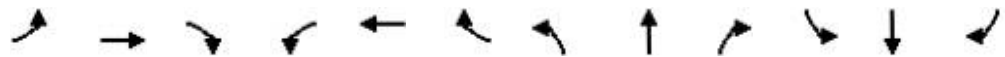
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	366	247	345	391	0	0	0	0	0	1	0
Future Volume (veh/h)	0	366	247	345	391	0	0	0	0	0	1	0
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1776	1746	1613	1844	1784	1949				1817	1817	1817
Adj Flow Rate, veh/h	0	452	305	426	483	0				0	1	0
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81				0.81	0.81	0.81
Percent Heavy Veh, %	2	4	13	9	13	2				2	2	2
Cap, veh/h	493	485	328	479	1414	0				0	3	0
Arrive On Green	0.00	0.50	0.50	0.19	0.79	0.00				0.00	0.00	0.00
Sat Flow, veh/h	1692	972	656	1756	1784	0				0	1817	0
Grp Volume(v), veh/h	0	0	757	426	483	0				0	1	0
Grp Sat Flow(s),veh/h/ln	1692	0	1628	1756	1784	0				0	1817	0
Q Serve(g_s), s	0.0	0.0	25.3	8.8	4.5	0.0				0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	25.3	8.8	4.5	0.0				0.0	0.0	0.0
Prop In Lane	1.00		0.40	1.00		0.00				0.00		0.00
Lane Grp Cap(c), veh/h	493	0	813	479	1414	0				0	3	0
V/C Ratio(X)	0.00	0.00	0.93	0.89	0.34	0.00				0.00	0.32	0.00
Avail Cap(c_a), veh/h	926	0	1261	1957	2762	0				0	250	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	1.00	0.00				0.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	13.6	21.1	1.7	0.0				0.0	29.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	6.6	2.3	0.1	0.0				0.0	20.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	8.2	5.0	0.0	0.0				0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	20.2	23.4	1.8	0.0				0.0	49.3	0.0
LnGrp LOS			C	C	A						D	
Approach Vol, veh/h		757			909						1	
Approach Delay, s/veh		20.2			11.9						49.3	
Approach LOS		C			B						D	
Timer - Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	0.0	52.1		6.0	17.1	35.0						
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0						
Max Green Setting (Gmax), s	15.0	90.0		8.0	60.0	45.0						
Max Q Clear Time (g_c+l1), s	0.0	6.5		2.0	10.8	27.3						
Green Ext Time (p_c), s	0.0	0.9		0.0	0.3	1.7						
Intersection Summary												
HCM 7th Control Delay, s/veh			15.7									
HCM 7th LOS			B									

2026 No-Build Traffic Volumes

Peak AM Hour

5: Union Street (NYS Route 211)/Driveway & NYS Route 17K

08/07/2024















Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	9	369	243	128	227	5	135	1	131	1	3	1
Future Volume (vph)	9	369	243	128	227	5	135	1	131	1	3	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	13	12	12	11	12	12	11	12
Grade (%)		4%			-5%			-2%			3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.947			0.998			0.934			0.973	
Flt Protected		0.999			0.982			0.975			0.990	
Satd. Flow (prot)	0	1672	0	0	1672	0	0	1550	0	0	1708	0
Flt Permitted		0.993			0.586			0.975			0.990	
Satd. Flow (perm)	0	1662	0	0	997	0	0	1550	0	0	1708	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		59			2			39			1	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		540			962			1646			119	
Travel Time (s)		12.3			21.9			37.4			2.7	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	5%	6%	15%	18%	100%	10%	2%	8%	2%	2%	2%
Adj. Flow (vph)	10	397	261	138	244	5	145	1	141	1	3	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	668	0	0	387	0	0	287	0	0	5	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	0.97	0.93	0.97	0.99	1.03	0.99	1.02	1.07	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	3		1	2	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	42		20	42		20	84		20	42	
Trailing Detector (ft)	0	-8		0	-8		0	-8		0	-8	
Detector 1 Position(ft)	0	-8		0	-8		0	-8		0	-8	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		2			2			2			2	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Detector 3 Position(ft)								44				
Detector 3 Size(ft)								40				
Detector 3 Type								CI+Ex				
Detector 3 Channel												
Detector 3 Extend (s)								0.0				
Turn Type	Perm	NA		pm+pt	NA		Split	NA		Split	NA	
Protected Phases		1		2	5		3	3		4	4	

2026 No-Build Traffic Volumes

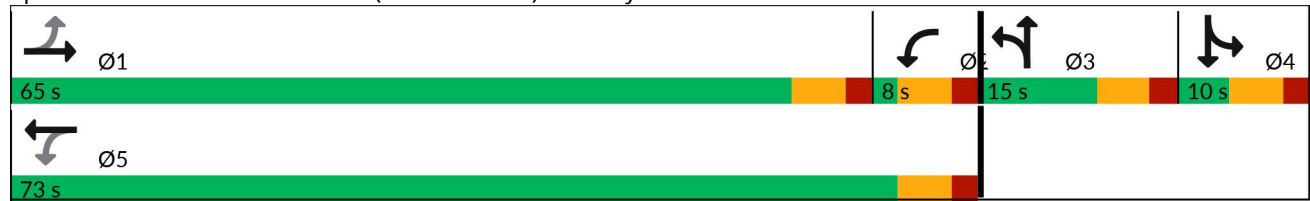
Peak AM Hour

5: Union Street (NYS Route 211)/Driveway & NYS Route 17K

08/07/2024

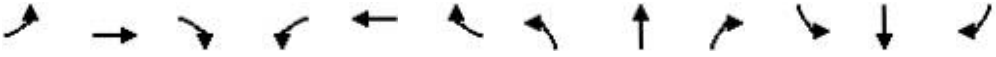












												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1			5								
Detector Phase	1	1		2	5		3	3		4	4	
Switch Phase												
Minimum Initial (s)	10.0	10.0		2.0	10.0		5.0	5.0		3.0	3.0	
Minimum Split (s)	16.0	16.0		8.0	29.0		11.0	11.0		9.0	9.0	
Total Split (s)	65.0	65.0		8.0	73.0		15.0	15.0		10.0	10.0	
Total Split (%)	66.3%	66.3%		8.2%	74.5%		15.3%	15.3%		10.2%	10.2%	
Maximum Green (s)	59.0	59.0		2.0	67.0		9.0	9.0		4.0	4.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag	Lead	Lead		Lag			Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes	Yes	
Vehicle Extension (s)	4.0	4.0		2.0	4.0		2.0	2.0		1.0	1.0	
Recall Mode	Min	Min		None	Min		None	None		None	None	
Walk Time (s)					7.0		7.0	7.0				
Flash Dont Walk (s)					16.0		16.0	16.0				
Pedestrian Calls (#/hr)					0		0	0				
Act Effct Green (s)		24.6			24.6			9.6			4.0	
Actuated g/C Ratio		0.51			0.51			0.20			0.08	
v/c Ratio		0.76			0.76			0.84			0.03	
Control Delay (s/veh)		15.0			20.4			46.7			26.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		15.0			20.4			46.7			26.4	
LOS		B			C			D			C	
Approach Delay (s/veh)		15.0			20.4			46.7			26.4	
Approach LOS		B			C			D			C	
Queue Length 50th (ft)		102			65			59			1	
Queue Length 95th (ft)		289			213			#304			12	
Internal Link Dist (ft)		460			882			1566			39	
Turn Bay Length (ft)												
Base Capacity (vph)		1595			976			339			151	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.42			0.40			0.85			0.03	
Intersection Summary												
Area Type:	Other											
Cycle Length: 98												
Actuated Cycle Length: 48.3												
Natural Cycle: 75												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.85												
Intersection Signal Delay (s/veh): 23.4							Intersection LOS: C					
Intersection Capacity Utilization 91.3%							ICU Level of Service F					
Analysis Period (min) 15												
# 95th percentile volume exceeds capacity, queue may be longer.												
Queue shown is maximum after two cycles.												

Splits and Phases: 5: Union Street (NYS Route 211)/Driveway & NYS Route 17K















2026 Build Traffic Volumes
1: NYS Route 208 & NYS Route 17K

Peak AM Hour
08/07/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	145	338	219	163	261	27	190	234	118	48	385	159
Future Volume (vph)	145	338	219	163	261	27	190	234	118	48	385	159
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	11	12	11	11	12	12	11	12	11
Grade (%)	5%			-4%			2%			3%		
Storage Length (ft)	300		300	200		160	400		150	145		200
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1575	1715	1396	1695	1778	1154	1529	1742	1494	1482	1749	1385
Flt Permitted	0.381			0.219			0.168			0.590		
Satd. Flow (perm)	632	1715	1396	391	1778	1154	270	1742	1494	920	1749	1385
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			160			81			139			156
Link Speed (mph)		55			55			45			45	
Link Distance (ft)		2524			1133			1322			1760	
Travel Time (s)		31.3			14.0			20.0			26.7	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	8%	8%	9%	5%	9%	38%	13%	8%	7%	16%	7%	11%
Adj. Flow (vph)	171	398	258	192	307	32	224	275	139	56	453	187
Shared Lane Traffic (%)												
Lane Group Flow (vph)	171	398	258	192	307	32	224	275	139	56	453	187
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.08	1.03	1.08	1.02	0.97	1.02	1.06	1.01	1.01	1.07	1.02	1.07
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2	2	2	2	2	2	2	2
Detector Template												
Leading Detector (ft)	78	78	78	78	78	78	78	78	78	78	78	78
Trailing Detector (ft)	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10
Detector 1 Position(ft)	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10
Detector 1 Size(ft)	40	40	40	40	40	40	40	40	40	40	40	40
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	38	38	38	38	38	38	38	38	38	38	38	38
Detector 2 Size(ft)	40	40	40	40	40	40	40	40	40	40	40	40
Detector 2 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	1	6	7	5	2	3	7	4	5	3	8	1
Permitted Phases	6		6	2		2	4		4	8		8
Detector Phase	1	6	7	5	2	3	7	4	5	3	8	1

2026 Build Traffic Volumes
1: NYS Route 208 & NYS Route 17K

Peak AM Hour
08/07/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	3.0	10.0	3.0	3.0	10.0	3.0	3.0	10.0	3.0	3.0	10.0	3.0
Minimum Split (s)	10.0	17.0	10.0	10.0	17.0	10.0	10.0	17.0	10.0	10.0	17.0	10.0
Total Split (s)	22.0	57.0	22.0	22.0	57.0	22.0	22.0	47.0	22.0	22.0	47.0	22.0
Total Split (%)	14.9%	38.5%	14.9%	14.9%	38.5%	14.9%	14.9%	31.8%	14.9%	14.9%	31.8%	14.9%
Maximum Green (s)	15.0	50.0	15.0	15.0	50.0	15.0	15.0	40.0	15.0	15.0	40.0	15.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	3.0	2.0	2.0	3.0	2.0	2.0	3.0	2.0	2.0	3.0	2.0
Recall Mode	None	Min	None	None	Min	None	None	None	None	None	None	None
v/c Ratio	0.52	0.85	0.36	0.67	0.62	0.06	0.83	0.42	0.16	0.15	0.89	0.26
Control Delay (s/veh)	29.9	63.3	10.4	36.3	47.2	0.2	51.6	37.1	3.8	24.5	66.4	6.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	29.9	63.3	10.4	36.3	47.2	0.2	51.6	37.1	3.8	24.5	66.4	6.8
Queue Length 50th (ft)	93	331	51	105	234	0	120	182	0	27	372	15
Queue Length 95th (ft)	134	421	100	148	311	0	#271	297	34	59	#590	58
Internal Link Dist (ft)	2444			1053			1242			1680		
Turn Bay Length (ft)	300		300	200		160	400		150	145		200
Base Capacity (vph)	354	666	707	306	690	562	269	647	874	439	543	722
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.60	0.36	0.63	0.44	0.06	0.83	0.43	0.16	0.13	0.83	0.26

Intersection Summary

Area Type: Other

Cycle Length: 148

Actuated Cycle Length: 130.4









Natural Cycle: 90

Control Type: Actuated-Uncoordinated

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

























Queue shown is maximum after two cycles.

Splits and Phases: 1: NYS Route 208 & NYS Route 17K

 Ø1	 Ø2	 Ø3	 Ø4
22 s	57 s	22 s	47 s
 Ø5	 Ø6	 Ø7	 Ø8
22 s	57 s	22 s	47 s

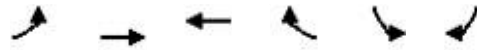
2026 Build Traffic Volumes
1: NYS Route 208 & NYS Route 17K

Peak AM Hour
08/07/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	145	338	219	163	261	27	190	234	118	48	385	159
Future Volume (veh/h)	145	338	219	163	261	27	190	234	118	48	385	159
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1634	1634	1619	1982	1922	1487	1684	1758	1773	1610	1743	1684
Adj Flow Rate, veh/h	171	398	258	192	307	32	224	275	139	56	453	187
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	8	8	9	5	9	38	13	8	7	16	7	11
Cap, veh/h	329	450	533	266	519	386	266	636	679	320	497	544
Arrive On Green	0.10	0.28	0.28	0.09	0.27	0.27	0.11	0.36	0.36	0.04	0.29	0.29
Sat Flow, veh/h	1556	1634	1372	1888	1922	1260	1604	1758	1502	1533	1743	1427
Grp Volume(v), veh/h	171	398	258	192	307	32	224	275	139	56	453	187
Grp Sat Flow(s),veh/h/ln	1556	1634	1372	1888	1922	1260	1604	1758	1502	1533	1743	1427
Q Serve(g_s), s	9.3	27.7	16.8	8.6	16.5	2.1	11.3	14.0	6.6	3.1	29.8	11.1
Cycle Q Clear(g_c), s	9.3	27.7	16.8	8.6	16.5	2.1	11.3	14.0	6.6	3.1	29.8	11.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	329	450	533	266	519	386	266	636	679	320	497	544
V/C Ratio(X)	0.52	0.88	0.48	0.72	0.59	0.08	0.84	0.43	0.20	0.18	0.91	0.34
Avail Cap(c_a), veh/h	377	689	733	334	810	577	288	636	679	458	588	618
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.2	41.2	27.4	30.9	37.6	29.3	28.8	28.6	19.6	28.5	40.9	26.1
Incr Delay (d2), s/veh	0.5	8.8	0.7	3.7	1.1	0.1	17.3	0.5	0.1	0.1	16.7	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	11.6	5.4	3.9	7.5	0.6	5.4	5.8	2.2	1.1	14.5	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	28.7	50.0	28.0	34.6	38.7	29.4	46.1	29.1	19.8	28.5	57.6	26.5
LnGrp LOS	C	D	C	C	D	C	D	C	B	C	E	C
Approach Vol, veh/h		827			531			638			696	
Approach Delay, s/veh		38.7			36.6			33.0			46.9	
Approach LOS		D			D			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.4	39.1	11.3	49.9	17.7	39.7	20.4	40.9				
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0				
Max Green Setting (Gmax), s	15.0	50.0	15.0	40.0	15.0	50.0	15.0	40.0				
Max Q Clear Time (g_c+l1), s	11.3	18.5	5.1	16.0	10.6	29.7	13.3	31.8				
Green Ext Time (p_c), s	0.1	1.5	0.1	1.9	0.2	3.0	0.1	2.1				
Intersection Summary												
HCM 7th Control Delay, s/veh			39.1									
HCM 7th LOS			D									

2026 Build Traffic Volumes
2: NYS Route 17K & Bailey Road

Peak AM Hour
08/07/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	10	610	617	10	15	23
Future Volume (vph)	10	610	617	10	15	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		0%	1%		-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.998		0.919	
Flt Protected		0.999			0.980	
Satd. Flow (prot)	0	1712	1696	0	1657	0
Flt Permitted		0.999			0.980	
Satd. Flow (perm)	0	1712	1696	0	1657	0
Link Speed (mph)		55	55		30	
Link Distance (ft)		1066	655		1084	
Travel Time (s)		13.2	8.1		24.6	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	2%	11%	11%	25%	2%	5%
Adj. Flow (vph)	12	718	726	12	18	27
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	730	738	0	45	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.01	1.01	0.99	0.99
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

2026 Build Traffic Volumes
2: NYS Route 17K & Bailey Road

Peak AM Hour
08/07/2024

Intersection

Int Delay, s/veh 0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	4		4	
Traffic Vol, veh/h	10	610	617	10	15	23
Future Vol, veh/h	10	610	617	10	15	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	1	-	-1	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	11	11	25	2	5
Mvmt Flow	12	718	726	12	18	27

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	738	0	0 1473 732
Stage 1	-	-	- 732 -
Stage 2	-	-	- 741 -
Critical Hdwy	4.12	-	- 6.22 6.15
Critical Hdwy Stg 1	-	-	- 5.22 -
Critical Hdwy Stg 2	-	-	- 5.22 -
Follow-up Hdwy	2.218	-	- 3.518 3.345
Pot Cap-1 Maneuver	868	-	- 152 425
Stage 1	-	-	- 496 -
Stage 2	-	-	- 491 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	868	-	- 148 425
Mov Cap-2 Maneuver	-	-	- 148 -
Stage 1	-	-	- 485 -
Stage 2	-	-	- 491 -

Approach	EB	WB	SB
HCM Control Delay, s/v0.15		0	22.99
HCM LOS			C



















Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	29	-	-	-	245
HCM Lane V/C Ratio	0.014	-	-	-	0.183
HCM Control Delay (s/veh)	9.2	0	-	-	23
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.7

2026 Build Traffic Volumes

Peak AM Hour

3: Valley Central School Exit/Dollar General Driveway & NYS Route 17K

08/07/2024













												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	383	0	0	636	4	128	0	235	2	0	3
Future Volume (vph)	2	383	0	0	636	4	128	0	235	2	0	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	15	12
Grade (%)		1%			-1%			2%			1%	
Storage Length (ft)	100		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		1	0		0
Taper Length (ft)	50			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.999				0.850		0.910	
Flt Protected	0.950							0.950			0.984	
Satd. Flow (prot)	1197	1818	0	0	1719	0	0	1554	1355	0	1826	0
Flt Permitted	0.186							0.950			0.984	
Satd. Flow (perm)	234	1818	0	0	1719	0	0	1554	1355	0	1826	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)									276		103	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		616			1066			255			202	
Travel Time (s)		10.5			18.2			5.8			4.6	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	50%	4%	2%	2%	11%	2%	15%	2%	18%	2%	2%	2%
Adj. Flow (vph)	2	451	0	0	748	5	151	0	276	2	0	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	2	451	0	0	753	0	0	151	276	0	6	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.99	0.99	0.99	1.01	1.01	1.01	1.01	0.89	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2			2		1	2	2	1	2	
Detector Template							Left			Left		
Leading Detector (ft)	42	42			42		20	42	42	20	42	
Trailing Detector (ft)	-8	-8			-8		0	-8	-8	0	-8	
Detector 1 Position(ft)	-8	-8			-8		0	-8	-8	0	-8	
Detector 1 Size(ft)	6	6			6		20	6	6	20	6	
Detector 1 Type	CI+Ex	CI+Ex			CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	2	2			2			2	2		2	
Detector 2 Size(ft)	40	40			40			40	40		40	
Detector 2 Type	CI+Ex	CI+Ex			CI+Ex			CI+Ex	CI+Ex		CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0			0.0	0.0		0.0	
Turn Type	pm+pt	NA			NA		Split	NA	Perm	Split	NA	
Protected Phases	1	6			2		4	4		8	8	
Permitted Phases	6								4			
Detector Phase	1	6			2		4	4	4	8	8	

2026 Build Traffic Volumes

Peak AM Hour

3: Valley Central School Exit/Dollar General Driveway & NYS Route 17K

08/07/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	5.0	10.0			10.0		5.0	5.0	5.0	3.0	3.0	
Minimum Split (s)	11.0	16.0			16.0		28.0	28.0	28.0	9.0	9.0	
Total Split (s)	21.0	72.0			51.0		66.0	66.0	66.0	21.0	21.0	
Total Split (%)	13.2%	45.3%			32.1%		41.5%	41.5%	41.5%	13.2%	13.2%	
Maximum Green (s)	15.0	66.0			45.0		60.0	60.0	60.0	15.0	15.0	
Yellow Time (s)	4.0	4.0			4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0			2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0			0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0			6.0			6.0	6.0		6.0	
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	1.0	2.0			2.0		2.0	2.0	2.0	1.0	1.0	
Recall Mode	None	Min			Min		None	None	None	None	None	
Walk Time (s)							7.0	7.0	7.0			
Flash Dont Walk (s)							15.0	15.0	15.0			
Pedestrian Calls (#/hr)							0	0	0			
v/c Ratio	0.00	0.37			0.69			0.61	0.61		0.03	
Control Delay (s/veh)	7.0	8.0			16.6			41.1	10.9		0.4	
Queue Delay	0.0	0.0			0.0			0.0	0.0		0.0	
Total Delay (s/veh)	7.0	8.0			16.6			41.1	10.9		0.4	
Queue Length 50th (ft)	0	71			159			59	0		0	
Queue Length 95th (ft)	3	192			#602			137	54		0	
Internal Link Dist (ft)		536			986			175			122	
Turn Bay Length (ft)	100											
Base Capacity (vph)	355	1673			1084			1306	1183		465	
Starvation Cap Reductn	0	105			0			0	0		0	
Spillback Cap Reductn	0	0			0			0	0		0	
Storage Cap Reductn	0	0			0			0	0		0	
Reduced v/c Ratio	0.01	0.29			0.69			0.12	0.23		0.01	

Intersection Summary

Area Type: Other

Cycle Length: 159

Actuated Cycle Length: 72.9

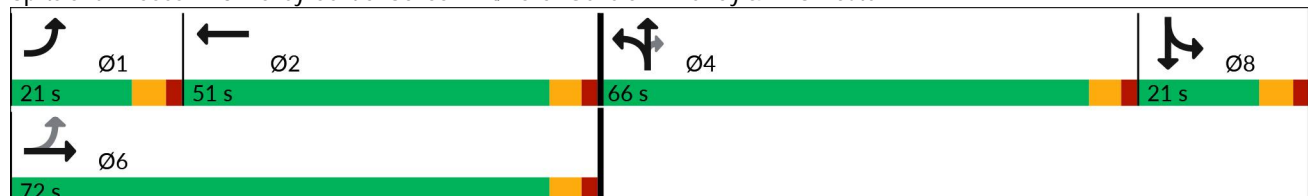
Natural Cycle: 90

Control Type: Actuated-Uncoordinated

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

Queue shown is maximum after two cycles.

Splits and Phases: 3: Valley Central School Exit/Dollar General Driveway & NYS Route 17K





















2026 Build Traffic Volumes

Peak AM Hour

3: Valley Central School Exit/Dollar General Driveway & NYS Route 17K

08/07/2024


















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	383	0	0	636	4	128	0	235	2	0	3
Future Volume (veh/h)	2	383	0	0	636	4	128	0	235	2	0	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No				No				No			
Adj Sat Flow, veh/h/ln	1153	1835	0	0	1774	1909	1654	1847	1610	1864	1939	1864
Adj Flow Rate, veh/h	2	451	0	0	748	5	151	0	276	2	0	4
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	50	4	0	0	11	2	15	2	18	2	2	2
Cap, veh/h	115	973	0	0	793	5	410	0	318	3	0	5
Arrive On Green	0.00	0.53	0.00	0.00	0.45	0.45	0.23	0.00	0.23	0.00	0.00	0.00
Sat Flow, veh/h	1098	1835	0	0	1760	12	1759	0	1364	569	0	1137
Grp Volume(v), veh/h	2	451	0	0	0	753	151	0	276	6	0	0
Grp Sat Flow(s),veh/h/ln	1098	1835	0	0	0	1772	1759	0	1364	1706	0	0
Q Serve(g_s), s	0.1	11.9	0.0	0.0	0.0	31.5	5.6	0.0	15.1	0.3	0.0	0.0
Cycle Q Clear(g_c), s	0.1	11.9	0.0	0.0	0.0	31.5	5.6	0.0	15.1	0.3	0.0	0.0
Prop In Lane	1.00		0.00	0.00		0.01	1.00		1.00	0.33		0.67
Lane Grp Cap(c), veh/h	115	973	0	0	0	798	410	0	318	8	0	0
V/C Ratio(X)	0.02	0.46	0.00	0.00	0.00	0.94	0.37	0.00	0.87	0.75	0.00	0.00
Avail Cap(c_a), veh/h	324	1559	0	0	0	1027	1359	0	1054	330	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	17.8	11.4	0.0	0.0	0.0	20.4	25.0	0.0	28.6	38.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.0	12.8	0.2	0.0	2.8	39.9	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.1	0.0	0.0	0.0	14.0	2.3	0.0	5.0	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	17.9	11.5	0.0	0.0	0.0	33.2	25.2	0.0	31.4	78.5	0.0	0.0
LnGrp LOS	B	B				C	C		C	E		
Approach Vol, veh/h	453				753				427			
Approach Delay, s/veh	11.5				33.2				29.2			
Approach LOS	B				C				C			
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	6.2	41.0		24.1		47.2		6.4				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	15.0	45.0		60.0		66.0		15.0				
Max Q Clear Time (g_c+l1), s	2.1	33.5		17.1		13.9		2.3				
Green Ext Time (p_c), s	0.0	1.4		1.0		0.8		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh					26.3							
HCM 7th LOS					C							













2026 Build Traffic Volumes

Peak AM Hour

4: Valley Central School Entrance/Driveway & NYS Route 17K

08/07/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	385	247	345	422	0	0	0	0	0	1	0
Future Volume (vph)	0	385	247	345	422	0	0	0	0	0	1	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	10	12
Grade (%)		4%			-2%			0%			3%	
Storage Length (ft)	45		0	380		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	86			50			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.941										
Flt Protected				0.950								
Satd. Flow (prot)	1825	1630	0	1673	1698	0	0	0	0	0	1712	0
Flt Permitted				0.186								
Satd. Flow (perm)	1825	1630	0	327	1698	0	0	0	0	0	1712	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		27										
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		976			616			265			123	
Travel Time (s)		16.6			10.5			6.0			2.8	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	2%	4%	13%	9%	13%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	0	475	305	426	521	0	0	0	0	0	1	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	780	0	426	521	0	0	0	0	0	1	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	0.99	0.99	0.99	1.00	1.00	1.00	1.02	1.11	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2					1	2	
Detector Template										Left		
Leading Detector (ft)	42	42		42	42					20	42	
Trailing Detector (ft)	-8	-8		-8	-8					0	-8	
Detector 1 Position(ft)	-8	-8		-8	-8					0	-8	
Detector 1 Size(ft)	6	6		6	6					20	6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex					CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0					0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0					0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0					0.0	0.0	
Detector 2 Position(ft)	2	2		2	2						2	
Detector 2 Size(ft)	40	40		40	40						40	
Detector 2 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex						CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0						0.0	
Turn Type	pm+pt	NA		pm+pt	NA						NA	
Protected Phases	1	6		5	2						4	
Permitted Phases	6			2						4		
Detector Phase	1	6		5	2					4	4	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	3.0	10.0		5.0	10.0					3.0	3.0	
Minimum Split (s)	9.0	16.0		11.0	16.0					9.0	9.0	
Total Split (s)	21.0	51.0		66.0	96.0					14.0	14.0	
Total Split (%)	16.0%	38.9%		50.4%	73.3%					10.7%	10.7%	
Maximum Green (s)	15.0	45.0		60.0	90.0					8.0	8.0	
Yellow Time (s)	4.0	4.0		4.0	4.0					4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0					2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0						0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0						6.0	
Lead/Lag	Lead	Lead		Lag	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	1.0	2.0		1.0	2.0					1.0	1.0	
Recall Mode	None	Min		None	Min					None	None	
v/c Ratio		0.85		0.63	0.31						0.01	
Control Delay (s/veh)		28.5		15.0	1.0						44.0	
Queue Delay		0.0		0.0	0.0						0.0	
Total Delay (s/veh)		28.5		15.1	1.1						44.0	
Queue Length 50th (ft)		280		52	0						1	
Queue Length 95th (ft)		#660		143	65						6	
Internal Link Dist (ft)		896			536			185			43	
Turn Bay Length (ft)				380								
Base Capacity (vph)		917		1323	1656						169	
Starvation Cap Reductn		0		127	137						0	
Spillback Cap Reductn		0		0	0						0	
Storage Cap Reductn		0		0	0						0	
Reduced v/c Ratio		0.85		0.36	0.34						0.01	

Intersection Summary

Area Type: Other

Cycle Length: 131

Actuated Cycle Length: 82.3

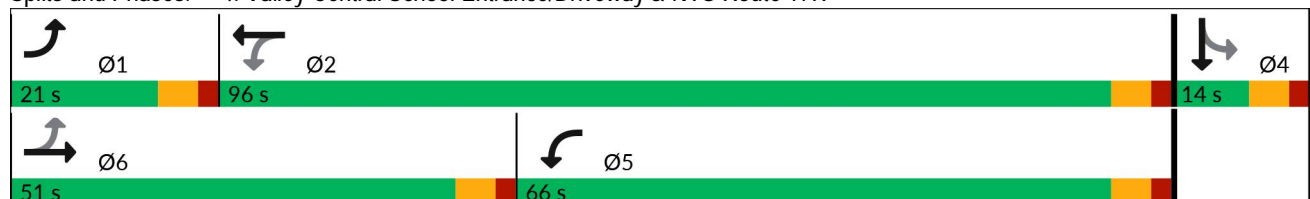
Natural Cycle: 75

Control Type: Actuated-Uncoordinated

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

Queue shown is maximum after two cycles.

Splits and Phases: 4: Valley Central School Entrance/Driveway & NYS Route 17K




















2026 Build Traffic Volumes

Peak AM Hour

4: Valley Central School Entrance/Driveway & NYS Route 17K

08/07/2024

















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	385	247	345	422	0	0	0	0	0	1	0
Future Volume (veh/h)	0	385	247	345	422	0	0	0	0	0	1	0
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1776	1746	1613	1844	1784	1949				1817	1817	1817
Adj Flow Rate, veh/h	0	475	305	426	521	0				0	1	0
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81				0.81	0.81	0.81
Percent Heavy Veh, %	2	4	13	9	13	2				2	2	2
Cap, veh/h	480	507	326	476	1430	0				0	3	0
Arrive On Green	0.00	0.51	0.51	0.19	0.80	0.00				0.00	0.00	0.00
Sat Flow, veh/h	1692	994	638	1756	1784	0				0	1817	0
Grp Volume(v), veh/h	0	0	780	426	521	0				0	1	0
Grp Sat Flow(s),veh/h/ln	1692	0	1632	1756	1784	0				0	1817	0
Q Serve(g_s), s	0.0	0.0	27.2	9.4	5.0	0.0				0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	27.2	9.4	5.0	0.0				0.0	0.0	0.0
Prop In Lane	1.00		0.39	1.00		0.00				0.00		0.00
Lane Grp Cap(c), veh/h	480	0	833	476	1430	0				0	3	0
V/C Ratio(X)	0.00	0.00	0.94	0.89	0.36	0.00				0.00	0.33	0.00
Avail Cap(c_a), veh/h	895	0	1209	1872	2642	0				0	239	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	1.00	0.00				0.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	14.0	22.0	1.7	0.0				0.0	30.3	0.0
Incr Delay (d2), s/veh	0.0	0.0	8.6	2.4	0.1	0.0				0.0	22.5	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	9.3	5.4	0.0	0.0				0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	22.5	24.5	1.7	0.0				0.0	52.8	0.0
LnGrp LOS			C	C	A						D	
Approach Vol, veh/h		780			947						1	
Approach Delay, s/veh		22.5			12.0						52.8	
Approach LOS		C			B						D	
Timer - Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	0.0	54.7		6.1	17.7	37.0						
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0						
Max Green Setting (Gmax), s	15.0	90.0		8.0	60.0	45.0						
Max Q Clear Time (g_c+l1), s	0.0	7.0		2.0	11.4	29.2						
Green Ext Time (p_c), s	0.0	1.0		0.0	0.3	1.8						
Intersection Summary												
HCM 7th Control Delay, s/veh			16.7									
HCM 7th LOS			B									

2026 Build Traffic Volumes

Peak AM Hour

5: Union Street (NYS Route 211)/Driveway & NYS Route 17K

08/07/2024













												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	378	243	128	243	5	135	1	137	1	3	1
Future Volume (vph)	9	378	243	128	243	5	135	1	137	1	3	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	13	12	12	11	12	12	11	12
Grade (%)		4%			-5%			-2%			3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.948			0.998			0.932			0.973	
Flt Protected		0.999			0.983			0.976			0.990	
Satd. Flow (prot)	0	1674	0	0	1673	0	0	1549	0	0	1708	0
Flt Permitted		0.993			0.596			0.976			0.990	
Satd. Flow (perm)	0	1664	0	0	1014	0	0	1549	0	0	1708	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		58			1			41			1	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		540			962			1646			119	
Travel Time (s)		12.3			21.9			37.4			2.7	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	5%	6%	15%	18%	100%	10%	2%	8%	2%	2%	2%
Adj. Flow (vph)	10	406	261	138	261	5	145	1	147	1	3	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	677	0	0	404	0	0	293	0	0	5	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	0.97	0.93	0.97	0.99	1.03	0.99	1.02	1.07	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	3		1	2	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	42		20	42		20	84		20	42	
Trailing Detector (ft)	0	-8		0	-8		0	-8		0	-8	
Detector 1 Position(ft)	0	-8		0	-8		0	-8		0	-8	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		2			2			2			2	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Detector 3 Position(ft)								44				
Detector 3 Size(ft)								40				
Detector 3 Type								CI+Ex				
Detector 3 Channel												
Detector 3 Extend (s)								0.0				
Turn Type	Perm	NA		pm+pt	NA		Split	NA		Split	NA	
Protected Phases		1		2	5		3	3		4	4	

2026 Build Traffic Volumes

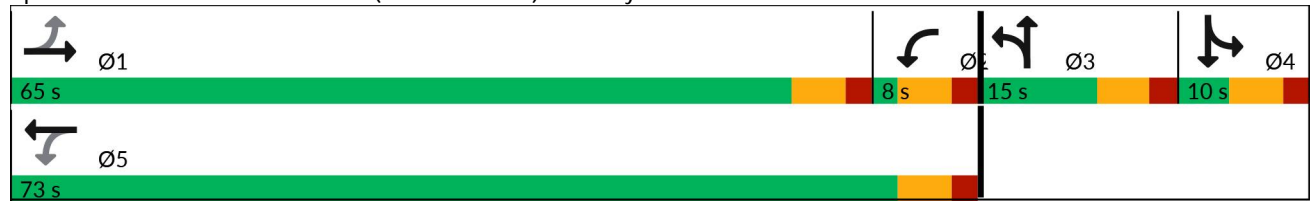
Peak AM Hour

5: Union Street (NYS Route 211)/Driveway & NYS Route 17K

08/07/2024




												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1			5								
Detector Phase	1	1		2	5		3	3		4	4	
Switch Phase												
Minimum Initial (s)	10.0	10.0		2.0	10.0		5.0	5.0		3.0	3.0	
Minimum Split (s)	16.0	16.0		8.0	29.0		11.0	11.0		9.0	9.0	
Total Split (s)	65.0	65.0		8.0	73.0		15.0	15.0		10.0	10.0	
Total Split (%)	66.3%	66.3%		8.2%	74.5%		15.3%	15.3%		10.2%	10.2%	
Maximum Green (s)	59.0	59.0		2.0	67.0		9.0	9.0		4.0	4.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag	Lead	Lead		Lag			Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes	Yes	
Vehicle Extension (s)	4.0	4.0		2.0	4.0		2.0	2.0		1.0	1.0	
Recall Mode	Min	Min		None	Min		None	None		None	None	
Walk Time (s)					7.0			7.0				
Flash Dont Walk (s)					16.0			16.0				
Pedestrian Calls (#/hr)					0			0				
Act Effct Green (s)		25.1			25.1			9.6			4.0	
Actuated g/C Ratio		0.51			0.51			0.20			0.08	
v/c Ratio		0.76			0.77			0.86			0.03	
Control Delay (s/veh)		15.1			21.0			49.4			26.8	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		15.1			21.0			49.4			26.8	
LOS		B			C			D			C	
Approach Delay (s/veh)		15.1			21.1			49.5			26.8	
Approach LOS		B			C			D			C	
Queue Length 50th (ft)		105			70			61			1	
Queue Length 95th (ft)		295			225			#313			12	
Internal Link Dist (ft)		460			882			1566			39	
Turn Bay Length (ft)												
Base Capacity (vph)		1593			991			338			150	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.42			0.41			0.87			0.03	
Intersection Summary												
Area Type:	Other											
Cycle Length: 98												
Actuated Cycle Length: 48.8												
Natural Cycle: 80												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.87												
Intersection Signal Delay (s/veh): 24.2							Intersection LOS: C					
Intersection Capacity Utilization 93.0%							ICU Level of Service F					
Analysis Period (min) 15												
# 95th percentile volume exceeds capacity, queue may be longer.												
Queue shown is maximum after two cycles.												

Splits and Phases: 5: Union Street (NYS Route 211)/Driveway & NYS Route 17K



2026 Build Traffic Volumes
6: Site Access & NYS Route 17K

Peak AM Hour
08/07/2024




	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	583	21	48	578	34	74
Future Volume (vph)	583	21	48	578	34	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.995				0.908	
Flt Protected				0.996	0.984	
Satd. Flow (prot)	1706	0	0	1712	1617	0
Flt Permitted				0.996	0.984	
Satd. Flow (perm)	1706	0	0	1712	1617	0
Link Speed (mph)	55			55	30	
Link Distance (ft)	655			2524	419	
Travel Time (s)	8.1			31.3	9.5	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	11%	5%	5%	11%	5%	5%
Adj. Flow (vph)	648	23	53	642	38	82
Shared Lane Traffic (%)						
Lane Group Flow (vph)	671	0	0	695	120	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

2026 Build Traffic Volumes
6: Site Access & NYS Route 17K

Peak AM Hour
08/07/2024

Intersection

Int Delay, s/veh 2.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	583	21	48	578	34	74
Future Vol, veh/h	583	21	48	578	34	74
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	11	5	5	11	5	5
Mvmt Flow	648	23	53	642	38	82

























Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	671
Stage 1	-	-	659
Stage 2	-	-	749
Critical Hdwy	-	4.15	6.45
Critical Hdwy Stg 1	-	-	5.45
Critical Hdwy Stg 2	-	-	5.45
Follow-up Hdwy	-	2.245	3.345
Pot Cap-1 Maneuver	-	905	151
Stage 1	-	-	509
Stage 2	-	-	462
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	905	137
Mov Cap-2 Maneuver	-	-	137
Stage 1	-	-	509
Stage 2	-	-	420

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.71	29.62
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	263	-	-	138	-
HCM Lane V/C Ratio	0.456	-	-	0.059	-
HCM Control Delay (s/veh)	29.6	-	-	9.2	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	2.2	-	-	0.2	-













2026 Build Traffic Volumes (W/Improvements)
1: NYS Route 208 & NYS Route 17K

Peak AM Hour
08/09/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	145	338	219	163	261	27	190	234	118	48	385	159
Future Volume (vph)	145	338	219	163	261	27	190	234	118	48	385	159
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	11	12	11	11	12	12	11	12	11
Grade (%)		5%			-4%			2%			3%	
Storage Length (ft)	300		300	200		160	400		150	145		200
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1575	1715	1396	1695	1778	1154	1529	1742	1494	1482	1749	1385
Flt Permitted	0.388			0.226			0.172			0.578		
Satd. Flow (perm)	643	1715	1396	403	1778	1154	277	1742	1494	901	1749	1385
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			174			81			139			161
Link Speed (mph)		55			55			45			45	
Link Distance (ft)		2524			1133			1322			1760	
Travel Time (s)		31.3			14.0			20.0			26.7	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	8%	8%	9%	5%	9%	38%	13%	8%	7%	16%	7%	11%
Adj. Flow (vph)	171	398	258	192	307	32	224	275	139	56	453	187
Shared Lane Traffic (%)												
Lane Group Flow (vph)	171	398	258	192	307	32	224	275	139	56	453	187
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.08	1.03	1.08	1.02	0.97	1.02	1.06	1.01	1.01	1.07	1.02	1.07
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2	2	2	2	2	2	2	2
Detector Template												
Leading Detector (ft)	78	78	78	78	78	78	78	78	78	78	78	78
Trailing Detector (ft)	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10
Detector 1 Position(ft)	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10
Detector 1 Size(ft)	40	40	40	40	40	40	40	40	40	40	40	40
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	38	38	38	38	38	38	38	38	38	38	38	38
Detector 2 Size(ft)	40	40	40	40	40	40	40	40	40	40	40	40
Detector 2 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	1	6	7	5	2	3	7	4	5	3	8	1
Permitted Phases	6		6	2		2	4		4	8		8
Detector Phase	1	6	7	5	2	3	7	4	5	3	8	1

2026 Build Traffic Volumes (W/Improvements)
1: NYS Route 208 & NYS Route 17K

Peak AM Hour
08/09/2024

														
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Switch Phase														
Minimum Initial (s)	3.0	10.0	3.0	3.0	10.0	3.0	3.0	10.0	3.0	3.0	10.0	3.0		
Minimum Split (s)	10.0	17.0	10.0	10.0	17.0	10.0	10.0	17.0	10.0	10.0	17.0	10.0		
Total Split (s)	22.0	56.0	20.0	22.0	56.0	20.0	20.0	50.0	22.0	20.0	50.0	22.0		
Total Split (%)	14.9%	37.8%	13.5%	14.9%	37.8%	13.5%	13.5%	33.8%	14.9%	13.5%	33.8%	14.9%		
Maximum Green (s)	15.0	49.0	13.0	15.0	49.0	13.0	13.0	43.0	15.0	13.0	43.0	15.0		
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0		
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
Vehicle Extension (s)	2.0	3.0	2.0	2.0	3.0	2.0	2.0	3.0	2.0	2.0	3.0	2.0		
Recall Mode	None	Min	None	None	Min	None	None	None	None	None	None	None		
v/c Ratio	0.51	0.84	0.36	0.65	0.61	0.06	0.89	0.43	0.16	0.16	0.88	0.26		
Control Delay (s/veh)	29.0	61.5	9.8	34.7	46.3	0.2	62.7	37.3	3.8	24.3	64.7	6.0		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay (s/veh)	29.0	61.5	9.8	34.7	46.3	0.2	62.7	37.3	3.8	24.3	64.7	6.0		
Queue Length 50th (ft)	93	329	44	105	233	0	120	182	0	27	365	12		
Queue Length 95th (ft)	136	426	94	150	314	0	#283	294	33	58	#556	53		
Internal Link Dist (ft)	2444				1053				1242		1680			
Turn Bay Length (ft)	300			300	200			160	400			150	145	200
Base Capacity (vph)	365	673	704	316	698	553	251	635	867	417	602	733		
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0		
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0		
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced v/c Ratio	0.47	0.59	0.37	0.61	0.44	0.06	0.89	0.43	0.16	0.13	0.75	0.26		

Intersection Summary

Area Type: Other

Cycle Length: 148

Actuated Cycle Length: 127.6









Natural Cycle: 90

Control Type: Actuated-Uncoordinated

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

























Queue shown is maximum after two cycles.

Splits and Phases: 1: NYS Route 208 & NYS Route 17K

 Ø1	 Ø2	 Ø3	 Ø4
22 s	56 s	20 s	50 s
 Ø5	 Ø6	 Ø7	 Ø8
22 s	56 s	20 s	50 s

















2026 Build Traffic Volumes (W/Improvements)
1: NYS Route 208 & NYS Route 17K

Peak AM Hour
08/09/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	145	338	219	163	261	27	190	234	118	48	385	159
Future Volume (veh/h)	145	338	219	163	261	27	190	234	118	48	385	159
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1634	1634	1619	1982	1922	1487	1684	1758	1773	1610	1743	1684
Adj Flow Rate, veh/h	171	398	258	192	307	32	224	275	139	56	453	187
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	8	8	9	5	9	38	13	8	7	16	7	11
Cap, veh/h	329	450	528	266	519	386	264	636	679	320	502	548
Arrive On Green	0.10	0.28	0.28	0.09	0.27	0.27	0.11	0.36	0.36	0.04	0.29	0.29
Sat Flow, veh/h	1556	1634	1372	1888	1922	1260	1604	1758	1502	1533	1743	1427
Grp Volume(v), veh/h	171	398	258	192	307	32	224	275	139	56	453	187
Grp Sat Flow(s),veh/h/ln	1556	1634	1372	1888	1922	1260	1604	1758	1502	1533	1743	1427
Q Serve(g_s), s	9.3	27.6	16.9	8.6	16.4	2.1	11.3	14.0	6.6	3.0	29.6	11.0
Cycle Q Clear(g_c), s	9.3	27.6	16.9	8.6	16.4	2.1	11.3	14.0	6.6	3.0	29.6	11.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	329	450	528	266	519	386	264	636	679	320	502	548
V/C Ratio(X)	0.52	0.88	0.49	0.72	0.59	0.08	0.85	0.43	0.20	0.18	0.90	0.34
Avail Cap(c_a), veh/h	377	676	718	334	795	567	264	638	681	433	633	655
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.2	41.1	27.6	30.8	37.6	29.3	28.8	28.6	19.6	28.2	40.6	25.9
Incr Delay (d2), s/veh	0.5	9.3	0.7	3.7	1.1	0.1	21.2	0.5	0.1	0.1	13.9	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	11.6	5.4	3.9	7.5	0.6	5.6	5.8	2.2	1.1	14.1	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	28.6	50.4	28.3	34.5	38.6	29.3	50.0	29.1	19.7	28.3	54.5	26.2
LnGrp LOS	C	D	C	C	D	C	D	C	B	C	D	C
Approach Vol, veh/h		827			531			638			696	
Approach Delay, s/veh		39.0			36.6			34.4			44.8	
Approach LOS		D			D			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.4	39.0	11.3	49.8	17.7	39.6	20.0	41.1				
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0				
Max Green Setting (Gmax), s	15.0	49.0	13.0	43.0	15.0	49.0	13.0	43.0				
Max Q Clear Time (g_c+l1), s	11.3	18.4	5.0	16.0	10.6	29.6	13.3	31.6				
Green Ext Time (p_c), s	0.1	1.5	0.0	2.0	0.2	3.0	0.0	2.5				
Intersection Summary												
HCM 7th Control Delay, s/veh			38.9									
HCM 7th LOS			D									













2026 Build Traffic Volumes (W/Improvements)
5: Union Street (NYS Route 211)/Driveway & NYS Route 17K

Peak AM Hour
08/09/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	378	243	128	243	5	135	1	137	1	3	1
Future Volume (vph)	9	378	243	128	243	5	135	1	137	1	3	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	13	12	12	11	12	12	11	12
Grade (%)		4%			-5%			-2%			3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.948			0.998			0.932			0.973	
Flt Protected		0.999			0.983			0.976			0.990	
Satd. Flow (prot)	0	1674	0	0	1673	0	0	1549	0	0	1708	0
Flt Permitted		0.993			0.570			0.976			0.990	
Satd. Flow (perm)	0	1664	0	0	970	0	0	1549	0	0	1708	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		53			1			43			1	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		540			962			1646			119	
Travel Time (s)		12.3			21.9			37.4			2.7	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	5%	6%	15%	18%	100%	10%	2%	8%	2%	2%	2%
Adj. Flow (vph)	10	406	261	138	261	5	145	1	147	1	3	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	677	0	0	404	0	0	293	0	0	5	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	0.97	0.93	0.97	0.99	1.03	0.99	1.02	1.07	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	3		1	2	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	42		20	42		20	84		20	42	
Trailing Detector (ft)	0	-8		0	-8		0	-8		0	-8	
Detector 1 Position(ft)	0	-8		0	-8		0	-8		0	-8	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		2			2			2			2	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Detector 3 Position(ft)								44				
Detector 3 Size(ft)								40				
Detector 3 Type								CI+Ex				
Detector 3 Channel												
Detector 3 Extend (s)								0.0				
Turn Type	Perm	NA		pm+pt	NA		Split	NA		Split	NA	
Protected Phases		1		2	5		3	3		4	4	

2026 Build Traffic Volumes (W/Improvements)
5: Union Street (NYS Route 211)/Driveway & NYS Route 17K

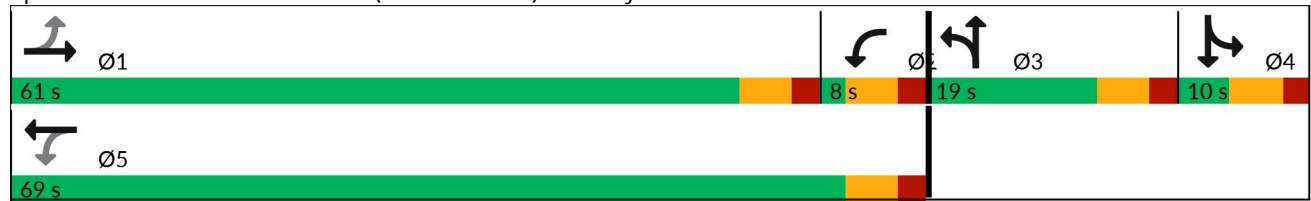
Peak AM Hour
08/09/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1			5								
Detector Phase	1	1		2	5		3	3		4	4	
Switch Phase												
Minimum Initial (s)	10.0	10.0		2.0	10.0		5.0	5.0		3.0	3.0	
Minimum Split (s)	16.0	16.0		8.0	29.0		11.0	11.0		9.0	9.0	
Total Split (s)	61.0	61.0		8.0	69.0		19.0	19.0		10.0	10.0	
Total Split (%)	62.2%	62.2%		8.2%	70.4%		19.4%	19.4%		10.2%	10.2%	
Maximum Green (s)	55.0	55.0		2.0	63.0		13.0	13.0		4.0	4.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag	Lead	Lead		Lag			Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes	Yes	
Vehicle Extension (s)	4.0	4.0		2.0	4.0		2.0	2.0		1.0	1.0	
Recall Mode	Min	Min		None	Min		None	None		None	None	
Walk Time (s)					7.0		7.0	7.0				
Flash Dont Walk (s)					16.0		16.0	16.0				
Pedestrian Calls (#/hr)					0		0	0				
Act Effct Green (s)		28.1			28.1			13.8			4.0	
Actuated g/C Ratio		0.50			0.50			0.25			0.07	
v/c Ratio		0.78			0.82			0.70			0.04	
Control Delay (s/veh)		17.6			27.5			32.5			31.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		17.6			27.5			32.5			31.2	
LOS		B			C			C			C	
Approach Delay (s/veh)		17.6			27.5			32.5			31.2	
Approach LOS		B			C			C			C	
Queue Length 50th (ft)		135			91			66			1	
Queue Length 95th (ft)		331			261			#318			13	
Internal Link Dist (ft)		460			882			1566			39	
Turn Bay Length (ft)												
Base Capacity (vph)		1546			917			415			130	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.44			0.44			0.71			0.04	
Intersection Summary												
Area Type:	Other											
Cycle Length: 98												
Actuated Cycle Length: 56												
Natural Cycle: 80												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.83												
Intersection Signal Delay (s/veh): 23.7						Intersection LOS: C						
Intersection Capacity Utilization 93.0%						ICU Level of Service F						
Analysis Period (min) 15												
# 95th percentile volume exceeds capacity, queue may be longer.												
Queue shown is maximum after two cycles.												

2026 Build Traffic Volumes (W/Improvements)
 5: Union Street (NYS Route 211)/Driveway & NYS Route 17K

Peak AM Hour
 08/09/2024

Splits and Phases: 5: Union Street (NYS Route 211)/Driveway & NYS Route 17K



2026 Build Traffic Volumes (W/Improvements)
6: Site Access & NYS Route 17K

Peak AM Hour
08/09/2024






	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↰		↰	↰	↰	
Traffic Volume (vph)	583	21	48	578	34	74
Future Volume (vph)	583	21	48	578	34	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	12	12	12
Storage Length (ft)		0	100		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.995				0.908	
Flt Protected			0.950		0.984	
Satd. Flow (prot)	1706	0	1662	1712	1617	0
Flt Permitted			0.950		0.984	
Satd. Flow (perm)	1706	0	1662	1712	1617	0
Link Speed (mph)	55			55	30	
Link Distance (ft)	655			2524	419	
Travel Time (s)	8.1			31.3	9.5	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	11%	5%	5%	11%	5%	5%
Adj. Flow (vph)	648	23	53	642	38	82
Shared Lane Traffic (%)						
Lane Group Flow (vph)	671	0	53	642	120	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.04	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

2026 Build Traffic Volumes (W/Improvements)
6: Site Access & NYS Route 17K

Peak AM Hour
08/09/2024

Intersection

Int Delay, s/veh 2.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	583	21	48	578	34	74
Future Vol, veh/h	583	21	48	578	34	74
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	11	5	5	11	5	5
Mvmt Flow	648	23	53	642	38	82

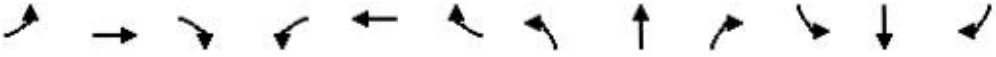
Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	671
Stage 1	-	-	659
Stage 2	-	-	749
Critical Hdwy	-	4.15	6.45
Critical Hdwy Stg 1	-	-	5.45
Critical Hdwy Stg 2	-	-	5.45
Follow-up Hdwy	-	2.245	3.345
Pot Cap-1 Maneuver	-	905	151
Stage 1	-	-	509
Stage 2	-	-	462
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	905	142
Mov Cap-2 Maneuver	-	-	142
Stage 1	-	-	509
Stage 2	-	-	435

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.71	28.73
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	269	-	-	905	-
HCM Lane V/C Ratio	0.446	-	-	0.059	-
HCM Control Delay (s/veh)	28.7	-	-	9.2	-
HCM Lane LOS	D	-	-	A	-
HCM 95th %tile Q(veh)	2.2	-	-	0.2	-













2023 Existing Traffic Volumes
1: NYS Route 208 & NYS Route 17K

Peak PM Hour
08/07/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	101	252	170	189	338	84	220	355	111	54	283	93
Future Volume (vph)	101	252	170	189	338	84	220	355	111	54	283	93
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	11	12	11	11	12	12	11	12	11
Grade (%)	5%			-4%			2%			3%		
Storage Length (ft)	300		300	200		160	400		150	145		200
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1668	1748	1423	1695	1828	1435	1630	1809	1440	1577	1817	1479
Flt Permitted	0.355			0.360			0.272			0.418		
Satd. Flow (perm)	623	1748	1423	642	1828	1435	467	1809	1440	694	1817	1479
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			183			87			91			100
Link Speed (mph)		55			55			45			45	
Link Distance (ft)		2524			1133			1322			1760	
Travel Time (s)		31.3			14.0			20.0			26.7	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	6%	7%	5%	6%	11%	6%	4%	11%	9%	3%	4%
Adj. Flow (vph)	109	271	183	203	363	90	237	382	119	58	304	100
Shared Lane Traffic (%)												
Lane Group Flow (vph)	109	271	183	203	363	90	237	382	119	58	304	100
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.08	1.03	1.08	1.02	0.97	1.02	1.06	1.01	1.01	1.07	1.02	1.07
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2	2	2	2	2	2	2	2
Detector Template												
Leading Detector (ft)	78	78	78	78	78	78	78	78	78	78	78	78
Trailing Detector (ft)	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10
Detector 1 Position(ft)	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10
Detector 1 Size(ft)	40	40	40	40	40	40	40	40	40	40	40	40
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	38	38	38	38	38	38	38	38	38	38	38	38
Detector 2 Size(ft)	40	40	40	40	40	40	40	40	40	40	40	40
Detector 2 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	1	6	7	5	2	3	7	4	5	3	8	1
Permitted Phases	6		6	2		2	4		4	8		8
Detector Phase	1	6	7	5	2	3	7	4	5	3	8	1

2023 Existing Traffic Volumes
1: NYS Route 208 & NYS Route 17K

Peak PM Hour
08/07/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	3.0	10.0	3.0	3.0	10.0	3.0	3.0	10.0	3.0	3.0	10.0	3.0
Minimum Split (s)	10.0	17.0	10.0	10.0	17.0	10.0	10.0	17.0	10.0	10.0	17.0	10.0
Total Split (s)	22.0	57.0	22.0	22.0	57.0	22.0	22.0	47.0	22.0	22.0	47.0	22.0
Total Split (%)	14.9%	38.5%	14.9%	14.9%	38.5%	14.9%	14.9%	31.8%	14.9%	14.9%	31.8%	14.9%
Maximum Green (s)	15.0	50.0	15.0	15.0	50.0	15.0	15.0	40.0	15.0	15.0	40.0	15.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	3.0	2.0	2.0	3.0	2.0	2.0	3.0	2.0	2.0	3.0	2.0
Recall Mode	None	Min	None	None	Min	None	None	None	None	None	None	None
v/c Ratio	0.37	0.68	0.25	0.53	0.76	0.14	0.66	0.71	0.15	0.21	0.74	0.15
Control Delay (s/veh)	23.6	46.9	3.8	25.5	46.8	5.5	31.2	42.3	6.1	22.1	49.9	5.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	23.6	46.9	3.8	25.5	46.8	5.5	31.2	42.3	6.1	22.1	49.9	5.1
Queue Length 50th (ft)	43	164	0	85	216	1	98	216	9	21	184	0
Queue Length 95th (ft)	91	285	42	160	379	34	#203	405	48	57	333	34
Internal Link Dist (ft)	2444			1053			1242			1680		
Turn Bay Length (ft)	300		300	200		160	400		150	145		200
Base Capacity (vph)	396	895	741	424	936	743	380	742	791	399	744	722
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.30	0.25	0.48	0.39	0.12	0.62	0.51	0.15	0.15	0.41	0.14

Intersection Summary

Area Type: Other

Cycle Length: 148

Actuated Cycle Length: 101.6









Natural Cycle: 65

Control Type: Actuated-Uncoordinated

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

























Queue shown is maximum after two cycles.

Splits and Phases: 1: NYS Route 208 & NYS Route 17K

 Ø1 22 s	 Ø2 57 s	 Ø3 22 s	 Ø4 47 s
 Ø5 22 s	 Ø6 57 s	 Ø7 22 s	 Ø8 47 s

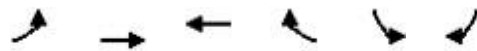
2023 Existing Traffic Volumes
1: NYS Route 208 & NYS Route 17K

Peak PM Hour
08/07/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	101	252	170	189	338	84	220	355	111	54	283	93
Future Volume (veh/h)	101	252	170	189	338	84	220	355	111	54	283	93
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1723	1664	1649	1982	1967	1892	1788	1817	1713	1714	1803	1788
Adj Flow Rate, veh/h	109	271	183	203	363	90	237	382	119	58	304	100
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	6	7	5	6	11	6	4	11	9	3	4
Cap, veh/h	268	342	469	346	479	453	356	545	594	246	376	424
Arrive On Green	0.07	0.21	0.21	0.11	0.24	0.24	0.13	0.30	0.30	0.04	0.21	0.21
Sat Flow, veh/h	1641	1664	1397	1888	1967	1604	1702	1817	1452	1632	1803	1515
Grp Volume(v), veh/h	109	271	183	203	363	90	237	382	119	58	304	100
Grp Sat Flow(s),veh/h/ln	1641	1664	1397	1888	1967	1604	1702	1817	1452	1632	1803	1515
Q Serve(g_s), s	4.2	12.5	8.1	6.7	13.8	3.4	8.3	15.1	4.3	2.2	13.0	4.1
Cycle Q Clear(g_c), s	4.2	12.5	8.1	6.7	13.8	3.4	8.3	15.1	4.3	2.2	13.0	4.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	268	342	469	346	479	453	356	545	594	246	376	424
V/C Ratio(X)	0.41	0.79	0.39	0.59	0.76	0.20	0.67	0.70	0.20	0.24	0.81	0.24
Avail Cap(c_a), veh/h	456	1029	1047	490	1217	1054	450	899	877	485	892	857
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.5	30.5	20.5	22.5	28.3	22.0	20.8	25.1	15.4	24.1	30.5	22.5
Incr Delay (d2), s/veh	0.4	4.2	0.5	0.6	2.5	0.2	1.3	1.6	0.2	0.2	4.2	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	4.9	2.5	2.6	6.1	1.2	3.1	6.1	1.3	0.8	5.6	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	23.8	34.6	21.0	23.1	30.8	22.3	22.1	26.7	15.5	24.3	34.6	22.7
LnGrp LOS	C	C	C	C	C	C	C	C	B	C	C	C
Approach Vol, veh/h		563			656			738			462	
Approach Delay, s/veh		28.1			27.2			23.4			30.8	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.7	26.7	10.1	31.3	15.8	23.6	17.5	23.9				
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0				
Max Green Setting (Gmax), s	15.0	50.0	15.0	40.0	15.0	50.0	15.0	40.0				
Max Q Clear Time (g_c+l1), s	6.2	15.8	4.2	17.1	8.7	14.5	10.3	15.0				
Green Ext Time (p_c), s	0.1	2.1	0.1	2.4	0.2	2.1	0.3	1.9				
Intersection Summary												
HCM 7th Control Delay, s/veh			27.0									
HCM 7th LOS			C									

2023 Existing Traffic Volumes
2: NYS Route 17K & Bailey Road

Peak PM Hour
08/07/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	26	469	637	32	16	26
Future Volume (vph)	26	469	637	32	16	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		0%	1%		-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.993		0.917	
Flt Protected		0.997			0.981	
Satd. Flow (prot)	0	1838	1837	0	1684	0
Flt Permitted		0.997			0.981	
Satd. Flow (perm)	0	1838	1837	0	1684	0
Link Speed (mph)		55	55		30	
Link Distance (ft)		1066	655		1084	
Travel Time (s)		13.2	8.1		24.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	3%	2%	6%	2%	2%
Adj. Flow (vph)	27	494	671	34	17	27
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	521	705	0	44	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.01	1.01	0.99	0.99
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

2023 Existing Traffic Volumes
2: NYS Route 17K & Bailey Road

Peak PM Hour
08/07/2024

Intersection

Int Delay, s/veh 0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	4		4	
Traffic Vol, veh/h	26	469	637	32	16	26
Future Vol, veh/h	26	469	637	32	16	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	1	-	-1	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	4	3	2	6	2	2
Mvmt Flow	27	494	671	34	17	27

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	704	0	0 1236 687
Stage 1	-	-	- 687 -
Stage 2	-	-	- 548 -
Critical Hdwy	4.14	-	- 6.22 6.12
Critical Hdwy Stg 1	-	-	- 5.22 -
Critical Hdwy Stg 2	-	-	- 5.22 -
Follow-up Hdwy	2.236	-	- 3.518 3.318
Pot Cap-1 Maneuver	884	-	- 208 455
Stage 1	-	-	- 519 -
Stage 2	-	-	- 597 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	884	-	- 200 455
Mov Cap-2 Maneuver	-	-	- 200 -
Stage 1	-	-	- 497 -
Stage 2	-	-	- 597 -

Approach	EB	WB	SB
HCM Control Delay, s/v0.48		0	18.75
HCM LOS			C



















Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	95	-	-	-	306
HCM Lane V/C Ratio	0.031	-	-	-	0.145
HCM Control Delay (s/veh)	9.2	0	-	-	18.7
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.5

2023 Existing Traffic Volumes

Peak PM Hour

3: Valley Central School Exit/Dollar General Driveway & NYS Route 17K

08/07/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	369	0	0	637	26	75	2	113	13	0	28
Future Volume (vph)	13	369	0	0	637	26	75	2	113	13	0	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	15	12
Grade (%)		1%			-1%			2%			1%	
Storage Length (ft)	100		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		1	0		0
Taper Length (ft)	50			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99				0.99			0.93			0.91	
Frt					0.995				0.850		0.908	
Flt Protected	0.950							0.953			0.984	
Satd. Flow (prot)	1694	1750	0	0	1758	0	0	1590	1440	0	1614	0
Flt Permitted	0.117							0.953			0.984	
Satd. Flow (perm)	209	1750	0	0	1758	0	0	1488	1440	0	1614	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					2				144		144	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		616			1066			255			202	
Travel Time (s)		10.5			18.2			5.8			4.6	
Confl. Peds. (#/hr)	1					1	27					27
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	6%	8%	2%	2%	8%	7%	13%	2%	11%	7%	2%	5%
Adj. Flow (vph)	15	419	0	0	724	30	85	2	128	15	0	32
Shared Lane Traffic (%)												
Lane Group Flow (vph)	15	419	0	0	754	0	0	87	128	0	47	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.99	0.99	0.99	1.01	1.01	1.01	1.01	0.89	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2			2		1	2	2	1	2	
Detector Template							Left			Left		
Leading Detector (ft)	42	42			42		20	42	42	20	42	
Trailing Detector (ft)	-8	-8			-8		0	-8	-8	0	-8	
Detector 1 Position(ft)	-8	-8			-8		0	-8	-8	0	-8	
Detector 1 Size(ft)	6	6			6		20	6	6	20	6	
Detector 1 Type	CI+Ex	CI+Ex			CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	2	2			2			2	2		2	
Detector 2 Size(ft)	40	40			40			40	40		40	
Detector 2 Type	CI+Ex	CI+Ex			CI+Ex			CI+Ex	CI+Ex		CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0			0.0	0.0		0.0	
Turn Type	pm+pt	NA			NA		Split	NA	Perm		Split	NA
Protected Phases	1	6			2		4	4		8	8	

2023 Existing Traffic Volumes

Peak PM Hour

3: Valley Central School Exit/Dollar General Driveway & NYS Route 17K

08/07/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	6						4					
Detector Phase	1	6			2		4	4	4	8	8	
Switch Phase												
Minimum Initial (s)	5.0	10.0			10.0		5.0	5.0	5.0	3.0	3.0	
Minimum Split (s)	11.0	16.0			16.0		28.0	28.0	28.0	9.0	9.0	
Total Split (s)	21.0	57.0			36.0		36.0	36.0	36.0	21.0	21.0	
Total Split (%)	18.4%	50.0%			31.6%		31.6%	31.6%	31.6%	18.4%	18.4%	
Maximum Green (s)	15.0	51.0			30.0		30.0	30.0	30.0	15.0	15.0	
Yellow Time (s)	4.0	4.0			4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0			2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0			0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0			6.0			6.0	6.0		6.0	
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	1.0	2.0			2.0		2.0	2.0	2.0	1.0	1.0	
Recall Mode	None	Min			Min		None	None	None	None	None	
Walk Time (s)							7.0	7.0	7.0			
Flash Dont Walk (s)							15.0	15.0	15.0			
Pedestrian Calls (#/hr)							20	20	20			
v/c Ratio	0.06	0.43			0.82			0.30	0.33		0.20	
Control Delay (s/veh)	11.9	13.5			28.9			25.4	6.3		2.0	
Queue Delay	0.0	0.0			0.0			0.0	0.0		0.0	
Total Delay (s/veh)	11.9	13.5			28.9			25.4	6.3		2.0	
Queue Length 50th (ft)	3	89			213			29	0		0	
Queue Length 95th (ft)	14	216			#691			72	31		0	
Internal Link Dist (ft)		536			986			175			122	
Turn Bay Length (ft)	100											
Base Capacity (vph)	465	1391			917			752	757		491	
Starvation Cap Reductn	0	0			0			0	0		0	
Spillback Cap Reductn	0	0			0			0	0		0	
Storage Cap Reductn	0	0			0			0	0		0	
Reduced v/c Ratio	0.03	0.30			0.82			0.12	0.17		0.10	

Intersection Summary

Area Type: Other

Cycle Length: 114

Actuated Cycle Length: 65.7

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

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

Queue shown is maximum after two cycles.

Splits and Phases: 3: Valley Central School Exit/Dollar General Driveway & NYS Route 17K



















Ø1 21 s	Ø2 36 s	Ø4 36 s	Ø8 21 s
Ø6 57 s			

2023 Existing Traffic Volumes

Peak PM Hour

3: Valley Central School Exit/Dollar General Driveway & NYS Route 17K

08/07/2024


















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	369	0	0	637	26	75	2	113	13	0	28
Future Volume (veh/h)	13	369	0	0	637	26	75	2	113	13	0	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.92	1.00		0.69
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No				No			No			No	
Adj Sat Flow, veh/h/ln	1805	1776	0	0	1819	1834	1684	1847	1713	1790	1939	1820
Adj Flow Rate, veh/h	15	419	0	0	724	30	85	2	128	15	0	32
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	6	8	0	0	8	7	13	2	11	7	2	5
Cap, veh/h	150	950	0	0	747	31	288	7	223	16	0	34
Arrive On Green	0.02	0.54	0.00	0.00	0.43	0.43	0.17	0.17	0.17	0.04	0.00	0.04
Sat Flow, veh/h	1719	1776	0	0	1734	72	1720	40	1335	411	0	877
Grp Volume(v), veh/h	15	419	0	0	0	754	87	0	128	47	0	0
Grp Sat Flow(s),veh/h/ln	1719	1776	0	0	0	1806	1761	0	1335	1288	0	0
Q Serve(g_s), s	0.3	10.0	0.0	0.0	0.0	28.4	3.0	0.0	6.1	2.5	0.0	0.0
Cycle Q Clear(g_c), s	0.3	10.0	0.0	0.0	0.0	28.4	3.0	0.0	6.1	2.5	0.0	0.0
Prop In Lane	1.00		0.00	0.00		0.04	0.98		1.00	0.32		0.68
Lane Grp Cap(c), veh/h	150	950	0	0	0	778	295	0	223	50	0	0
V/C Ratio(X)	0.10	0.44	0.00	0.00	0.00	0.97	0.30	0.00	0.57	0.93	0.00	0.00
Avail Cap(c_a), veh/h	489	1300	0	0	0	778	759	0	575	278	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	16.4	9.8	0.0	0.0	0.0	19.4	25.4	0.0	26.7	33.4	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.1	0.0	0.0	0.0	24.6	0.2	0.0	0.9	22.6	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	3.1	0.0	0.0	0.0	15.3	1.2	0.0	1.9	1.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	16.5	10.0	0.0	0.0	0.0	44.0	25.6	0.0	27.6	55.9	0.0	0.0
LnGrp LOS	B	A				D	C		C	E		
Approach Vol, veh/h	434				754			215			47	
Approach Delay, s/veh	10.2				44.0			26.8			55.9	
Approach LOS	B				D			C			E	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	7.3	36.0		17.6		43.3		8.7				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	15.0	30.0		30.0		51.0		15.0				
Max Q Clear Time (g_c+l1), s	2.3	30.4		8.1		12.0		4.5				
Green Ext Time (p_c), s	0.0	0.0		0.5		0.8		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			31.7									
HCM 7th LOS			C									













2023 Existing Traffic Volumes

Peak PM Hour

4: Valley Central School Entrance/Driveway & NYS Route 17K

08/07/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	382	52	101	629	0	0	0	0	0	0	0
Future Volume (vph)	0	382	52	101	629	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	10	12
Grade (%)		4%			-2%			0%			3%	
Storage Length (ft)	45		0	380		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	86			50			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.982										
Flt Protected				0.950								
Satd. Flow (prot)	1825	1777	0	1787	1881	0	0	0	0	0	1712	0
Flt Permitted				0.500								
Satd. Flow (perm)	1825	1777	0	941	1881	0	0	0	0	0	1712	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9										
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		976			616			265			123	
Travel Time (s)		16.6			10.5			6.0			2.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	0	402	55	106	662	0	0	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	457	0	106	662	0	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	0.99	0.99	0.99	1.00	1.00	1.00	1.02	1.11	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2					1	2	
Detector Template										Left		
Leading Detector (ft)	42	42		42	42					20	42	
Trailing Detector (ft)	-8	-8		-8	-8					0	-8	
Detector 1 Position(ft)	-8	-8		-8	-8					0	-8	
Detector 1 Size(ft)	6	6		6	6					20	6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex					CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0					0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0					0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0					0.0	0.0	
Detector 2 Position(ft)	2	2		2	2						2	
Detector 2 Size(ft)	40	40		40	40						40	
Detector 2 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex						CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0						0.0	
Turn Type	pm+pt	NA		pm+pt	NA							
Protected Phases	1	6		5	2						4	
Permitted Phases	6			2						4		
Detector Phase	1	6		5	2					4	4	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	3.0	10.0		5.0	10.0					3.0	3.0	
Minimum Split (s)	9.0	16.0		11.0	16.0					9.0	9.0	
Total Split (s)	21.0	36.0		36.0	51.0					14.0	14.0	
Total Split (%)	24.4%	41.9%		41.9%	59.3%					16.3%	16.3%	
Maximum Green (s)	15.0	30.0		30.0	45.0					8.0	8.0	
Yellow Time (s)	4.0	4.0		4.0	4.0					4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0					2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0						0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0						6.0	
Lead/Lag	Lead	Lead		Lag	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	1.0	2.0		1.0	2.0					1.0	1.0	
Recall Mode	None	Min		None	Min					None	None	
v/c Ratio		0.41		0.11	0.35							
Control Delay (s/veh)		6.7		0.9	0.5							
Queue Delay		0.0		0.0	0.0							
Total Delay (s/veh)		6.7		0.9	0.5							
Queue Length 50th (ft)		46		0	0							
Queue Length 95th (ft)		89		0	0							
Internal Link Dist (ft)		896			536			185			43	
Turn Bay Length (ft)				380								
Base Capacity (vph)		1563		1679	1881							
Starvation Cap Reductn		0		0	0							
Spillback Cap Reductn		0		0	0							
Storage Cap Reductn		0		0	0							
Reduced v/c Ratio		0.29		0.06	0.35							

Intersection Summary

Area Type: Other

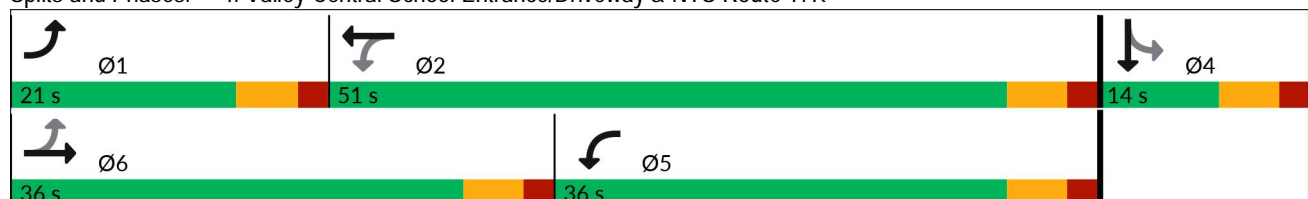
Cycle Length: 86

Actuated Cycle Length: 34.5

Natural Cycle: 45

Control Type: Actuated-Uncoordinated

Splits and Phases: 4: Valley Central School Entrance/Driveway & NYS Route 17K




















2023 Existing Traffic Volumes

Peak PM Hour

4: Valley Central School Entrance/Driveway & NYS Route 17K

08/07/2024

















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	382	52	101	629	0	0	0	0	0	0	0
Future Volume (veh/h)	0	382	52	101	629	0	0	0	0	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1776	1761	1776	1949	1949	1949				1817	1817	1817
Adj Flow Rate, veh/h	0	402	55	106	662	0				0	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	2	3	2	2	2	2				2	2	2
Cap, veh/h	461	562	77	677	1515	0				0	7	0
Arrive On Green	0.00	0.37	0.37	0.18	0.78	0.00				0.00	0.00	0.00
Sat Flow, veh/h	1692	1516	207	1856	1949	0				0	1817	0
Grp Volume(v), veh/h	0	0	457	106	662	0				0	0	0
Grp Sat Flow(s),veh/h/ln	1692	0	1724	1856	1949	0				0	1817	0
Q Serve(g_s), s	0.0	0.0	6.1	0.0	3.1	0.0				0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	6.1	0.0	3.1	0.0				0.0	0.0	0.0
Prop In Lane	1.00		0.12	1.00		0.00				0.00		0.00
Lane Grp Cap(c), veh/h	461	0	639	677	1515	0				0	7	0
V/C Ratio(X)	0.00	0.00	0.72	0.16	0.44	0.00				0.00	0.00	0.00
Avail Cap(c_a), veh/h	1395	0	1917	2398	3250	0				0	539	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	1.00	0.00				0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	7.3	8.4	1.0	0.0				0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.6	0.0	0.1	0.0				0.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	1.0	0.3	0.0	0.0				0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	7.8	8.4	1.1	0.0				0.0	0.0	0.0
LnGrp LOS			A	A	A							
Approach Vol, veh/h		457			768						0	
Approach Delay, s/veh		7.8			2.1						0.0	
Approach LOS		A			A							
Timer - Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	0.0	27.0		0.0	11.0	16.0						
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0						
Max Green Setting (Gmax), s	15.0	45.0		8.0	30.0	30.0						
Max Q Clear Time (g_c+l1), s	0.0	5.1		0.0	2.0	8.1						
Green Ext Time (p_c), s	0.0	1.3		0.0	0.1	0.9						
Intersection Summary												
HCM 7th Control Delay, s/veh			4.2									
HCM 7th LOS			A									

2023 Existing Traffic Volumes

Peak PM Hour

5: Union Street (NYS Route 211)/Driveway & NYS Route 17K

08/07/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	282	124	114	454	0	310	2	130	2	6	2
Future Volume (vph)	2	282	124	114	454	0	310	2	130	2	6	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	13	12	12	11	12	12	11	12
Grade (%)		4%			-5%			-2%			3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			0.99			0.99			0.99	
Frt		0.959						0.960			0.973	
Flt Protected					0.990			0.966			0.990	
Satd. Flow (prot)	0	1709	0	0	1949	0	0	1658	0	0	1708	0
Flt Permitted		0.998			0.804			0.966			0.990	
Satd. Flow (perm)	0	1706	0	0	1583	0	0	1658	0	0	1708	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22						21			2	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		540			962			1646			119	
Travel Time (s)		12.3			21.9			37.4			2.7	
Confl. Peds. (#/hr)	4		3	3		4			2	2		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	4%	3%	3%	2%	2%	3%	2%	3%	2%	2%	2%
Adj. Flow (vph)	2	297	131	120	478	0	326	2	137	2	6	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	430	0	0	598	0	0	465	0	0	10	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	0.97	0.93	0.97	0.99	1.03	0.99	1.02	1.07	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	3		1	2	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	42		20	42		20	84		20	42	
Trailing Detector (ft)	0	-8		0	-8		0	-8		0	-8	
Detector 1 Position(ft)	0	-8		0	-8		0	-8		0	-8	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		2			2			2			2	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Detector 3 Position(ft)								44				
Detector 3 Size(ft)								40				
Detector 3 Type								CI+Ex				
Detector 3 Channel												
Detector 3 Extend (s)								0.0				

2023 Existing Traffic Volumes

Peak PM Hour

5: Union Street (NYS Route 211)/Driveway & NYS Route 17K

08/07/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		pm+pt	NA		Split	NA		Split	NA	
Protected Phases		1		2	5		3	3		4	4	
Permitted Phases	1			5								
Detector Phase	1	1		2	5		3	3		4	4	
Switch Phase												
Minimum Initial (s)	10.0	10.0		3.0	10.0		5.0	5.0		3.0	3.0	
Minimum Split (s)	16.0	16.0		9.0	16.0		11.0	11.0		9.0	9.0	
Total Split (s)	40.0	40.0		15.0	55.0		40.0	40.0		10.0	10.0	
Total Split (%)	38.1%	38.1%		14.3%	52.4%		38.1%	38.1%		9.5%	9.5%	
Maximum Green (s)	34.0	34.0		9.0	49.0		34.0	34.0		4.0	4.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag	Lag	Lag		Lead			Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes	Yes	
Vehicle Extension (s)	4.0	4.0		2.0	4.0		2.0	2.0		1.0	1.0	
Recall Mode	Min	Min		None	Min		None	None		None	None	
Walk Time (s)					7.0			7.0				
Flash Dont Walk (s)					16.0			16.0				
Pedestrian Calls (#/hr)					0			0				
Act Effect Green (s)		49.4			49.4			28.3			3.9	
Actuated g/C Ratio		0.54			0.54			0.31			0.04	
v/c Ratio		0.46			0.70			0.88			0.13	
Control Delay (s/veh)		15.8			23.3			48.6			46.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		15.8			23.3			48.6			46.2	
LOS		B			C			D			D	
Approach Delay (s/veh)		15.9			23.3			48.6			46.2	
Approach LOS		B			C			D			D	
Queue Length 50th (ft)		135			240			235			5	
Queue Length 95th (ft)		282			#512			#455			23	
Internal Link Dist (ft)		460			882			1566			39	
Turn Bay Length (ft)												
Base Capacity (vph)		930			854			634			76	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.46			0.70			0.73			0.13	

Intersection Summary

Area Type: Other

Cycle Length: 105

Actuated Cycle Length: 91.5

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.88

Intersection Signal Delay (s/veh): 29.2

Intersection LOS: C

Intersection Capacity Utilization 99.8%

ICU Level of Service F

Analysis Period (min) 15

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

























Queue shown is maximum after two cycles.

Splits and Phases: 5: Union Street (NYS Route 211)/Driveway & NYS Route 17K















2026 No-Build Traffic Volumes
1: NYS Route 208 & NYS Route 17K

Peak PM Hour
08/07/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	151	279	191	261	379	112	261	427	174	79	401	114
Future Volume (vph)	151	279	191	261	379	112	261	427	174	79	401	114
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	11	12	11	11	12	12	11	12	11
Grade (%)	5%		-4%				2%			3%		
Storage Length (ft)	300		300	200		160	400		150	145		200
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1668	1748	1423	1695	1828	1435	1630	1809	1440	1577	1817	1479
Flt Permitted	0.241			0.332			0.164			0.288		
Satd. Flow (perm)	423	1748	1423	592	1828	1435	281	1809	1440	478	1817	1479
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			152			103			119			108
Link Speed (mph)		55			55			45			45	
Link Distance (ft)		2524			1133			1322			1760	
Travel Time (s)		31.3			14.0			20.0			26.7	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	6%	7%	5%	6%	11%	6%	4%	11%	9%	3%	4%
Adj. Flow (vph)	162	300	205	281	408	120	281	459	187	85	431	123
Shared Lane Traffic (%)												
Lane Group Flow (vph)	162	300	205	281	408	120	281	459	187	85	431	123
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.08	1.03	1.08	1.02	0.97	1.02	1.06	1.01	1.01	1.07	1.02	1.07
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2	2	2	2	2	2	2	2
Detector Template												
Leading Detector (ft)	78	78	78	78	78	78	78	78	78	78	78	78
Trailing Detector (ft)	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10
Detector 1 Position(ft)	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10
Detector 1 Size(ft)	40	40	40	40	40	40	40	40	40	40	40	40
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	38	38	38	38	38	38	38	38	38	38	38	38
Detector 2 Size(ft)	40	40	40	40	40	40	40	40	40	40	40	40
Detector 2 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	1	6	7	5	2	3	7	4	5	3	8	1
Permitted Phases	6		6	2		2	4		4	8		8
Detector Phase	1	6	7	5	2	3	7	4	5	3	8	1

2026 No-Build Traffic Volumes
1: NYS Route 208 & NYS Route 17K

Peak PM Hour
08/07/2024

														
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Switch Phase														
Minimum Initial (s)	3.0	10.0	3.0	3.0	10.0	3.0	3.0	10.0	3.0	3.0	10.0	3.0		
Minimum Split (s)	10.0	17.0	10.0	10.0	17.0	10.0	10.0	17.0	10.0	10.0	17.0	10.0		
Total Split (s)	22.0	57.0	22.0	22.0	57.0	22.0	22.0	47.0	22.0	22.0	47.0	22.0		
Total Split (%)	14.9%	38.5%	14.9%	14.9%	38.5%	14.9%	14.9%	31.8%	14.9%	14.9%	31.8%	14.9%		
Maximum Green (s)	15.0	50.0	15.0	15.0	50.0	15.0	15.0	40.0	15.0	15.0	40.0	15.0		
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0		
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
Vehicle Extension (s)	2.0	3.0	2.0	2.0	3.0	2.0	2.0	3.0	2.0	2.0	3.0	2.0		
Recall Mode	None	Min	None	None	Min	None	None	None	None	None	None	None		
v/c Ratio	0.60	0.69	0.29	0.77	0.82	0.18	0.95	0.77	0.23	0.35	0.86	0.17		
Control Delay (s/veh)	33.0	50.7	7.7	42.0	57.6	6.7	70.6	49.0	8.8	26.5	61.8	6.3		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay (s/veh)	33.0	50.7	7.7	42.0	57.6	6.7	70.6	49.0	8.8	26.5	61.8	6.3		
Queue Length 50th (ft)	83	223	26	156	315	9	146	329	27	38	328	7		
Queue Length 95th (ft)	136	329	76	#245	459	46	#413	#604	90	86	#570	48		
Internal Link Dist (ft)	2444				1053				1242		1680			
Turn Bay Length (ft)	300			300	200			160	400			150	145	200
Base Capacity (vph)	312	726	700	371	760	706	293	629	796	327	604	735		
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0		
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0		
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced v/c Ratio	0.52	0.41	0.29	0.76	0.54	0.17	0.96	0.73	0.23	0.26	0.71	0.17		

Intersection Summary

Area Type: Other

Cycle Length: 148

Actuated Cycle Length: 123









Natural Cycle: 90

Control Type: Actuated-Uncoordinated

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

Queue shown is maximum after two cycles.

Splits and Phases: 1: NYS Route 208 & NYS Route 17K

 Ø1 22 s	 Ø2 57 s	 Ø3 22 s	 Ø4 47 s
 Ø5 22 s	 Ø6 57 s	 Ø7 22 s	 Ø8 47 s

2026 No-Build Traffic Volumes
1: NYS Route 208 & NYS Route 17K

Peak PM Hour
08/07/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	151	279	191	261	379	112	261	427	174	79	401	114
Future Volume (veh/h)	151	279	191	261	379	112	261	427	174	79	401	114
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1723	1664	1649	1982	1967	1892	1788	1817	1713	1714	1803	1788
Adj Flow Rate, veh/h	162	300	205	281	408	120	281	459	187	85	431	123
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	6	7	5	6	11	6	4	11	9	3	4
Cap, veh/h	265	354	483	353	493	486	323	634	700	243	483	549
Arrive On Green	0.09	0.21	0.21	0.13	0.25	0.25	0.13	0.35	0.35	0.05	0.27	0.27
Sat Flow, veh/h	1641	1664	1397	1888	1967	1604	1702	1817	1452	1632	1803	1515
Grp Volume(v), veh/h	162	300	205	281	408	120	281	459	187	85	431	123
Grp Sat Flow(s),veh/h/ln	1641	1664	1397	1888	1967	1604	1702	1817	1452	1632	1803	1515
Q Serve(g_s), s	8.4	19.1	12.4	12.6	21.7	6.2	12.7	24.3	8.5	4.1	25.4	6.2
Cycle Q Clear(g_c), s	8.4	19.1	12.4	12.6	21.7	6.2	12.7	24.3	8.5	4.1	25.4	6.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	265	354	483	353	493	486	323	634	700	243	483	549
V/C Ratio(X)	0.61	0.85	0.42	0.80	0.83	0.25	0.87	0.72	0.27	0.35	0.89	0.22
Avail Cap(c_a), veh/h	332	753	818	359	890	809	327	658	719	379	653	692
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.1	41.8	27.7	30.0	39.1	29.0	26.6	31.3	17.0	28.1	38.9	24.4
Incr Delay (d2), s/veh	0.9	5.7	0.6	10.7	3.6	0.3	20.5	3.8	0.2	0.3	11.6	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	7.9	4.0	6.4	10.3	2.3	6.6	10.8	2.7	1.6	12.3	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.0	47.5	28.3	40.7	42.7	29.3	47.1	35.1	17.2	28.5	50.5	24.6
LnGrp LOS	C	D	C	D	D	C	D	D	B	C	D	C
Approach Vol, veh/h		667			809			927			639	
Approach Delay, s/veh		37.8			40.0			35.1			42.6	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.5	34.7	12.8	45.6	21.7	30.5	21.7	36.6				
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0				
Max Green Setting (Gmax), s	15.0	50.0	15.0	40.0	15.0	50.0	15.0	40.0				
Max Q Clear Time (g_c+l1), s	10.4	23.7	6.1	26.3	14.6	21.1	14.7	27.4				
Green Ext Time (p_c), s	0.1	2.4	0.1	2.7	0.0	2.4	0.0	2.2				
Intersection Summary												
HCM 7th Control Delay, s/veh			38.6									
HCM 7th LOS			D									

2026 No-Build Traffic Volumes
2: NYS Route 17K & Bailey Road

Peak PM Hour
08/07/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	27	563	731	36	19	27
Future Volume (vph)	27	563	731	36	19	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		0%	1%		-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.994		0.921	
Flt Protected		0.998			0.980	
Satd. Flow (prot)	0	1840	1839	0	1690	0
Flt Permitted		0.998			0.980	
Satd. Flow (perm)	0	1840	1839	0	1690	0
Link Speed (mph)		55	55		30	
Link Distance (ft)		1066	655		1084	
Travel Time (s)		13.2	8.1		24.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	3%	2%	6%	2%	2%
Adj. Flow (vph)	28	593	769	38	20	28
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	621	807	0	48	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.01	1.01	0.99	0.99
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

2026 No-Build Traffic Volumes
2: NYS Route 17K & Bailey Road

Peak PM Hour
08/07/2024

Intersection

Int Delay, s/veh 1

Movement EBL EBT WBT WBR SBL SBR

Lane Configurations

Traffic Vol, veh/h 27 563 731 36 19 27

Future Vol, veh/h 27 563 731 36 19 27

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Free Free Free Free Stop Stop

RT Channelized - None - None - None

Storage Length - - - - 0 -

Veh in Median Storage, # - 0 0 - 0 -

Grade, % - 0 1 - -1 -

Peak Hour Factor 95 95 95 95 95 95

Heavy Vehicles, % 4 3 2 6 2 2

Mvmt Flow 28 593 769 38 20 28

Major/Minor Major1 Major2 Minor2

Conflicting Flow All 807 0 - 0 1438 788

Stage 1 - - - - 788 -

Stage 2 - - - - 649 -

Critical Hdwy 4.14 - - - 6.22 6.12

Critical Hdwy Stg 1 - - - - 5.22 -

Critical Hdwy Stg 2 - - - - 5.22 -

Follow-up Hdwy 2.236 - - - 3.518 3.318

Pot Cap-1 Maneuver 809 - - - 159 400

Stage 1 - - - - 468 -

Stage 2 - - - - 539 -

Platoon blocked, % - - - -

Mov Cap-1 Maneuver 809 - - - 151 400

Mov Cap-2 Maneuver - - - - 151 -

Stage 1 - - - - 443 -

Stage 2 - - - - 539 -

Approach EB WB SB

HCM Control Delay, s/v0.44 0 24.01

HCM LOS C

Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1

Capacity (veh/h) 82 - - - 237

HCM Lane V/C Ratio 0.035 - - - 0.204

HCM Control Delay (s/veh) 9.6 0 - - 24

HCM Lane LOS A A - - C



















HCM 95th %tile Q(veh) 0.1 - - - 0.7

2026 No-Build Traffic Volumes

Peak PM Hour

3: Valley Central School Exit/Dollar General Driveway & NYS Route 17K

08/07/2024













												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	460	0	0	731	27	77	2	116	13	0	29
Future Volume (vph)	13	460	0	0	731	27	77	2	116	13	0	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	15	12
Grade (%)		1%			-1%			2%			1%	
Storage Length (ft)	100		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		1	0		0
Taper Length (ft)	50			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99				0.99			0.94			0.91	
Frt					0.995				0.850		0.907	
Flt Protected	0.950							0.953			0.985	
Satd. Flow (prot)	1694	1750	0	0	1758	0	0	1590	1440	0	1613	0
Flt Permitted	0.100							0.953			0.985	
Satd. Flow (perm)	178	1750	0	0	1758	0	0	1509	1440	0	1613	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					2				144		144	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		616			1066			255			202	
Travel Time (s)		10.5			18.2			5.8			4.6	
Confl. Peds. (#/hr)	1					1	27					27
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	6%	8%	2%	2%	8%	7%	13%	2%	11%	7%	2%	5%
Adj. Flow (vph)	15	523	0	0	831	31	88	2	132	15	0	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	15	523	0	0	862	0	0	90	132	0	48	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.99	0.99	0.99	1.01	1.01	1.01	1.01	0.89	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2			2		1	2	2	1	2	
Detector Template							Left			Left		
Leading Detector (ft)	42	42			42		20	42	42	20	42	
Trailing Detector (ft)	-8	-8			-8		0	-8	-8	0	-8	
Detector 1 Position(ft)	-8	-8			-8		0	-8	-8	0	-8	
Detector 1 Size(ft)	6	6			6		20	6	6	20	6	
Detector 1 Type	CI+Ex	CI+Ex			CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	2	2			2		2	2	2	2	2	
Detector 2 Size(ft)	40	40			40		40	40	40	40	40	
Detector 2 Type	CI+Ex	CI+Ex			CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	
Turn Type	pm+pt	NA			NA		Split	NA	Perm	Split	NA	
Protected Phases	1	6			2		4	4		8	8	

2026 No-Build Traffic Volumes

Peak PM Hour

3: Valley Central School Exit/Dollar General Driveway & NYS Route 17K

08/07/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	6						4					
Detector Phase	1	6			2		4	4	4	8	8	
Switch Phase												
Minimum Initial (s)	5.0	10.0			10.0		5.0	5.0	5.0	3.0	3.0	
Minimum Split (s)	11.0	16.0			16.0		28.0	28.0	28.0	9.0	9.0	
Total Split (s)	21.0	57.0			36.0		36.0	36.0	36.0	21.0	21.0	
Total Split (%)	18.4%	50.0%			31.6%		31.6%	31.6%	31.6%	18.4%	18.4%	
Maximum Green (s)	15.0	51.0			30.0		30.0	30.0	30.0	15.0	15.0	
Yellow Time (s)	4.0	4.0			4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0			2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0			0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0			6.0			6.0	6.0		6.0	
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	1.0	2.0			2.0		2.0	2.0	2.0	1.0	1.0	
Recall Mode	None	Min			Min		None	None	None	None	None	
Walk Time (s)							7.0	7.0	7.0			
Flash Dont Walk (s)							15.0	15.0	15.0			
Pedestrian Calls (#/hr)							20	20	20			
v/c Ratio	0.06	0.54			0.94			0.30	0.34		0.21	
Control Delay (s/veh)	12.0	15.4			41.1			25.5	6.6		2.1	
Queue Delay	0.0	0.0			0.0			0.0	0.0		0.0	
Total Delay (s/veh)	12.0	15.4			41.1			25.5	6.6		2.1	
Queue Length 50th (ft)	3	123			277			30	0		0	
Queue Length 95th (ft)	14	288			#821			74	33		0	
Internal Link Dist (ft)		536			986			175			122	
Turn Bay Length (ft)	100											
Base Capacity (vph)	455	1389			915			751	756		491	
Starvation Cap Reductn	0	0			0			0	0		0	
Spillback Cap Reductn	0	0			0			0	0		0	
Storage Cap Reductn	0	0			0			0	0		0	
Reduced v/c Ratio	0.03	0.38			0.94			0.12	0.17		0.10	

Intersection Summary

Area Type: Other

Cycle Length: 114

Actuated Cycle Length: 65.8






Natural Cycle: 100

Control Type: Actuated-Uncoordinated

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

Queue shown is maximum after two cycles.

Splits and Phases: 3: Valley Central School Exit/Dollar General Driveway & NYS Route 17K



















 Ø1	 Ø2	 Ø4	 Ø8
21 s	36 s	36 s	21 s
 Ø6			
57 s			

2026 No-Build Traffic Volumes

Peak PM Hour

3: Valley Central School Exit/Dollar General Driveway & NYS Route 17K

08/07/2024


















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	460	0	0	731	27	77	2	116	13	0	29
Future Volume (veh/h)	13	460	0	0	731	27	77	2	116	13	0	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.92	1.00		0.69
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No				No				No			
Adj Sat Flow, veh/h/ln	1805	1776	0	0	1819	1834	1684	1847	1713	1790	1939	1820
Adj Flow Rate, veh/h	15	523	0	0	831	31	88	2	132	15	0	33
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	6	8	0	0	8	7	13	2	11	7	2	5
Cap, veh/h	134	946	0	0	748	28	292	7	226	16	0	35
Arrive On Green	0.02	0.53	0.00	0.00	0.43	0.43	0.17	0.17	0.17	0.04	0.00	0.04
Sat Flow, veh/h	1719	1776	0	0	1742	65	1722	39	1336	401	0	882
Grp Volume(v), veh/h	15	523	0	0	0	862	90	0	132	48	0	0
Grp Sat Flow(s),veh/h/ln	1719	1776	0	0	0	1807	1761	0	1336	1283	0	0
Q Serve(g_s), s	0.3	13.6	0.0	0.0	0.0	30.0	3.1	0.0	6.4	2.6	0.0	0.0
Cycle Q Clear(g_c), s	0.3	13.6	0.0	0.0	0.0	30.0	3.1	0.0	6.4	2.6	0.0	0.0
Prop In Lane	1.00		0.00	0.00		0.04	0.98		1.00	0.31		0.69
Lane Grp Cap(c), veh/h	134	946	0	0	0	775	298	0	226	52	0	0
V/C Ratio(X)	0.11	0.55	0.00	0.00	0.00	1.11	0.30	0.00	0.58	0.93	0.00	0.00
Avail Cap(c_a), veh/h	472	1295	0	0	0	775	755	0	573	275	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	17.0	10.8	0.0	0.0	0.0	20.0	25.4	0.0	26.8	33.5	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.2	0.0	0.0	0.0	67.5	0.2	0.0	0.9	21.9	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	4.3	0.0	0.0	0.0	25.1	1.3	0.0	2.0	1.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	17.2	11.0	0.0	0.0	0.0	87.4	25.6	0.0	27.6	55.3	0.0	0.0
LnGrp LOS	B	B				F	C		C	E		
Approach Vol, veh/h	538				862				222			
Approach Delay, s/veh	11.2				87.4				26.8			
Approach LOS	B				F				C			
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	7.3	36.0		17.8		43.3		8.8				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	15.0	30.0		30.0		51.0		15.0				
Max Q Clear Time (g_c+l1), s	2.3	32.0		8.4		15.6		4.6				
Green Ext Time (p_c), s	0.0	0.0		0.5		1.0		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	53.9											
HCM 7th LOS	D											













2026 No-Build Traffic Volumes

Peak PM Hour

4: Valley Central School Entrance/Driveway & NYS Route 17K

08/07/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	473	54	104	723	0	0	0	0	0	0	0
Future Volume (vph)	0	473	54	104	723	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	10	12
Grade (%)		4%			-2%			0%			3%	
Storage Length (ft)	45		0	380		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	86			50			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.985										
Flt Protected				0.950								
Satd. Flow (prot)	1825	1782	0	1787	1881	0	0	0	0	0	1712	0
Flt Permitted				0.440								
Satd. Flow (perm)	1825	1782	0	828	1881	0	0	0	0	0	1712	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7										
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		976			616			265			123	
Travel Time (s)		16.6			10.5			6.0			2.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	0	498	57	109	761	0	0	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	555	0	109	761	0	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	0.99	0.99	0.99	1.00	1.00	1.00	1.02	1.11	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2					1	2	
Detector Template										Left		
Leading Detector (ft)	42	42		42	42					20	42	
Trailing Detector (ft)	-8	-8		-8	-8					0	-8	
Detector 1 Position(ft)	-8	-8		-8	-8					0	-8	
Detector 1 Size(ft)	6	6		6	6					20	6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex					CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0					0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0					0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0					0.0	0.0	
Detector 2 Position(ft)	2	2		2	2						2	
Detector 2 Size(ft)	40	40		40	40						40	
Detector 2 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex						CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0						0.0	
Turn Type	pm+pt	NA		pm+pt	NA							
Protected Phases	1	6		5	2						4	
Permitted Phases	6			2						4		
Detector Phase	1	6		5	2					4	4	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	3.0	10.0		5.0	10.0					3.0	3.0	
Minimum Split (s)	9.0	16.0		11.0	16.0					9.0	9.0	
Total Split (s)	21.0	36.0		36.0	51.0					14.0	14.0	
Total Split (%)	24.4%	41.9%		41.9%	59.3%					16.3%	16.3%	
Maximum Green (s)	15.0	30.0		30.0	45.0					8.0	8.0	
Yellow Time (s)	4.0	4.0		4.0	4.0					4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0					2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0						0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0						6.0	
Lead/Lag	Lead	Lead		Lag	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	1.0	2.0		1.0	2.0					1.0	1.0	
Recall Mode	None	Min		None	Min					None	None	
v/c Ratio		0.47		0.13	0.40							
Control Delay (s/veh)		6.7		0.9	0.6							
Queue Delay		0.0		0.0	0.0							
Total Delay (s/veh)		6.7		0.9	0.6							
Queue Length 50th (ft)		61		0	0							
Queue Length 95th (ft)		119		0	0							
Internal Link Dist (ft)		896			536			185			43	
Turn Bay Length (ft)				380								
Base Capacity (vph)		1426		1589	1869							
Starvation Cap Reductn		0		0	0							
Spillback Cap Reductn		0		0	0							
Storage Cap Reductn		0		0	0							
Reduced v/c Ratio		0.39		0.07	0.41							

Intersection Summary

Area Type: Other

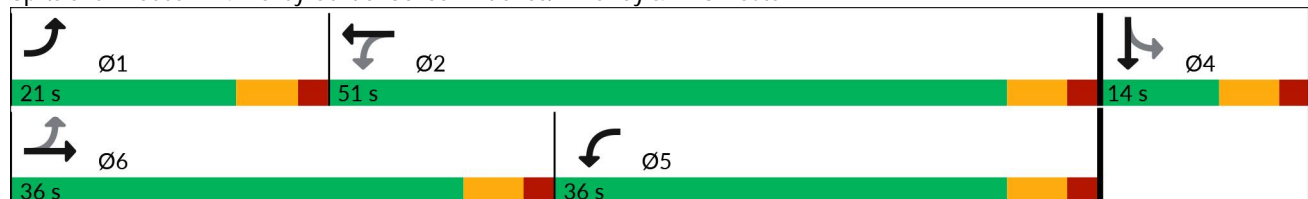
Cycle Length: 86

Actuated Cycle Length: 38.2

Natural Cycle: 55

Control Type: Actuated-Uncoordinated

Splits and Phases: 4: Valley Central School Entrance/Driveway & NYS Route 17K




















2026 No-Build Traffic Volumes

Peak PM Hour

4: Valley Central School Entrance/Driveway & NYS Route 17K

08/07/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	473	54	104	723	0	0	0	0	0	0	0
Future Volume (veh/h)	0	473	54	104	723	0	0	0	0	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1776	1761	1776	1949	1949	1949				1817	1817	1817
Adj Flow Rate, veh/h	0	498	57	109	761	0				0	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	2	3	2	2	2	2				2	2	2
Cap, veh/h	435	613	70	620	1532	0				0	6	0
Arrive On Green	0.00	0.40	0.40	0.18	0.79	0.00				0.00	0.00	0.00
Sat Flow, veh/h	1692	1552	178	1856	1949	0				0	1817	0
Grp Volume(v), veh/h	0	0	555	109	761	0				0	0	0
Grp Sat Flow(s),veh/h/ln	1692	0	1729	1856	1949	0				0	1817	0
Q Serve(g_s), s	0.0	0.0	8.0	0.0	3.8	0.0				0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	8.0	0.0	3.8	0.0				0.0	0.0	0.0
Prop In Lane	1.00		0.10	1.00		0.00				0.00		0.00
Lane Grp Cap(c), veh/h	435	0	683	620	1532	0				0	6	0
V/C Ratio(X)	0.00	0.00	0.81	0.18	0.50	0.00				0.00	0.00	0.00
Avail Cap(c_a), veh/h	1332	0	1847	2272	3122	0				0	518	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	1.00	0.00				0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	7.6	9.3	1.1	0.0				0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.9	0.0	0.1	0.0				0.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	1.3	0.3	0.0	0.0				0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	8.5	9.4	1.1	0.0				0.0	0.0	0.0
LnGrp LOS			A	A	A							
Approach Vol, veh/h		555			870						0	
Approach Delay, s/veh		8.5			2.2						0.0	
Approach LOS		A			A							
Timer - Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	0.0	28.1		0.0	11.0	17.1						
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0						
Max Green Setting (Gmax), s	15.0	45.0		8.0	30.0	30.0						
Max Q Clear Time (g_c+l1), s	0.0	5.8		0.0	2.0	10.0						
Green Ext Time (p_c), s	0.0	1.6		0.0	0.1	1.1						
Intersection Summary												
HCM 7th Control Delay, s/veh			4.6									
HCM 7th LOS			A									

2026 No-Build Traffic Volumes

Peak PM Hour

5: Union Street (NYS Route 211)/Driveway & NYS Route 17K

08/07/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	36	312	139	134	506	15	346	2	166	2	6	2
Future Volume (vph)	36	312	139	134	506	15	346	2	166	2	6	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	13	12	12	11	12	12	11	12
Grade (%)		4%			-5%			-2%			3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			0.99			0.99			0.99	
Frt		0.962			0.997			0.956			0.973	
Flt Protected		0.996			0.990			0.967			0.990	
Satd. Flow (prot)	0	1711	0	0	1942	0	0	1652	0	0	1708	0
Flt Permitted		0.922			0.726			0.967			0.990	
Satd. Flow (perm)	0	1583	0	0	1424	0	0	1652	0	0	1708	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20			2			24			2	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		540			962			1646			119	
Travel Time (s)		12.3			21.9			37.4			2.7	
Confl. Peds. (#/hr)	4		3	3		4			2	2		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	4%	3%	3%	2%	2%	3%	2%	3%	2%	2%	2%
Adj. Flow (vph)	38	328	146	141	533	16	364	2	175	2	6	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	512	0	0	690	0	0	541	0	0	10	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	0.97	0.93	0.97	0.99	1.03	0.99	1.02	1.07	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	3		1	2	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	42		20	42		20	84		20	42	
Trailing Detector (ft)	0	-8		0	-8		0	-8		0	-8	
Detector 1 Position(ft)	0	-8		0	-8		0	-8		0	-8	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		2			2			2			2	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Detector 3 Position(ft)								44				
Detector 3 Size(ft)								40				
Detector 3 Type								CI+Ex				
Detector 3 Channel												
Detector 3 Extend (s)								0.0				

2026 No-Build Traffic Volumes

Peak PM Hour

5: Union Street (NYS Route 211)/Driveway & NYS Route 17K

08/07/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		pm+pt	NA		Split	NA		Split	NA	
Protected Phases		1		2	5		3	3		4	4	
Permitted Phases	1			5								
Detector Phase	1	1		2	5		3	3		4	4	
Switch Phase												
Minimum Initial (s)	10.0	10.0		3.0	10.0		5.0	5.0		3.0	3.0	
Minimum Split (s)	16.0	16.0		9.0	16.0		11.0	11.0		9.0	9.0	
Total Split (s)	40.0	40.0		15.0	55.0		40.0	40.0		10.0	10.0	
Total Split (%)	38.1%	38.1%		14.3%	52.4%		38.1%	38.1%		9.5%	9.5%	
Maximum Green (s)	34.0	34.0		9.0	49.0		34.0	34.0		4.0	4.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag	Lag	Lag		Lead			Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes	Yes	
Vehicle Extension (s)	4.0	4.0		2.0	4.0		2.0	2.0		1.0	1.0	
Recall Mode	Min	Min		None	Min		None	None		None	None	
Walk Time (s)					7.0		7.0	7.0				
Flash Dont Walk (s)					16.0		16.0	16.0				
Pedestrian Calls (#/hr)					0		0	0				
Act Effct Green (s)		49.1			49.1			33.8			3.8	
Actuated g/C Ratio		0.51			0.51			0.35			0.04	
v/c Ratio		0.62			0.95			0.91			0.14	
Control Delay (s/veh)		21.5			48.7			51.3			47.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		21.5			48.7			51.3			47.0	
LOS		C			D			D			D	
Approach Delay (s/veh)		21.5			48.8			51.3			47.0	
Approach LOS		C			D			D			D	
Queue Length 50th (ft)		201			371			292			5	
Queue Length 95th (ft)		377			#729			#572			23	
Internal Link Dist (ft)		460			882			1566			39	
Turn Bay Length (ft)												
Base Capacity (vph)		813			723			597			72	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.63			0.95			0.91			0.14	

Intersection Summary

Area Type: Other

Cycle Length: 105

Actuated Cycle Length: 96.7

Natural Cycle: 130

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.95

Intersection Signal Delay (s/veh): 41.6

Intersection LOS: D

Intersection Capacity Utilization 113.1%

ICU Level of Service H

Analysis Period (min) 15

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

























Queue shown is maximum after two cycles.

Splits and Phases: 5: Union Street (NYS Route 211)/Driveway & NYS Route 17K















2026 Build Traffic Volumes
1: NYS Route 208 & NYS Route 17K

Peak PM Hour
08/07/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	167	311	218	261	421	112	296	427	174	79	401	136
Future Volume (vph)	167	311	218	261	421	112	296	427	174	79	401	136
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	11	12	11	11	12	12	11	12	11
Grade (%)		5%			-4%			2%			3%	
Storage Length (ft)	300		300	200		160	400		150	145		200
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1668	1748	1423	1695	1828	1435	1630	1809	1440	1577	1817	1479
Flt Permitted	0.194			0.314			0.153			0.267		
Satd. Flow (perm)	341	1748	1423	560	1828	1435	262	1809	1440	443	1817	1479
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			149			93			119			128
Link Speed (mph)		55			55			45			45	
Link Distance (ft)		2524			1133			1322			1760	
Travel Time (s)		31.3			14.0			20.0			26.7	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	6%	7%	5%	6%	11%	6%	4%	11%	9%	3%	4%
Adj. Flow (vph)	180	334	234	281	453	120	318	459	187	85	431	146
Shared Lane Traffic (%)												
Lane Group Flow (vph)	180	334	234	281	453	120	318	459	187	85	431	146
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.08	1.03	1.08	1.02	0.97	1.02	1.06	1.01	1.01	1.07	1.02	1.07
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2	2	2	2	2	2	2	2
Detector Template												
Leading Detector (ft)	78	78	78	78	78	78	78	78	78	78	78	78
Trailing Detector (ft)	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10
Detector 1 Position(ft)	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10
Detector 1 Size(ft)	40	40	40	40	40	40	40	40	40	40	40	40
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	38	38	38	38	38	38	38	38	38	38	38	38
Detector 2 Size(ft)	40	40	40	40	40	40	40	40	40	40	40	40
Detector 2 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	1	6	7	5	2	3	7	4	5	3	8	1
Permitted Phases	6		6	2		2	4		4	8		8
Detector Phase	1	6	7	5	2	3	7	4	5	3	8	1

2026 Build Traffic Volumes
1: NYS Route 208 & NYS Route 17K

Peak PM Hour
08/07/2024

														
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Switch Phase														
Minimum Initial (s)	3.0	10.0	3.0	3.0	10.0	3.0	3.0	10.0	3.0	3.0	10.0	3.0		
Minimum Split (s)	10.0	17.0	10.0	10.0	17.0	10.0	10.0	17.0	10.0	10.0	17.0	10.0		
Total Split (s)	22.0	57.0	22.0	22.0	57.0	22.0	22.0	47.0	22.0	22.0	47.0	22.0		
Total Split (%)	14.9%	38.5%	14.9%	14.9%	38.5%	14.9%	14.9%	31.8%	14.9%	14.9%	31.8%	14.9%		
Maximum Green (s)	15.0	50.0	15.0	15.0	50.0	15.0	15.0	40.0	15.0	15.0	40.0	15.0		
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0		
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
Vehicle Extension (s)	2.0	3.0	2.0	2.0	3.0	2.0	2.0	3.0	2.0	2.0	3.0	2.0		
Recall Mode	None	Min	None	None	Min	None	None	None	None	None	None	None		
v/c Ratio	0.70	0.70	0.32	0.78	0.85	0.18	1.14	0.79	0.24	0.37	0.88	0.20		
Control Delay (s/veh)	37.9	50.4	9.6	42.9	60.4	7.6	128.6	52.7	9.5	28.8	66.0	6.4		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay (s/veh)	37.9	50.4	9.6	42.9	60.4	7.6	128.6	52.7	9.5	28.8	66.0	6.4		
Queue Length 50th (ft)	96	259	43	160	372	14	~248	353	30	42	349	9		
Queue Length 95th (ft)	150	369	101	#251	520	51	#524	#628	93	88	#587	54		
Internal Link Dist (ft)	2444				1053				1242		1680			
Turn Bay Length (ft)	300			300	200			160	400			150	145	200
Base Capacity (vph)	292	698	719	364	730	715	277	606	774	308	580	729		
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0		
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0		
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced v/c Ratio	0.62	0.48	0.33	0.77	0.62	0.17	1.15	0.76	0.24	0.28	0.74	0.20		

Intersection Summary

Area Type: Other

Cycle Length: 148

Actuated Cycle Length: 127.9

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

























Queue shown is maximum after two cycles.

Splits and Phases: 1: NYS Route 208 & NYS Route 17K

 Ø1 22 s	 Ø2 57 s	 Ø3 22 s	 Ø4 47 s
 Ø5 22 s	 Ø6 57 s	 Ø7 22 s	 Ø8 47 s

2026 Build Traffic Volumes
1: NYS Route 208 & NYS Route 17K

Peak PM Hour
08/07/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	167	311	218	261	421	112	296	427	174	79	401	136
Future Volume (veh/h)	167	311	218	261	421	112	296	427	174	79	401	136
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1723	1664	1649	1982	1967	1892	1788	1817	1713	1714	1803	1788
Adj Flow Rate, veh/h	180	334	234	281	453	120	318	459	187	85	431	146
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	6	7	5	6	11	6	4	11	9	3	4
Cap, veh/h	258	387	507	342	515	503	312	626	687	235	481	556
Arrive On Green	0.10	0.23	0.23	0.13	0.26	0.26	0.13	0.34	0.34	0.05	0.27	0.27
Sat Flow, veh/h	1641	1664	1397	1888	1967	1604	1702	1817	1452	1632	1803	1515
Grp Volume(v), veh/h	180	334	234	281	453	120	318	459	187	85	431	146
Grp Sat Flow(s),veh/h/ln	1641	1664	1397	1888	1967	1604	1702	1817	1452	1632	1803	1515
Q Serve(g_s), s	9.5	22.3	14.8	12.9	25.6	6.4	15.0	25.6	9.0	4.3	26.7	7.8
Cycle Q Clear(g_c), s	9.5	22.3	14.8	12.9	25.6	6.4	15.0	25.6	9.0	4.3	26.7	7.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	258	387	507	342	515	503	312	626	687	235	481	556
V/C Ratio(X)	0.70	0.86	0.46	0.82	0.88	0.24	1.02	0.73	0.27	0.36	0.90	0.26
Avail Cap(c_a), veh/h	306	719	785	343	850	776	312	628	689	362	623	675
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.6	42.6	28.3	30.5	41.0	29.5	29.1	33.3	18.4	29.7	40.9	25.7
Incr Delay (d2), s/veh	3.8	5.7	0.7	13.9	6.2	0.2	56.2	4.4	0.2	0.3	13.1	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	9.2	4.8	6.8	12.5	2.4	10.7	11.5	2.9	1.7	13.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	35.4	48.3	28.9	44.4	47.2	29.7	85.3	37.7	18.6	30.1	54.0	25.9
LnGrp LOS	D	D	C	D	D	C	F	D	B	C	D	C
Approach Vol, veh/h		748			854			964			662	
Approach Delay, s/veh		39.2			43.8			49.7			44.7	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.6	37.3	13.0	46.9	21.9	34.0	22.0	37.9				
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0				
Max Green Setting (Gmax), s	15.0	50.0	15.0	40.0	15.0	50.0	15.0	40.0				
Max Q Clear Time (g_c+l1), s	11.5	27.6	6.3	27.6	14.9	24.3	17.0	28.7				
Green Ext Time (p_c), s	0.1	2.6	0.1	2.6	0.0	2.7	0.0	2.2				
Intersection Summary												
HCM 7th Control Delay, s/veh			44.7									
HCM 7th LOS			D									

2026 Build Traffic Volumes
2: NYS Route 17K & Bailey Road

Peak PM Hour
08/07/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Volume (vph)	27	606	764	36	19	27
Future Volume (vph)	27	606	764	36	19	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		0%	1%		-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.994		0.921	
Flt Protected		0.998			0.980	
Satd. Flow (prot)	0	1840	1839	0	1690	0
Flt Permitted		0.998			0.980	
Satd. Flow (perm)	0	1840	1839	0	1690	0
Link Speed (mph)		55	55		30	
Link Distance (ft)		1066	655		1084	
Travel Time (s)		13.2	8.1		24.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	3%	2%	6%	2%	2%
Adj. Flow (vph)	28	638	804	38	20	28
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	666	842	0	48	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.01	1.01	0.99	0.99
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

2026 Build Traffic Volumes
2: NYS Route 17K & Bailey Road

Peak PM Hour
08/07/2024

Intersection

Int Delay, s/veh 1

Movement EBL EBT WBT WBR SBL SBR

Lane Configurations

Traffic Vol, veh/h 27 606 764 36 19 27

Future Vol, veh/h 27 606 764 36 19 27

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Free Free Free Free Stop Stop

RT Channelized - None - None - None

Storage Length - - - - 0 -

Veh in Median Storage, # - 0 0 - 0 -

Grade, % - 0 1 - -1 -

Peak Hour Factor 95 95 95 95 95 95

Heavy Vehicles, % 4 3 2 6 2 2

Mvmt Flow 28 638 804 38 20 28

Major/Minor Major1 Major2 Minor2

Conflicting Flow All 842 0 - 0 1518 823

Stage 1 - - - - 823 -

Stage 2 - - - - 695 -

Critical Hdwy 4.14 - - - 6.22 6.12

Critical Hdwy Stg 1 - - - - 5.22 -

Critical Hdwy Stg 2 - - - - 5.22 -

Follow-up Hdwy 2.236 - - - 3.518 3.318

Pot Cap-1 Maneuver 785 - - - 143 382

Stage 1 - - - - 452 -

Stage 2 - - - - 515 -

Platoon blocked, % - - - -

Mov Cap-1 Maneuver 785 - - - 135 382

Mov Cap-2 Maneuver - - - - 135 -

Stage 1 - - - - 426 -

Stage 2 - - - - 515 -

Approach EB WB SB

HCM Control Delay, s/v0.42 0 26.28

HCM LOS D

Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1

Capacity (veh/h) 77 - - - 217

HCM Lane V/C Ratio 0.036 - - - 0.223

HCM Control Delay (s/veh) 9.8 0 - - 26.3

HCM Lane LOS A A - - D



















HCM 95th %tile Q(veh) 0.1 - - - 0.8

2026 Build Traffic Volumes

Peak PM Hour

3: Valley Central School Exit/Dollar General Driveway & NYS Route 17K

08/07/2024













												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	503	0	0	764	27	77	2	116	13	0	29
Future Volume (vph)	13	503	0	0	764	27	77	2	116	13	0	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	15	12
Grade (%)		1%			-1%			2%			1%	
Storage Length (ft)	100		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		1	0		0
Taper Length (ft)	50			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99				0.99			0.93			0.91	
Frt					0.995				0.850		0.907	
Flt Protected	0.950							0.953			0.985	
Satd. Flow (prot)	1694	1750	0	0	1758	0	0	1590	1440	0	1613	0
Flt Permitted	0.099							0.953			0.985	
Satd. Flow (perm)	177	1750	0	0	1758	0	0	1488	1440	0	1613	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					2				144		144	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		616			1066			255			202	
Travel Time (s)		10.5			18.2			5.8			4.6	
Confl. Peds. (#/hr)	1					1	27					27
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	6%	8%	2%	2%	8%	7%	13%	2%	11%	7%	2%	5%
Adj. Flow (vph)	15	572	0	0	868	31	88	2	132	15	0	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	15	572	0	0	899	0	0	90	132	0	48	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.99	0.99	0.99	1.01	1.01	1.01	1.01	0.89	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2			2		1	2	2	1	2	
Detector Template							Left			Left		
Leading Detector (ft)	42	42			42		20	42	42	20	42	
Trailing Detector (ft)	-8	-8			-8		0	-8	-8	0	-8	
Detector 1 Position(ft)	-8	-8			-8		0	-8	-8	0	-8	
Detector 1 Size(ft)	6	6			6		20	6	6	20	6	
Detector 1 Type	CI+Ex	CI+Ex			CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	2	2			2		2	2	2	2	2	
Detector 2 Size(ft)	40	40			40		40	40	40	40	40	
Detector 2 Type	CI+Ex	CI+Ex			CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	
Turn Type	pm+pt	NA			NA		Split	NA	Perm	Split	NA	
Protected Phases	1	6			2		4	4		8	8	

2026 Build Traffic Volumes

3: Valley Central School Exit/Dollar General Driveway & NYS Route 17K

Peak PM Hour

08/07/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	6						4					
Detector Phase	1	6			2		4	4	4	8	8	
Switch Phase												
Minimum Initial (s)	5.0	10.0			10.0		5.0	5.0	5.0	3.0	3.0	
Minimum Split (s)	11.0	16.0			16.0		28.0	28.0	28.0	9.0	9.0	
Total Split (s)	21.0	57.0			36.0		36.0	36.0	36.0	21.0	21.0	
Total Split (%)	18.4%	50.0%			31.6%		31.6%	31.6%	31.6%	18.4%	18.4%	
Maximum Green (s)	15.0	51.0			30.0		30.0	30.0	30.0	15.0	15.0	
Yellow Time (s)	4.0	4.0			4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0			2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0			0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0			6.0			6.0	6.0		6.0	
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	1.0	2.0			2.0		2.0	2.0	2.0	1.0	1.0	
Recall Mode	None	Min			Min		None	None	None	None	None	
Walk Time (s)							7.0	7.0	7.0			
Flash Dont Walk (s)							15.0	15.0	15.0			
Pedestrian Calls (#/hr)							20	20	20			
v/c Ratio	0.06	0.59			0.97			0.30	0.34		0.21	
Control Delay (s/veh)	11.9	16.4			48.0			25.7	6.6		2.1	
Queue Delay	0.0	0.0			0.0			0.0	0.0		0.0	
Total Delay (s/veh)	11.9	16.4			48.0			25.7	6.6		2.1	
Queue Length 50th (ft)	3	140			~318			30	0		0	
Queue Length 95th (ft)	14	327			#865			74	33		0	
Internal Link Dist (ft)	536				986				175			
Turn Bay Length (ft)	100											
Base Capacity (vph)	453	1383			918			747	753		489	
Starvation Cap Reductn	0	0			0			0	0		0	
Spillback Cap Reductn	0	0			0			0	0		0	
Storage Cap Reductn	0	0			0			0	0		0	
Reduced v/c Ratio	0.03	0.41			0.98			0.12	0.18		0.10	

Intersection Summary

Area Type: Other

Cycle Length: 114

Actuated Cycle Length: 66.1

Natural Cycle: 100

Control Type: Actuated-Uncoordinated






~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 3: Valley Central School Exit/Dollar General Driveway & NYS Route 17K



















 Ø1	 Ø2	 Ø4	 Ø8
21 s	36 s	36 s	21 s
 Ø6			
57 s			

2026 Build Traffic Volumes

Peak PM Hour

3: Valley Central School Exit/Dollar General Driveway & NYS Route 17K

08/07/2024


















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	503	0	0	764	27	77	2	116	13	0	29
Future Volume (veh/h)	13	503	0	0	764	27	77	2	116	13	0	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.92	1.00		0.69
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1805	1776	0	0	1819	1834	1684	1847	1713	1790	1939	1820
Adj Flow Rate, veh/h	15	572	0	0	868	31	88	2	132	15	0	33
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	6	8	0	0	8	7	13	2	11	7	2	5
Cap, veh/h	134	946	0	0	749	27	292	7	226	16	0	35
Arrive On Green	0.02	0.53	0.00	0.00	0.43	0.43	0.17	0.17	0.17	0.04	0.00	0.04
Sat Flow, veh/h	1719	1776	0	0	1746	62	1722	39	1336	401	0	882
Grp Volume(v), veh/h	15	572	0	0	0	899	90	0	132	48	0	0
Grp Sat Flow(s),veh/h/ln	1719	1776	0	0	0	1808	1761	0	1336	1283	0	0
Q Serve(g_s), s	0.3	15.5	0.0	0.0	0.0	30.0	3.1	0.0	6.4	2.6	0.0	0.0
Cycle Q Clear(g_c), s	0.3	15.5	0.0	0.0	0.0	30.0	3.1	0.0	6.4	2.6	0.0	0.0
Prop In Lane	1.00		0.00	0.00		0.03	0.98		1.00	0.31		0.69
Lane Grp Cap(c), veh/h	134	946	0	0	0	776	298	0	226	52	0	0
V/C Ratio(X)	0.11	0.60	0.00	0.00	0.00	1.16	0.30	0.00	0.58	0.93	0.00	0.00
Avail Cap(c_a), veh/h	472	1295	0	0	0	776	755	0	573	275	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	17.0	11.3	0.0	0.0	0.0	20.0	25.4	0.0	26.8	33.5	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.2	0.0	0.0	0.0	85.7	0.2	0.0	0.9	21.9	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	4.9	0.0	0.0	0.0	29.0	1.3	0.0	2.0	1.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	17.2	11.5	0.0	0.0	0.0	105.7	25.6	0.0	27.6	55.3	0.0	0.0
LnGrp LOS	B	B				F	C		C	E		
Approach Vol, veh/h		587			899			222			48	
Approach Delay, s/veh		11.6			105.7			26.8			55.3	
Approach LOS		B			F			C			E	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	7.3	36.0		17.8		43.3		8.8				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	15.0	30.0		30.0		51.0		15.0				
Max Q Clear Time (g_c+l1), s	2.3	32.0		8.4		17.5		4.6				
Green Ext Time (p_c), s	0.0	0.0		0.5		1.1		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			62.9									
HCM 7th LOS			E									













2026 Build Traffic Volumes

Peak PM Hour

4: Valley Central School Entrance/Driveway & NYS Route 17K

08/07/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	516	54	104	755	0	0	0	0	0	0	0
Future Volume (vph)	0	516	54	104	755	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	10	12
Grade (%)		4%			-2%			0%			3%	
Storage Length (ft)	45		0	380		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	86			50			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.986										
Flt Protected				0.950								
Satd. Flow (prot)	1825	1784	0	1787	1881	0	0	0	0	0	1712	0
Flt Permitted				0.412								
Satd. Flow (perm)	1825	1784	0	775	1881	0	0	0	0	0	1712	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7										
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		976			616			265			123	
Travel Time (s)		16.6			10.5			6.0			2.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	0	543	57	109	795	0	0	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	600	0	109	795	0	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	0.99	0.99	0.99	1.00	1.00	1.00	1.02	1.11	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2					1	2	
Detector Template										Left		
Leading Detector (ft)	42	42		42	42					20	42	
Trailing Detector (ft)	-8	-8		-8	-8					0	-8	
Detector 1 Position(ft)	-8	-8		-8	-8					0	-8	
Detector 1 Size(ft)	6	6		6	6					20	6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex					CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0					0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0					0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0					0.0	0.0	
Detector 2 Position(ft)	2	2		2	2						2	
Detector 2 Size(ft)	40	40		40	40						40	
Detector 2 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex						CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0						0.0	
Turn Type	pm+pt	NA		pm+pt	NA							
Protected Phases	1	6		5	2						4	
Permitted Phases	6			2						4		
Detector Phase	1	6		5	2					4	4	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	3.0	10.0		5.0	10.0					3.0	3.0	
Minimum Split (s)	9.0	16.0		11.0	16.0					9.0	9.0	
Total Split (s)	21.0	36.0		36.0	51.0					14.0	14.0	
Total Split (%)	24.4%	41.9%		41.9%	59.3%					16.3%	16.3%	
Maximum Green (s)	15.0	30.0		30.0	45.0					8.0	8.0	
Yellow Time (s)	4.0	4.0		4.0	4.0					4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0					2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0						0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0						6.0	
Lead/Lag	Lead	Lead		Lag	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	1.0	2.0		1.0	2.0					1.0	1.0	
Recall Mode	None	Min		None	Min					None	None	
v/c Ratio		0.48		0.13	0.42							
Control Delay (s/veh)		6.5		0.9	0.6							
Queue Delay		0.0		0.0	0.0							
Total Delay (s/veh)		6.5		0.9	0.6							
Queue Length 50th (ft)		68		0	0							
Queue Length 95th (ft)		134		0	0							
Internal Link Dist (ft)		896			536			185			43	
Turn Bay Length (ft)				380								
Base Capacity (vph)		1326		1487	1881							
Starvation Cap Reductn		0		0	0							
Spillback Cap Reductn		0		0	0							
Storage Cap Reductn		0		0	0							
Reduced v/c Ratio		0.45		0.07	0.42							

Intersection Summary

Area Type: Other

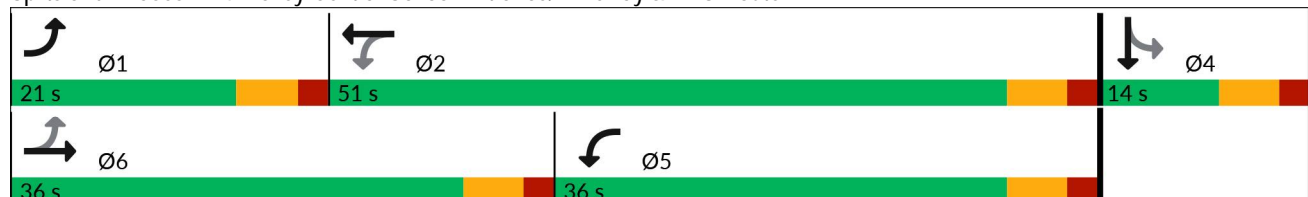
Cycle Length: 86

Actuated Cycle Length: 42.1

Natural Cycle: 55

Control Type: Actuated-Uncoordinated

Splits and Phases: 4: Valley Central School Entrance/Driveway & NYS Route 17K




















2026 Build Traffic Volumes

Peak PM Hour

4: Valley Central School Entrance/Driveway & NYS Route 17K

08/07/2024

















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	516	54	104	755	0	0	0	0	0	0	0
Future Volume (veh/h)	0	516	54	104	755	0	0	0	0	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1776	1761	1776	1949	1949	1949				1817	1817	1817
Adj Flow Rate, veh/h	0	543	57	109	795	0				0	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	2	3	2	2	2	2				2	2	2
Cap, veh/h	431	654	69	599	1548	0				0	6	0
Arrive On Green	0.00	0.42	0.42	0.17	0.79	0.00				0.00	0.00	0.00
Sat Flow, veh/h	1692	1567	165	1856	1949	0				0	1817	0
Grp Volume(v), veh/h	0	0	600	109	795	0				0	0	0
Grp Sat Flow(s),veh/h/ln	1692	0	1732	1856	1949	0				0	1817	0
Q Serve(g_s), s	0.0	0.0	9.0	0.0	4.1	0.0				0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	9.0	0.0	4.1	0.0				0.0	0.0	0.0
Prop In Lane	1.00		0.09	1.00		0.00				0.00		0.00
Lane Grp Cap(c), veh/h	431	0	723	599	1548	0				0	6	0
V/C Ratio(X)	0.00	0.00	0.83	0.18	0.51	0.00				0.00	0.00	0.00
Avail Cap(c_a), veh/h	1295	0	1781	2189	3006	0				0	498	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	1.00	0.00				0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	7.6	9.8	1.0	0.0				0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	1.0	0.1	0.1	0.0				0.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	1.5	0.4	0.0	0.0				0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	8.5	9.9	1.1	0.0				0.0	0.0	0.0
LnGrp LOS			A	A	A							
Approach Vol, veh/h		600			904						0	
Approach Delay, s/veh		8.5			2.2						0.0	
Approach LOS		A			A							
Timer - Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	0.0	29.2		0.0	11.0	18.2						
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0						
Max Green Setting (Gmax), s	15.0	45.0		8.0	30.0	30.0						
Max Q Clear Time (g_c+l1), s	0.0	6.1		0.0	2.0	11.0						
Green Ext Time (p_c), s	0.0	1.7		0.0	0.1	1.2						
Intersection Summary												
HCM 7th Control Delay, s/veh			4.7									
HCM 7th LOS			A									

2026 Build Traffic Volumes

Peak PM Hour

5: Union Street (NYS Route 211)/Driveway & NYS Route 17K

08/07/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	36	334	139	145	522	15	346	2	180	2	6	2
Future Volume (vph)	36	334	139	145	522	15	346	2	180	2	6	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	13	12	12	11	12	12	11	12
Grade (%)		4%			-5%			-2%			3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			0.99			0.99			0.99	
Frt		0.963			0.997			0.954			0.973	
Flt Protected		0.996			0.989			0.968			0.990	
Satd. Flow (prot)	0	1713	0	0	1940	0	0	1649	0	0	1708	0
Flt Permitted		0.922			0.700			0.968			0.990	
Satd. Flow (perm)	0	1585	0	0	1373	0	0	1649	0	0	1708	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		19			1			26			2	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		540			962			1646			119	
Travel Time (s)		12.3			21.9			37.4			2.7	
Confl. Peds. (#/hr)	4		3	3		4			2	2		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	4%	3%	3%	2%	2%	3%	2%	3%	2%	2%	2%
Adj. Flow (vph)	38	352	146	153	549	16	364	2	189	2	6	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	536	0	0	718	0	0	555	0	0	10	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	0.97	0.93	0.97	0.99	1.03	0.99	1.02	1.07	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	3		1	2	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	42		20	42		20	84		20	42	
Trailing Detector (ft)	0	-8		0	-8		0	-8		0	-8	
Detector 1 Position(ft)	0	-8		0	-8		0	-8		0	-8	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		2			2			2			2	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Detector 3 Position(ft)								44				
Detector 3 Size(ft)								40				
Detector 3 Type								CI+Ex				
Detector 3 Channel												
Detector 3 Extend (s)								0.0				

2026 Build Traffic Volumes

Peak PM Hour

5: Union Street (NYS Route 211)/Driveway & NYS Route 17K

08/07/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		pm+pt	NA		Split	NA		Split	NA	
Protected Phases		1		2	5		3	3		4	4	
Permitted Phases	1			5								
Detector Phase	1	1		2	5		3	3		4	4	
Switch Phase												
Minimum Initial (s)	10.0	10.0		3.0	10.0		5.0	5.0		3.0	3.0	
Minimum Split (s)	16.0	16.0		9.0	16.0		11.0	11.0		9.0	9.0	
Total Split (s)	40.0	40.0		15.0	55.0		40.0	40.0		10.0	10.0	
Total Split (%)	38.1%	38.1%		14.3%	52.4%		38.1%	38.1%		9.5%	9.5%	
Maximum Green (s)	34.0	34.0		9.0	49.0		34.0	34.0		4.0	4.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag	Lag	Lag		Lead			Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes	Yes	
Vehicle Extension (s)	4.0	4.0		2.0	4.0		2.0	2.0		1.0	1.0	
Recall Mode	Min	Min		None	Min		None	None		None	None	
Walk Time (s)					7.0		7.0	7.0				
Flash Dont Walk (s)					16.0		16.0	16.0				
Pedestrian Calls (#/hr)					0		0	0				
Act Effect Green (s)		49.1			49.1			34.1			3.8	
Actuated g/C Ratio		0.51			0.51			0.35			0.04	
v/c Ratio		0.66			1.03			0.93			0.14	
Control Delay (s/veh)		22.6			68.8			54.2			47.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		22.6			68.8			54.2			47.0	
LOS		C			E			D			D	
Approach Delay (s/veh)		22.6			68.9			54.3			47.0	
Approach LOS		C			E			D			D	
Queue Length 50th (ft)		216			~431			303			5	
Queue Length 95th (ft)		404			#788			#592			23	
Internal Link Dist (ft)		460			882			1566			39	
Turn Bay Length (ft)												
Base Capacity (vph)		811			695			595			72	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.66			1.03			0.93			0.14	

Intersection Summary

Area Type: Other

Cycle Length: 105

Actuated Cycle Length: 97

Natural Cycle: 150

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.03

Intersection Signal Delay (s/veh): 50.7

Intersection LOS: D

Intersection Capacity Utilization 116.6%

ICU Level of Service H

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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




Queue shown is maximum after two cycles.

Splits and Phases: 5: Union Street (NYS Route 211)/Driveway & NYS Route 17K



2026 Build Traffic Volumes
6: Site Access & NYS Route 17K

Peak PM Hour
08/07/2024




	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	562	46	108	743	40	79
Future Volume (vph)	562	46	108	743	40	79
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.990				0.910	
Flt Protected				0.994	0.983	
Satd. Flow (prot)	1828	0	0	1852	1666	0
Flt Permitted				0.994	0.983	
Satd. Flow (perm)	1828	0	0	1852	1666	0
Link Speed (mph)	55			55	30	
Link Distance (ft)	655			2524	419	
Travel Time (s)	8.1			31.3	9.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	3%	2%	2%	2%	2%	2%
Adj. Flow (vph)	592	48	114	782	42	83
Shared Lane Traffic (%)						
Lane Group Flow (vph)	640	0	0	896	125	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

2026 Build Traffic Volumes
6: Site Access & NYS Route 17K

Peak PM Hour
08/07/2024

Intersection

Int Delay, s/veh 4.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	562	46	108	743	40	79
Future Vol, veh/h	562	46	108	743	40	79
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	2	2	2	2	2
Mvmt Flow	592	48	114	782	42	83

























Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	640
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	944
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	944
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.18	52.06
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	194	-	-	228	-
HCM Lane V/C Ratio	0.645	-	-	0.12	-
HCM Control Delay (s/veh)	52.1	-	-	9.3	0
HCM Lane LOS	F	-	-	A	A
HCM 95th %tile Q(veh)	3.8	-	-	0.4	-













2026 Build Traffic Volumes (W/Improvements)
1: NYS Route 208 & NYS Route 17K

Peak PM Hour
08/09/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	167	311	218	261	421	112	296	427	174	79	401	136
Future Volume (vph)	167	311	218	261	421	112	296	427	174	79	401	136
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	11	12	11	11	12	12	11	12	11
Grade (%)	5%		-4%				2%			3%		
Storage Length (ft)	300		300	200		160	400		150	145		200
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1668	1748	1423	1695	1828	1435	1630	1809	1440	1577	1817	1479
Flt Permitted	0.188			0.323			0.152			0.290		
Satd. Flow (perm)	330	1748	1423	576	1828	1435	261	1809	1440	481	1817	1479
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			153			93			119			128
Link Speed (mph)		55			55			45			45	
Link Distance (ft)		2524			1133			1322			1760	
Travel Time (s)		31.3			14.0			20.0			26.7	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	6%	7%	5%	6%	11%	6%	4%	11%	9%	3%	4%
Adj. Flow (vph)	180	334	234	281	453	120	318	459	187	85	431	146
Shared Lane Traffic (%)												
Lane Group Flow (vph)	180	334	234	281	453	120	318	459	187	85	431	146
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.08	1.03	1.08	1.02	0.97	1.02	1.06	1.01	1.01	1.07	1.02	1.07
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2	2	2	2	2	2	2	2
Detector Template												
Leading Detector (ft)	78	78	78	78	78	78	78	78	78	78	78	78
Trailing Detector (ft)	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10
Detector 1 Position(ft)	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10
Detector 1 Size(ft)	40	40	40	40	40	40	40	40	40	40	40	40
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	38	38	38	38	38	38	38	38	38	38	38	38
Detector 2 Size(ft)	40	40	40	40	40	40	40	40	40	40	40	40
Detector 2 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	1	6	7	5	2	3	7	4	5	3	8	1
Permitted Phases	6		6	2		2	4		4	8		8
Detector Phase	1	6	7	5	2	3	7	4	5	3	8	1

2026 Build Traffic Volumes (W/Improvements)
1: NYS Route 208 & NYS Route 17K

Peak PM Hour
08/09/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	3.0	10.0	3.0	3.0	10.0	3.0	3.0	10.0	3.0	3.0	10.0	3.0
Minimum Split (s)	10.0	17.0	10.0	10.0	17.0	10.0	10.0	17.0	10.0	10.0	17.0	10.0
Total Split (s)	20.0	56.0	23.0	20.0	56.0	23.0	23.0	49.0	20.0	23.0	49.0	20.0
Total Split (%)	13.5%	37.8%	15.5%	13.5%	37.8%	15.5%	15.5%	33.1%	13.5%	15.5%	33.1%	13.5%
Maximum Green (s)	13.0	49.0	16.0	13.0	49.0	16.0	16.0	42.0	13.0	16.0	42.0	13.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	3.0	2.0	2.0	3.0	2.0	2.0	3.0	2.0	2.0	3.0	2.0
Recall Mode	None	Min	None	None	Min	None	None	None	None	None	None	None
v/c Ratio	0.74	0.69	0.31	0.82	0.86	0.18	1.09	0.76	0.24	0.35	0.87	0.21
Control Delay (s/veh)	43.2	49.8	9.0	49.2	61.2	7.8	109.6	50.2	9.5	27.4	65.3	6.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	43.2	49.8	9.0	49.2	61.2	7.8	109.6	50.2	9.5	27.4	65.3	6.5
Queue Length 50th (ft)	96	253	39	160	370	14	~236	351	31	42	351	9
Queue Length 95th (ft)	#161	373	98	#287	525	52	#501	#588	92	85	#563	54
Internal Link Dist (ft)	2444			1053			1242			1680		
Turn Bay Length (ft)	300		300	200		160	400		150	145		200
Base Capacity (vph)	263	682	735	340	713	724	291	634	765	331	608	708
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.49	0.32	0.83	0.64	0.17	1.09	0.72	0.24	0.26	0.71	0.21

Intersection Summary

Area Type: Other

Cycle Length: 148

Actuated Cycle Length: 128.3

Natural Cycle: 90

Control Type: Actuated-Uncoordinated









~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

























Queue shown is maximum after two cycles.

Splits and Phases: 1: NYS Route 208 & NYS Route 17K

 Ø1	 Ø2	 Ø3	 Ø4
20 s	56 s	23 s	49 s
 Ø5	 Ø6	 Ø7	 Ø8
20 s	56 s	23 s	49 s

2026 Build Traffic Volumes (W/Improvements)
1: NYS Route 208 & NYS Route 17K

Peak PM Hour
08/09/2024



















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	167	311	218	261	421	112	296	427	174	79	401	136
Future Volume (veh/h)	167	311	218	261	421	112	296	427	174	79	401	136
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1723	1664	1649	1982	1967	1892	1788	1817	1713	1714	1803	1788
Adj Flow Rate, veh/h	180	334	234	281	453	120	318	459	187	85	431	146
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	6	7	5	6	11	6	4	11	9	3	4
Cap, veh/h	252	412	536	323	512	501	323	639	671	241	482	553
Arrive On Green	0.10	0.25	0.25	0.11	0.26	0.26	0.14	0.35	0.35	0.05	0.27	0.27
Sat Flow, veh/h	1641	1664	1397	1888	1967	1604	1702	1817	1452	1632	1803	1515
Grp Volume(v), veh/h	180	334	234	281	453	120	318	459	187	85	431	146
Grp Sat Flow(s),veh/h/ln	1641	1664	1397	1888	1967	1604	1702	1817	1452	1632	1803	1515
Q Serve(g_s), s	9.5	22.2	14.6	13.0	26.0	6.5	15.6	25.7	9.3	4.4	27.0	8.0
Cycle Q Clear(g_c), s	9.5	22.2	14.6	13.0	26.0	6.5	15.6	25.7	9.3	4.4	27.0	8.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	252	412	536	323	512	501	323	639	671	241	482	553
V/C Ratio(X)	0.71	0.81	0.44	0.87	0.88	0.24	0.99	0.72	0.28	0.35	0.89	0.26
Avail Cap(c_a), veh/h	273	694	773	323	821	752	323	650	680	379	645	690
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.5	41.6	26.8	31.6	41.7	30.0	28.8	33.0	19.5	29.9	41.4	26.2
Incr Delay (d2), s/veh	6.3	3.9	0.6	21.1	7.1	0.2	45.9	3.8	0.2	0.3	12.2	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	9.0	4.7	7.5	12.8	2.5	10.1	11.5	3.0	1.7	13.1	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	37.8	45.5	27.3	52.7	48.8	30.3	74.7	36.8	19.7	30.3	53.6	26.4
LnGrp LOS	D	D	C	D	D	C	E	D	B	C	D	C
Approach Vol, veh/h		748			854			964			662	
Approach Delay, s/veh		38.0			47.5			46.0			44.6	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.5	37.6	13.1	48.3	20.0	36.1	23.0	38.4				
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0				
Max Green Setting (Gmax), s	13.0	49.0	16.0	42.0	13.0	49.0	16.0	42.0				
Max Q Clear Time (g_c+l1), s	11.5	28.0	6.4	27.7	15.0	24.2	17.6	29.0				
Green Ext Time (p_c), s	0.1	2.6	0.1	2.8	0.0	2.6	0.0	2.3				
Intersection Summary												
HCM 7th Control Delay, s/veh			44.2									
HCM 7th LOS			D									

2026 Build Traffic Volumes (W/Improvements)

Peak PM Hour

3: Valley Central School Exit/Dollar General Driveway & NYS Route 17K

08/09/2024













												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	503	0	0	764	27	77	2	116	13	0	29
Future Volume (vph)	13	503	0	0	764	27	77	2	116	13	0	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	15	12
Grade (%)		1%			-1%			2%			1%	
Storage Length (ft)	100		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		1	0		0
Taper Length (ft)	50			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99				0.99			0.93			0.91	
Frt					0.995				0.850		0.907	
Flt Protected	0.950							0.953			0.985	
Satd. Flow (prot)	1694	1750	0	0	1758	0	0	1590	1440	0	1613	0
Flt Permitted	0.095							0.953			0.985	
Satd. Flow (perm)	169	1750	0	0	1758	0	0	1488	1440	0	1613	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					2				144		144	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		616			1066			255			202	
Travel Time (s)		10.5			18.2			5.8			4.6	
Confl. Peds. (#/hr)	1					1	27					27
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	6%	8%	2%	2%	8%	7%	13%	2%	11%	7%	2%	5%
Adj. Flow (vph)	15	572	0	0	868	31	88	2	132	15	0	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	15	572	0	0	899	0	0	90	132	0	48	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.99	0.99	0.99	1.01	1.01	1.01	1.01	0.89	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2			2		1	2	2	1	2	
Detector Template							Left			Left		
Leading Detector (ft)	42	42			42		20	42	42	20	42	
Trailing Detector (ft)	-8	-8			-8		0	-8	-8	0	-8	
Detector 1 Position(ft)	-8	-8			-8		0	-8	-8	0	-8	
Detector 1 Size(ft)	6	6			6		20	6	6	20	6	
Detector 1 Type	CI+Ex	CI+Ex			CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	2	2			2			2	2		2	
Detector 2 Size(ft)	40	40			40			40	40		40	
Detector 2 Type	CI+Ex	CI+Ex			CI+Ex			CI+Ex	CI+Ex		CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0			0.0	0.0		0.0	
Turn Type	pm+pt	NA			NA		Split	NA	Perm	Split	NA	
Protected Phases	1	6			2		4	4		8	8	

2026 Build Traffic Volumes (W/Improvements)

Peak PM Hour

3: Valley Central School Exit/Dollar General Driveway & NYS Route 17K

08/09/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	6						4					
Detector Phase	1	6			2		4	4	4	8	8	
Switch Phase												
Minimum Initial (s)	5.0	10.0			10.0		5.0	5.0	5.0	3.0	3.0	
Minimum Split (s)	11.0	16.0			16.0		28.0	28.0	28.0	9.0	9.0	
Total Split (s)	12.0	63.0			51.0		30.0	30.0	30.0	21.0	21.0	
Total Split (%)	10.5%	55.3%			44.7%		26.3%	26.3%	26.3%	18.4%	18.4%	
Maximum Green (s)	6.0	57.0			45.0		24.0	24.0	24.0	15.0	15.0	
Yellow Time (s)	4.0	4.0			4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0			2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0			0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0			6.0			6.0	6.0		6.0	
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	1.0	2.0			2.0		2.0	2.0	2.0	1.0	1.0	
Recall Mode	None	Min			Min		None	None	None	None	None	
Walk Time (s)							7.0	7.0	7.0			
Flash Dont Walk (s)							15.0	15.0	15.0			
Pedestrian Calls (#/hr)							20	20	20			
v/c Ratio	0.07	0.52			0.84			0.36	0.38		0.22	
Control Delay (s/veh)	10.2	13.0			27.2			34.5	8.1		2.5	
Queue Delay	0.0	0.0			0.0			0.0	0.0		0.0	
Total Delay (s/veh)	10.2	13.1			27.2			34.5	8.1		2.5	
Queue Length 50th (ft)	3	144			310			40	0		0	
Queue Length 95th (ft)	13	314			#876			90	38		0	
Internal Link Dist (ft)		536			986			175			122	
Turn Bay Length (ft)	100											
Base Capacity (vph)	221	1270			1065			480	536		421	
Starvation Cap Reductn	0	61			0			0	0		0	
Spillback Cap Reductn	0	0			0			0	0		0	
Storage Cap Reductn	0	0			0			0	0		0	
Reduced v/c Ratio	0.07	0.47			0.84			0.19	0.25		0.11	

Intersection Summary

Area Type: Other

Cycle Length: 114

Actuated Cycle Length: 81.1

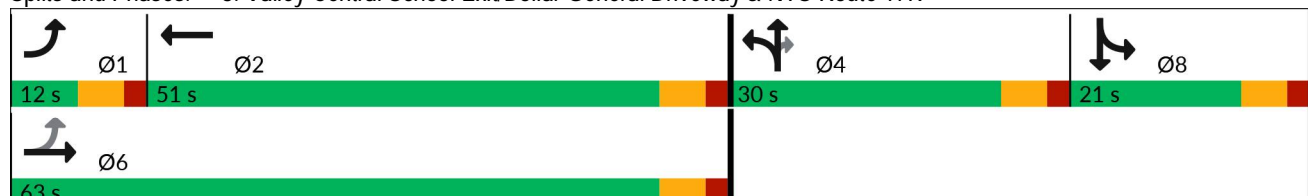
Natural Cycle: 100

Control Type: Actuated-Uncoordinated

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

Queue shown is maximum after two cycles.

Splits and Phases: 3: Valley Central School Exit/Dollar General Driveway & NYS Route 17K





















2026 Build Traffic Volumes (W/Improvements)

Peak PM Hour

3: Valley Central School Exit/Dollar General Driveway & NYS Route 17K

08/09/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	503	0	0	764	27	77	2	116	13	0	29
Future Volume (veh/h)	13	503	0	0	764	27	77	2	116	13	0	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.91	1.00		0.68
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1805	1776	0	0	1819	1834	1684	1847	1713	1790	1939	1820
Adj Flow Rate, veh/h	15	572	0	0	868	31	88	2	132	15	0	33
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	6	8	0	0	8	7	13	2	11	7	2	5
Cap, veh/h	127	1057	0	0	890	32	271	6	209	17	0	37
Arrive On Green	0.02	0.60	0.00	0.00	0.51	0.51	0.16	0.16	0.16	0.04	0.00	0.04
Sat Flow, veh/h	1719	1776	0	0	1746	62	1722	39	1328	397	0	874
Grp Volume(v), veh/h	15	572	0	0	0	899	90	0	132	48	0	0
Grp Sat Flow(s),veh/h/ln	1719	1776	0	0	0	1808	1761	0	1328	1271	0	0
Q Serve(g_s), s	0.3	16.9	0.0	0.0	0.0	42.5	4.0	0.0	8.2	3.3	0.0	0.0
Cycle Q Clear(g_c), s	0.3	16.9	0.0	0.0	0.0	42.5	4.0	0.0	8.2	3.3	0.0	0.0
Prop In Lane	1.00		0.00	0.00		0.03	0.98		1.00	0.31		0.69
Lane Grp Cap(c), veh/h	127	1057	0	0	0	921	277	0	209	53	0	0
V/C Ratio(X)	0.12	0.54	0.00	0.00	0.00	0.98	0.32	0.00	0.63	0.90	0.00	0.00
Avail Cap(c_a), veh/h	214	1154	0	0	0	928	482	0	363	217	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	20.6	10.6	0.0	0.0	0.0	21.0	32.8	0.0	34.6	41.8	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.2	0.0	0.0	0.0	23.5	0.3	0.0	1.2	17.7	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	5.5	0.0	0.0	0.0	21.4	1.7	0.0	2.7	1.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	20.7	10.7	0.0	0.0	0.0	44.5	33.1	0.0	35.8	59.5	0.0	0.0
LnGrp LOS	C	B				D	C		D	E		
Approach Vol, veh/h	587			899			222			48		
Approach Delay, s/veh	11.0			44.5			34.7			59.5		
Approach LOS	B			D			C			E		
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	7.5	50.7		19.8		58.2		9.7				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	6.0	45.0		24.0		57.0		15.0				
Max Q Clear Time (g_c+l1), s	2.3	44.5		10.2		18.9		5.3				
Green Ext Time (p_c), s	0.0	0.2		0.4		1.1		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh				32.5								
HCM 7th LOS				C								






2026 Build Traffic Volumes (W/Improvements)
6: Site Access & NYS Route 17K

Peak PM Hour
08/09/2024

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↰		↰	↰	↰	
Traffic Volume (vph)	562	46	108	743	40	79
Future Volume (vph)	562	46	108	743	40	79
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	12	12	12
Storage Length (ft)		0	100		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.990				0.910	
Flt Protected			0.950		0.983	
Satd. Flow (prot)	1828	0	1711	1863	1666	0
Flt Permitted			0.950		0.983	
Satd. Flow (perm)	1828	0	1711	1863	1666	0
Link Speed (mph)	55			55	30	
Link Distance (ft)	655			2524	419	
Travel Time (s)	8.1			31.3	9.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	3%	2%	2%	2%	2%	2%
Adj. Flow (vph)	592	48	114	782	42	83
Shared Lane Traffic (%)						
Lane Group Flow (vph)	640	0	114	782	125	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.04	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

























2026 Build Traffic Volumes (W/Improvements)
6: Site Access & NYS Route 17K

Peak PM Hour
08/09/2024

Intersection						
Int Delay, s/veh	4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	562	46	108	743	40	79
Future Vol, veh/h	562	46	108	743	40	79
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	2	2	2	2	2
Mvmt Flow	592	48	114	782	42	83
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	640	0	1625	616
Stage 1	-	-	-	-	616	-
Stage 2	-	-	-	-	1009	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	944	-	113	491
Stage 1	-	-	-	-	539	-
Stage 2	-	-	-	-	352	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	944	-	99	491
Mov Cap-2 Maneuver	-	-	-	-	99	-
Stage 1	-	-	-	-	539	-
Stage 2	-	-	-	-	310	-
Approach	EB	WB		NB		
HCM Control Delay, s/v	0	1.18		44.44		
HCM LOS	E					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	211	-	-	944	-	
HCM Lane V/C Ratio	0.595	-	-	0.12	-	
HCM Control Delay (s/veh)	44.4	-	-	9.3	-	
HCM Lane LOS	E	-	-	A	-	
HCM 95th %tile Q(veh)	3.4	-	-	0.4	-	













2023 Existing Traffic Volumes
1: NYS Route 208 & NYS Route 17K

Saturday Peak Hour
08/07/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	67	222	177	140	228	32	170	204	75	44	236	61
Future Volume (vph)	67	222	177	140	228	32	170	204	75	44	236	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	11	12	11	11	12	12	11	12	11
Grade (%)	5%		-4%				2%		3%			
Storage Length (ft)	300		300	200		160	400		150	145		200
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1668	1816	1492	1745	1900	1561	1694	1844	1537	1685	1817	1508
Flt Permitted	0.608			0.395			0.347			0.622		
Satd. Flow (perm)	1067	1816	1492	725	1900	1561	619	1844	1537	1103	1817	1508
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			188			81			81			81
Link Speed (mph)		55			55			45			45	
Link Distance (ft)		2524			1133			1322			1760	
Travel Time (s)		31.3			14.0			20.0			26.7	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	4%	2%	3%	2%
Adj. Flow (vph)	71	236	188	149	243	34	181	217	80	47	251	65
Shared Lane Traffic (%)												
Lane Group Flow (vph)	71	236	188	149	243	34	181	217	80	47	251	65
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.08	1.03	1.08	1.02	0.97	1.02	1.06	1.01	1.01	1.07	1.02	1.07
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2	2	2	2	2	2	2	2
Detector Template												
Leading Detector (ft)	78	78	78	78	78	78	78	78	78	78	78	78
Trailing Detector (ft)	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10
Detector 1 Position(ft)	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10
Detector 1 Size(ft)	40	40	40	40	40	40	40	40	40	40	40	40
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	38	38	38	38	38	38	38	38	38	38	38	38
Detector 2 Size(ft)	40	40	40	40	40	40	40	40	40	40	40	40
Detector 2 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	1	6	7	5	2	3	7	4	5	3	8	1
Permitted Phases	6		6	2		2	4		4	8		8
Detector Phase	1	6	7	5	2	3	7	4	5	3	8	1

2023 Existing Traffic Volumes
1: NYS Route 208 & NYS Route 17K

Saturday Peak Hour
08/07/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	3.0	10.0	3.0	3.0	10.0	3.0	3.0	10.0	3.0	3.0	10.0	3.0
Minimum Split (s)	10.0	17.0	10.0	10.0	17.0	10.0	10.0	17.0	10.0	10.0	17.0	10.0
Total Split (s)	22.0	57.0	22.0	22.0	57.0	22.0	22.0	47.0	22.0	22.0	47.0	22.0
Total Split (%)	14.9%	38.5%	14.9%	14.9%	38.5%	14.9%	14.9%	31.8%	14.9%	14.9%	31.8%	14.9%
Maximum Green (s)	15.0	50.0	15.0	15.0	50.0	15.0	15.0	40.0	15.0	15.0	40.0	15.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	3.0	2.0	2.0	3.0	2.0	2.0	3.0	2.0	2.0	3.0	2.0
Recall Mode	None	Min	None	None	Min	None	None	None	None	None	None	None
v/c Ratio	0.20	0.65	0.25	0.37	0.46	0.04	0.44	0.38	0.09	0.13	0.68	0.10
Control Delay (s/veh)	19.5	42.8	3.7	20.7	32.4	0.1	20.6	28.7	3.5	18.2	43.5	3.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	19.5	42.8	3.7	20.7	32.4	0.1	20.6	28.7	3.5	18.2	43.5	3.8
Queue Length 50th (ft)	23	117	0	51	114	0	60	94	0	14	125	0
Queue Length 95th (ft)	58	231	40	108	220	0	129	192	24	42	243	20
Internal Link Dist (ft)	2444			1053			1242			1680		
Turn Bay Length (ft)	300		300	200		160	400		150	145		200
Base Capacity (vph)	508	1084	790	474	1134	878	456	880	912	526	868	746
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.22	0.24	0.31	0.21	0.04	0.40	0.25	0.09	0.09	0.29	0.09

Intersection Summary

Area Type: Other









Cycle Length: 148

Actuated Cycle Length: 86.7

Natural Cycle: 60

























Control Type: Actuated-Uncoordinated

Splits and Phases: 1: NYS Route 208 & NYS Route 17K

 Ø1	 Ø2	 Ø3	 Ø4
22 s	57 s	22 s	47 s
 Ø5	 Ø6	 Ø7	 Ø8
22 s	57 s	22 s	47 s

2023 Existing Traffic Volumes
1: NYS Route 208 & NYS Route 17K

Saturday Peak Hour
08/07/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	222	177	140	228	32	170	204	75	44	236	61
Future Volume (veh/h)	67	222	177	140	228	32	170	204	75	44	236	61
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1723	1723	1723	2027	2027	2027	1847	1847	1817	1817	1803	1817
Adj Flow Rate, veh/h	71	236	188	149	243	34	181	217	80	47	251	65
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	4	2	3	2
Cap, veh/h	315	326	438	343	465	446	360	489	543	338	333	358
Arrive On Green	0.05	0.19	0.19	0.09	0.23	0.23	0.11	0.26	0.26	0.03	0.18	0.18
Sat Flow, veh/h	1641	1723	1460	1931	2027	1718	1759	1847	1540	1731	1803	1540
Grp Volume(v), veh/h	71	236	188	149	243	34	181	217	80	47	251	65
Grp Sat Flow(s),veh/h/ln	1641	1723	1460	1931	2027	1718	1759	1847	1540	1731	1803	1540
Q Serve(g_s), s	2.3	8.4	6.8	4.0	6.9	1.0	5.3	6.4	2.3	1.4	8.6	2.2
Cycle Q Clear(g_c), s	2.3	8.4	6.8	4.0	6.9	1.0	5.3	6.4	2.3	1.4	8.6	2.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	315	326	438	343	465	446	360	489	543	338	333	358
V/C Ratio(X)	0.23	0.72	0.43	0.43	0.52	0.08	0.50	0.44	0.15	0.14	0.75	0.18
Avail Cap(c_a), veh/h	612	1316	1276	616	1548	1364	568	1128	1076	682	1101	1015
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.1	24.9	18.4	19.2	22.1	18.3	18.7	20.1	14.5	20.7	25.3	20.1
Incr Delay (d2), s/veh	0.1	3.0	0.7	0.3	0.9	0.1	0.4	0.6	0.1	0.1	3.5	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	3.2	2.1	1.5	2.9	0.4	1.9	2.5	0.7	0.5	3.6	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	20.2	28.0	19.1	19.5	23.0	18.4	19.1	20.7	14.6	20.8	28.8	20.4
LnGrp LOS	C	C	B	B	C	B	B	C	B	C	C	C
Approach Vol, veh/h		495			426			478			363	
Approach Delay, s/veh		23.5			21.4			19.1			26.2	
Approach LOS		C			C			B			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.1	22.0	9.0	24.3	12.7	19.4	14.2	19.1				
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0				
Max Green Setting (Gmax), s	15.0	50.0	15.0	40.0	15.0	50.0	15.0	40.0				
Max Q Clear Time (g_c+l1), s	4.3	8.9	3.4	8.4	6.0	10.4	7.3	10.6				
Green Ext Time (p_c), s	0.1	1.2	0.0	1.4	0.2	2.0	0.3	1.5				
Intersection Summary												
HCM 7th Control Delay, s/veh			22.3									
HCM 7th LOS			C									

2023 Existing Traffic Volumes
2: NYS Route 17K & Bailey Road

Saturday Peak Hour
08/07/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↩	↩		↩	
Traffic Volume (vph)	11	440	445	15	18	18
Future Volume (vph)	11	440	445	15	18	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		0%	1%		-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.996		0.932	
Flt Protected		0.999			0.976	
Satd. Flow (prot)	0	1861	1846	0	1703	0
Flt Permitted		0.999			0.976	
Satd. Flow (perm)	0	1861	1846	0	1703	0
Link Speed (mph)		55	55		30	
Link Distance (ft)		1066	655		1084	
Travel Time (s)		13.2	8.1		24.6	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	12	473	478	16	19	19
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	485	494	0	38	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.01	1.01	0.99	0.99
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

2023 Existing Traffic Volumes
2: NYS Route 17K & Bailey Road

Saturday Peak Hour
08/07/2024

Intersection

Int Delay, s/veh 0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	4		4	
Traffic Vol, veh/h	11	440	445	15	18	18
Future Vol, veh/h	11	440	445	15	18	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	1	-	-1	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	473	478	16	19	19

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	495	0	0 983 487
Stage 1	-	-	- 487 -
Stage 2	-	-	- 497 -
Critical Hdwy	4.12	-	- 6.22 6.12
Critical Hdwy Stg 1	-	-	- 5.22 -
Critical Hdwy Stg 2	-	-	- 5.22 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1069	-	- 291 589
Stage 1	-	-	- 635 -
Stage 2	-	-	- 629 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1069	-	- 287 589
Mov Cap-2 Maneuver	-	-	- 287 -
Stage 1	-	-	- 625 -
Stage 2	-	-	- 629 -

Approach	EB	WB	SB
HCM Control Delay, s/v0.21		0	15.37
HCM LOS			C



















Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	44	-	-	-	386
HCM Lane V/C Ratio	0.011	-	-	-	0.1
HCM Control Delay (s/veh)	8.4	0	-	-	15.4
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.3

2023 Existing Traffic Volumes

Saturday Peak Hour

3: Valley Central School Exit/Dollar General Driveway & NYS Route 17K

08/07/2024













												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	395	0	0	438	25	18	0	41	15	0	18
Future Volume (vph)	20	395	0	0	438	25	18	0	41	15	0	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	15	12
Grade (%)		1%			-1%			2%			1%	
Storage Length (ft)	100		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		1	0		0
Taper Length (ft)	50			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Fr _t					0.993				0.850		0.925	
Fl _t Protected	0.950							0.950			0.978	
Satd. Flow (prot)	1761	1853	0	0	1859	0	0	1752	1568	0	1844	0
Fl _t Permitted	0.341							0.950			0.978	
Satd. Flow (perm)	632	1853	0	0	1859	0	0	1752	1568	0	1844	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					2				144		144	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		616			1066			255			202	
Travel Time (s)		10.5			18.2			5.8			4.6	
Confl. Peds. (#/hr)			1	1								
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	22	429	0	0	476	27	20	0	45	16	0	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	22	429	0	0	503	0	0	20	45	0	36	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.99	0.99	0.99	1.01	1.01	1.01	1.01	0.89	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2			2		1	2	2	1	2	
Detector Template							Left			Left		
Leading Detector (ft)	42	42			42		20	42	42	20	42	
Trailing Detector (ft)	-8	-8			-8		0	-8	-8	0	-8	
Detector 1 Position(ft)	-8	-8			-8		0	-8	-8	0	-8	
Detector 1 Size(ft)	6	6			6		20	6	6	20	6	
Detector 1 Type	CI+Ex	CI+Ex			CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	2	2			2		2	2	2		2	
Detector 2 Size(ft)	40	40			40		40	40	40		40	
Detector 2 Type	CI+Ex	CI+Ex			CI+Ex		CI+Ex	CI+Ex	CI+Ex		CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0		0.0	0.0	0.0		0.0	
Turn Type	pm+pt	NA			NA		Split	NA	Perm	Split	NA	
Protected Phases	1	6			2		4	4		8	8	
Permitted Phases	6								4			

2023 Existing Traffic Volumes

Saturday Peak Hour

3: Valley Central School Exit/Dollar General Driveway & NYS Route 17K

08/07/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6			2		4	4	4	8	8	
Switch Phase												
Minimum Initial (s)	5.0	10.0			10.0		5.0	5.0	5.0	3.0	3.0	
Minimum Split (s)	11.0	16.0			16.0		28.0	28.0	28.0	9.0	9.0	
Total Split (s)	21.0	57.0			36.0		36.0	36.0	36.0	21.0	21.0	
Total Split (%)	18.4%	50.0%			31.6%		31.6%	31.6%	31.6%	18.4%	18.4%	
Maximum Green (s)	15.0	51.0			30.0		30.0	30.0	30.0	15.0	15.0	
Yellow Time (s)	4.0	4.0			4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0			2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0			0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0			6.0			6.0	6.0		6.0	
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	1.0	2.0			2.0		2.0	2.0	2.0	1.0	1.0	
Recall Mode	None	Min			Min		None	None	None	None	None	
Walk Time (s)							7.0	7.0	7.0			
Flash Dont Walk (s)							15.0	15.0	15.0			
Pedestrian Calls (#/hr)							0	0	0			
v/c Ratio	0.04	0.31			0.38			0.10	0.15		0.13	
Control Delay (s/veh)	6.0	6.4			9.5			25.8	1.0		1.0	
Queue Delay	0.0	0.0			0.0			0.0	0.0		0.0	
Total Delay (s/veh)	6.0	6.4			9.5			25.8	1.0		1.0	
Queue Length 50th (ft)	2	43			53			5	0		0	
Queue Length 95th (ft)	11	140			256			27	0		0	
Internal Link Dist (ft)		536			986			175			122	
Turn Bay Length (ft)	100											
Base Capacity (vph)	776	1740			1358			1067	1011		661	
Starvation Cap Reductn	0	0			0			0	0		0	
Spillback Cap Reductn	0	0			0			0	0		0	
Storage Cap Reductn	0	0			0			0	0		0	
Reduced v/c Ratio	0.03	0.25			0.37			0.02	0.04		0.05	

Intersection Summary

Area Type: Other






Cycle Length: 114

Actuated Cycle Length: 50.8

Natural Cycle: 75

Control Type: Actuated-Uncoordinated

Splits and Phases: 3: Valley Central School Exit/Dollar General Driveway & NYS Route 17K



















 Ø1	 Ø2	 Ø4	 Ø8
21 s	36 s	36 s	21 s
 Ø6			
57 s			

2023 Existing Traffic Volumes

Saturday Peak Hour

3: Valley Central School Exit/Dollar General Driveway & NYS Route 17K

08/07/2024


















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	395	0	0	438	25	18	0	41	15	0	18
Future Volume (veh/h)	20	395	0	0	438	25	18	0	41	15	0	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No				No				No			
Adj Sat Flow, veh/h/ln	1864	1864	0	0	1909	1909	1847	1847	1847	1864	1939	1864
Adj Flow Rate, veh/h	22	429	0	0	476	27	20	0	45	16	0	20
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2	2	2	2
Cap, veh/h	280	906	0	0	567	32	111	0	99	19	0	23
Arrive On Green	0.03	0.49	0.00	0.00	0.32	0.32	0.06	0.00	0.06	0.02	0.00	0.02
Sat Flow, veh/h	1776	1864	0	0	1790	102	1759	0	1565	768	0	960
Grp Volume(v), veh/h	22	429	0	0	0	503	20	0	45	36	0	0
Grp Sat Flow(s),veh/h/ln	1776	1864	0	0	0	1891	1759	0	1565	1728	0	0
Q Serve(g_s), s	0.3	6.5	0.0	0.0	0.0	10.4	0.5	0.0	1.2	0.9	0.0	0.0
Cycle Q Clear(g_c), s	0.3	6.5	0.0	0.0	0.0	10.4	0.5	0.0	1.2	0.9	0.0	0.0
Prop In Lane	1.00		0.00	0.00		0.05	1.00		1.00	0.44		0.56
Lane Grp Cap(c), veh/h	280	906	0	0	0	599	111	0	99	42	0	0
V/C Ratio(X)	0.08	0.47	0.00	0.00	0.00	0.84	0.18	0.00	0.46	0.85	0.00	0.00
Avail Cap(c_a), veh/h	863	2254	0	0	0	1345	1251	0	1113	614	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.8	7.2	0.0	0.0	0.0	13.4	18.7	0.0	19.1	20.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.0	1.2	0.3	0.0	1.2	15.8	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	1.5	0.0	0.0	0.0	3.4	0.2	0.0	0.4	0.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.9	7.4	0.0	0.0	0.0	14.7	19.0	0.0	20.3	36.3	0.0	0.0
LnGrp LOS	A	A				B	B		C	D		
Approach Vol, veh/h	451				503				65			
Approach Delay, s/veh	7.5				14.7				19.9			
Approach LOS	A				B				B			
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	7.1	19.4		8.7		26.5		7.0				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	15.0	30.0		30.0		51.0		15.0				
Max Q Clear Time (g_c+l1), s	2.3	12.4		3.2		8.5		2.9				
Green Ext Time (p_c), s	0.0	0.9		0.1		0.8		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	12.7											
HCM 7th LOS	B											













2023 Existing Traffic Volumes

Saturday Peak Hour

4: Valley Central School Entrance/Driveway & NYS Route 17K

08/07/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	415	7	15	459	0	0	0	0	0	0	0
Future Volume (vph)	1	415	7	15	459	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	10	12
Grade (%)		4%			-2%			0%			3%	
Storage Length (ft)	45		0	380		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	86			50			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	0.99		0.99								
Frt		0.998										
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1734	1821	0	1787	1881	0	0	0	0	0	1712	0
Flt Permitted	0.375			0.506								
Satd. Flow (perm)	684	1821	0	951	1881	0	0	0	0	0	1712	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1										
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		976			616			265			123	
Travel Time (s)		16.6			10.5			6.0			2.8	
Confl. Peds. (#/hr)	2		1	1		2						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1	437	7	16	483	0	0	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	1	444	0	16	483	0	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	0.99	0.99	0.99	1.00	1.00	1.00	1.02	1.11	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2					1	2	
Detector Template										Left		
Leading Detector (ft)	42	42		42	42					20	42	
Trailing Detector (ft)	-8	-8		-8	-8					0	-8	
Detector 1 Position(ft)	-8	-8		-8	-8					0	-8	
Detector 1 Size(ft)	6	6		6	6					20	6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex					CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0					0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0					0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0					0.0	0.0	
Detector 2 Position(ft)	2	2		2	2						2	
Detector 2 Size(ft)	40	40		40	40						40	
Detector 2 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex						CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0						0.0	
Turn Type	pm+pt	NA		pm+pt	NA							
Protected Phases	1	6		5	2						4	
Permitted Phases	6			2						4		

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6		5	2					4	4	
Switch Phase												
Minimum Initial (s)	3.0	10.0		5.0	10.0					3.0	3.0	
Minimum Split (s)	9.0	16.0		11.0	16.0					9.0	9.0	
Total Split (s)	21.0	36.0		36.0	51.0					14.0	14.0	
Total Split (%)	24.4%	41.9%		41.9%	59.3%					16.3%	16.3%	
Maximum Green (s)	15.0	30.0		30.0	45.0					8.0	8.0	
Yellow Time (s)	4.0	4.0		4.0	4.0					4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0					2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0						0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0						6.0	
Lead/Lag	Lead	Lead		Lag	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	1.0	2.0		1.0	2.0					1.0	1.0	
Recall Mode	None	Min		None	Min					None	None	
v/c Ratio	0.00	0.26		0.01	0.27							
Control Delay (s/veh)	2.0	1.9		1.8	1.7							
Queue Delay	0.0	0.0		0.0	0.0							
Total Delay (s/veh)	2.0	1.9		1.8	1.7							
Queue Length 50th (ft)	0	0		1	0							
Queue Length 95th (ft)	1	82		5	79							
Internal Link Dist (ft)		896			536			185			43	
Turn Bay Length (ft)	45			380								
Base Capacity (vph)	1002	1644		1681	1867							
Starvation Cap Reductn	0	0		0	0							
Spillback Cap Reductn	0	0		0	0							
Storage Cap Reductn	0	0		0	0							
Reduced v/c Ratio	0.00	0.27		0.01	0.26							

Intersection Summary

Area Type: Other

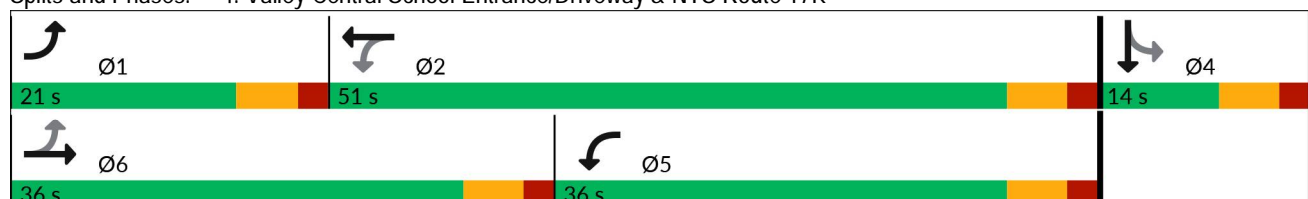
Cycle Length: 86


















Actuated Cycle Length: 34.1

Natural Cycle: 40

Control Type: Actuated-Uncoordinated

Splits and Phases: 4: Valley Central School Entrance/Driveway & NYS Route 17K



















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	415	7	15	459	0	0	0	0	0	0	0
Future Volume (veh/h)	1	415	7	15	459	0	0	0	0	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	0.85		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1776	1776	1776	1949	1949	1949				1817	1817	1817
Adj Flow Rate, veh/h	1	437	7	16	483	0				0	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2				2	2	2
Cap, veh/h	451	648	10	608	868	0				0	7	0
Arrive On Green	0.11	0.37	0.37	0.18	0.45	0.00				0.00	0.00	0.00
Sat Flow, veh/h	1692	1743	28	1856	1949	0				0	1817	0
Grp Volume(v), veh/h	1	0	444	16	483	0				0	0	0
Grp Sat Flow(s),veh/h/ln	1692	0	1771	1856	1949	0				0	1817	0
Q Serve(g_s), s	0.0	0.0	5.6	0.0	4.9	0.0				0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	5.6	0.0	4.9	0.0				0.0	0.0	0.0
Prop In Lane	1.00		0.02	1.00		0.00				0.00		0.00
Lane Grp Cap(c), veh/h	451	0	659	608	868	0				0	7	0
V/C Ratio(X)	0.00	0.00	0.67	0.03	0.56	0.00				0.00	0.00	0.00
Avail Cap(c_a), veh/h	1212	0	1977	2342	3262	0				0	541	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00				0.00	0.00	0.00
Uniform Delay (d), s/veh	8.3	0.0	7.1	9.0	5.5	0.0				0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.5	0.0	0.2	0.0				0.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.9	0.0	0.6	0.0				0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	8.3	0.0	7.5	9.0	5.7	0.0				0.0	0.0	0.0
LnGrp LOS	A		A	A	A							
Approach Vol, veh/h		445			499						0	
Approach Delay, s/veh		7.5			5.8						0.0	
Approach LOS		A			A							
Timer - Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	8.9	18.0		0.0	10.9	16.0						
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0						
Max Green Setting (Gmax), s	15.0	45.0		8.0	30.0	30.0						
Max Q Clear Time (g_c+l1), s	2.0	6.9		0.0	2.0	7.6						
Green Ext Time (p_c), s	0.0	0.9		0.0	0.0	0.8						
Intersection Summary												
HCM 7th Control Delay, s/veh			6.6									
HCM 7th LOS			A									

2023 Existing Traffic Volumes

Saturday Peak Hour

5: Union Street (NYS Route 211)/Driveway & NYS Route 17K

08/07/2024













												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	258	138	117	293	0	165	0	89	0	2	0
Future Volume (vph)	0	258	138	117	293	0	165	0	89	0	2	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	13	12	12	11	12	12	11	12
Grade (%)		4%			-5%			-2%			3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			0.99			0.99				
Frt		0.953						0.953				
Flt Protected					0.986			0.969				
Satd. Flow (prot)	0	1726	0	0	1945	0	0	1679	0	0	1774	0
Flt Permitted					0.705			0.969				
Satd. Flow (perm)	0	1726	0	0	1390	0	0	1677	0	0	1774	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		30						157				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		540			962			1646			119	
Travel Time (s)		12.3			21.9			37.4			2.7	
Confl. Peds. (#/hr)			2	2			1					1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	284	152	129	322	0	181	0	98	0	2	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	436	0	0	451	0	0	279	0	0	2	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	0.97	0.93	0.97	0.99	1.03	0.99	1.02	1.07	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	3		1	2	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	42		20	42		20	84		20	42	
Trailing Detector (ft)	0	-8		0	-8		0	-8		0	-8	
Detector 1 Position(ft)	0	-8		0	-8		0	-8		0	-8	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		2			2			2			2	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Detector 3 Position(ft)								44				
Detector 3 Size(ft)								40				
Detector 3 Type								CI+Ex				
Detector 3 Channel												
Detector 3 Extend (s)								0.0				
Turn Type		NA		pm+pt	NA		Split	NA			NA	

2023 Existing Traffic Volumes

Saturday Peak Hour

5: Union Street (NYS Route 211)/Driveway & NYS Route 17K

08/07/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		1		2	5		3	3		4	4	
Permitted Phases	1			5								
Detector Phase	1	1		2	5		3	3		4	4	
Switch Phase												
Minimum Initial (s)	10.0	10.0		3.0	10.0		5.0	5.0		3.0	3.0	
Minimum Split (s)	16.0	16.0		9.0	16.0		11.0	11.0		9.0	9.0	
Total Split (s)	46.0	46.0		16.0	46.0		26.0	26.0		16.0	16.0	
Total Split (%)	44.2%	44.2%		15.4%	44.2%		25.0%	25.0%		15.4%	15.4%	
Maximum Green (s)	40.0	40.0		10.0	40.0		20.0	20.0		10.0	10.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag	Lead	Lead		Lag			Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes	Yes	
Vehicle Extension (s)	4.0	4.0		2.0	4.0		2.0	2.0		1.0	1.0	
Recall Mode	Min	Min		None	Min		None	None		None	None	
Walk Time (s)					7.0			7.0				
Flash Dont Walk (s)					16.0			16.0				
Pedestrian Calls (#/hr)					0			0				
Act Effct Green (s)		26.2			26.2			9.8			4.1	
Actuated g/C Ratio		0.52			0.52			0.19			0.08	
v/c Ratio		0.48			0.62			0.62			0.01	
Control Delay (s/veh)		10.0			14.3			17.1			31.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		10.0			14.3			17.1			31.5	
LOS		B			B			B			C	
Approach Delay (s/veh)		10.1			14.3			17.2			31.5	
Approach LOS		B			B			B			C	
Queue Length 50th (ft)		57			72			29			1	
Queue Length 95th (ft)		201			258			127			8	
Internal Link Dist (ft)		460			882			1566			39	
Turn Bay Length (ft)												
Base Capacity (vph)		1402			1296			826			390	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.31			0.35			0.34			0.01	

Intersection Summary

Area Type: Other

Cycle Length: 104

Actuated Cycle Length: 50.6

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.63

Intersection Signal Delay (s/veh): 13.4

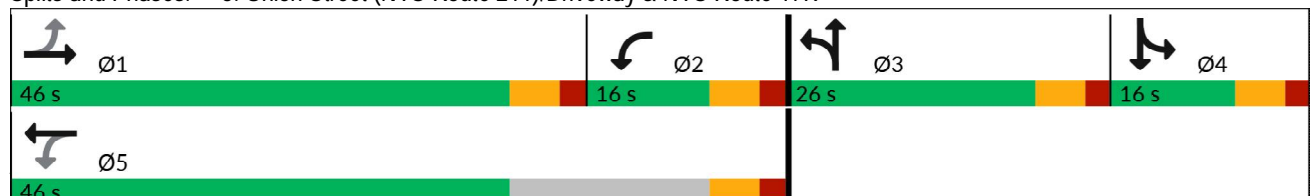
Intersection LOS: B

Intersection Capacity Utilization 80.2%

ICU Level of Service D

























Analysis Period (min) 15

Splits and Phases: 5: Union Street (NYS Route 211)/Driveway & NYS Route 17K















2026 No-Build Traffic Volumes
1: NYS Route 208 & NYS Route 17K

Saturday Peak Hour
08/07/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	137	248	182	231	245	104	196	400	182	105	413	96
Future Volume (vph)	137	248	182	231	245	104	196	400	182	105	413	96
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	11	12	11	11	12	12	11	12	11
Grade (%)	5%		-4%				2%		3%			
Storage Length (ft)	300		300	200		160	400		150	145		200
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1668	1816	1492	1745	1900	1561	1694	1844	1537	1685	1817	1508
Flt Permitted	0.466			0.329			0.194			0.354		
Satd. Flow (perm)	818	1816	1492	604	1900	1561	346	1844	1537	628	1817	1508
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			161			111			133			88
Link Speed (mph)		55			55			45			45	
Link Distance (ft)		2524			1133			1322			1760	
Travel Time (s)		31.3			14.0			20.0			26.7	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	4%	2%	3%	2%
Adj. Flow (vph)	146	264	194	246	261	111	209	426	194	112	439	102
Shared Lane Traffic (%)												
Lane Group Flow (vph)	146	264	194	246	261	111	209	426	194	112	439	102
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.08	1.03	1.08	1.02	0.97	1.02	1.06	1.01	1.01	1.07	1.02	1.07
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2	2	2	2	2	2	2	2
Detector Template												
Leading Detector (ft)	78	78	78	78	78	78	78	78	78	78	78	78
Trailing Detector (ft)	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10
Detector 1 Position(ft)	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10
Detector 1 Size(ft)	40	40	40	40	40	40	40	40	40	40	40	40
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	38	38	38	38	38	38	38	38	38	38	38	38
Detector 2 Size(ft)	40	40	40	40	40	40	40	40	40	40	40	40
Detector 2 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	1	6	7	5	2	3	7	4	5	3	8	1
Permitted Phases	6		6	2		2	4		4	8		8
Detector Phase	1	6	7	5	2	3	7	4	5	3	8	1

2026 No-Build Traffic Volumes
1: NYS Route 208 & NYS Route 17K

Saturday Peak Hour
08/07/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	3.0	10.0	3.0	3.0	10.0	3.0	3.0	10.0	3.0	3.0	10.0	3.0
Minimum Split (s)	10.0	17.0	10.0	10.0	17.0	10.0	10.0	17.0	10.0	10.0	17.0	10.0
Total Split (s)	22.0	57.0	22.0	22.0	57.0	22.0	22.0	47.0	22.0	22.0	47.0	22.0
Total Split (%)	14.9%	38.5%	14.9%	14.9%	38.5%	14.9%	14.9%	31.8%	14.9%	14.9%	31.8%	14.9%
Maximum Green (s)	15.0	50.0	15.0	15.0	50.0	15.0	15.0	40.0	15.0	15.0	40.0	15.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	3.0	2.0	2.0	3.0	2.0	2.0	3.0	2.0	2.0	3.0	2.0
Recall Mode	None	Min	None	None	Min	None	None	None	None	None	None	None
v/c Ratio	0.44	0.73	0.28	0.69	0.61	0.17	0.62	0.67	0.22	0.35	0.82	0.13
Control Delay (s/veh)	29.0	56.5	7.0	37.4	47.9	5.3	26.8	38.9	6.0	20.9	51.5	5.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	29.0	56.5	7.0	37.4	47.9	5.3	26.8	38.9	6.0	20.9	51.5	5.3
Queue Length 50th (ft)	72	187	15	129	176	0	87	263	20	44	300	6
Queue Length 95th (ft)	127	292	66	208	285	38	156	432	69	88	466	37
Internal Link Dist (ft)	2444			1053			1242			1680		
Turn Bay Length (ft)	300		300	200		160	400		150	145		200
Base Capacity (vph)	389	827	689	371	865	724	347	698	895	414	662	790
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.32	0.28	0.66	0.30	0.15	0.60	0.61	0.22	0.27	0.66	0.13

Intersection Summary

Area Type: Other









Cycle Length: 148

Actuated Cycle Length: 112.1

Natural Cycle: 70

























Control Type: Actuated-Uncoordinated

Splits and Phases: 1: NYS Route 208 & NYS Route 17K

 Ø1 22 s	 Ø2 57 s	 Ø3 22 s	 Ø4 47 s
 Ø5 22 s	 Ø6 57 s	 Ø7 22 s	 Ø8 47 s

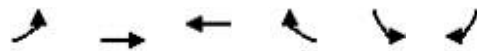
2026 No-Build Traffic Volumes
1: NYS Route 208 & NYS Route 17K

Saturday Peak Hour
08/07/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	137	248	182	231	245	104	196	400	182	105	413	96
Future Volume (veh/h)	137	248	182	231	245	104	196	400	182	105	413	96
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1723	1723	1723	2027	2027	2027	1847	1847	1817	1817	1803	1817
Adj Flow Rate, veh/h	146	264	194	246	261	111	209	426	194	112	439	102
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	4	2	3	2
Cap, veh/h	328	329	434	361	453	495	304	593	684	281	503	570
Arrive On Green	0.09	0.19	0.19	0.12	0.22	0.22	0.11	0.32	0.32	0.06	0.28	0.28
Sat Flow, veh/h	1641	1723	1460	1931	2027	1718	1759	1847	1540	1731	1803	1540
Grp Volume(v), veh/h	146	264	194	246	261	111	209	426	194	112	439	102
Grp Sat Flow(s),veh/h/ln	1641	1723	1460	1931	2027	1718	1759	1847	1540	1731	1803	1540
Q Serve(g_s), s	6.5	13.7	10.0	9.3	10.7	4.6	7.7	19.0	7.5	4.2	21.6	4.2
Cycle Q Clear(g_c), s	6.5	13.7	10.0	9.3	10.7	4.6	7.7	19.0	7.5	4.2	21.6	4.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	328	329	434	361	453	495	304	593	684	281	503	570
V/C Ratio(X)	0.45	0.80	0.45	0.68	0.58	0.22	0.69	0.72	0.28	0.40	0.87	0.18
Avail Cap(c_a), veh/h	442	924	938	433	1087	1032	400	792	851	447	773	801
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.8	36.1	26.6	26.4	32.3	25.3	23.2	28.0	16.5	22.9	32.0	19.8
Incr Delay (d2), s/veh	0.4	4.6	0.7	2.2	1.2	0.2	1.6	2.1	0.2	0.3	7.0	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	5.7	3.4	4.1	5.0	1.8	3.1	8.1	2.4	1.6	9.8	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	27.1	40.7	27.3	28.6	33.5	25.5	24.8	30.1	16.7	23.2	39.1	20.0
LnGrp LOS	C	D	C	C	C	C	C	C	B	C	D	B
Approach Vol, veh/h		604			618			829			653	
Approach Delay, s/veh		33.1			30.1			25.6			33.4	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.5	27.8	13.0	36.9	18.5	24.8	16.9	33.0				
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0				
Max Green Setting (Gmax), s	15.0	50.0	15.0	40.0	15.0	50.0	15.0	40.0				
Max Q Clear Time (g_c+l1), s	8.5	12.7	6.2	21.0	11.3	15.7	9.7	23.6				
Green Ext Time (p_c), s	0.2	1.7	0.1	2.9	0.2	2.1	0.2	2.4				
Intersection Summary												
HCM 7th Control Delay, s/veh			30.2									
HCM 7th LOS			C									

2026 No-Build Traffic Volumes
2: NYS Route 17K & Bailey Road

Saturday Peak Hour
08/07/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	11	539	521	17	21	19
Future Volume (vph)	11	539	521	17	21	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		0%	1%		-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.996		0.937	
Flt Protected		0.999			0.974	
Satd. Flow (prot)	0	1861	1846	0	1709	0
Flt Permitted		0.999			0.974	
Satd. Flow (perm)	0	1861	1846	0	1709	0
Link Speed (mph)		55	55		30	
Link Distance (ft)		1066	655		1084	
Travel Time (s)		13.2	8.1		24.6	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	12	580	560	18	23	20
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	592	578	0	43	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.01	1.01	0.99	0.99
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

2026 No-Build Traffic Volumes
2: NYS Route 17K & Bailey Road

Saturday Peak Hour
08/07/2024

Intersection

Int Delay, s/veh 0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	4		4	
Traffic Vol, veh/h	11	539	521	17	21	19
Future Vol, veh/h	11	539	521	17	21	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	1	-	-1	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	580	560	18	23	20

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	578	0	0 1173 569
Stage 1	-	-	- 569 -
Stage 2	-	-	- 603 -
Critical Hdwy	4.12	-	- 6.22 6.12
Critical Hdwy Stg 1	-	-	- 5.22 -
Critical Hdwy Stg 2	-	-	- 5.22 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	995	-	- 227 530
Stage 1	-	-	- 584 -
Stage 2	-	-	- 565 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	995	-	- 223 530
Mov Cap-2 Maneuver	-	-	- 223 -
Stage 1	-	-	- 574 -
Stage 2	-	-	- 565 -

Approach	EB	WB	SB
HCM Control Delay, s/v0.17		0	18.61
HCM LOS			C



















Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	36	-	-	-	307
HCM Lane V/C Ratio	0.012	-	-	-	0.14
HCM Control Delay (s/veh)	8.7	0	-	-	18.6
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.5

2026 No-Build Traffic Volumes

Saturday Peak Hour

3: Valley Central School Exit/Dollar General Driveway & NYS Route 17K

08/07/2024













												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	493	0	0	514	26	19	0	42	15	0	19
Future Volume (vph)	21	493	0	0	514	26	19	0	42	15	0	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	15	12
Grade (%)		1%			-1%			2%			1%	
Storage Length (ft)	100		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		1	0		0
Taper Length (ft)	50			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.994				0.850		0.923	
Flt Protected	0.950							0.950			0.979	
Satd. Flow (prot)	1761	1853	0	0	1861	0	0	1752	1568	0	1842	0
Flt Permitted	0.300							0.950			0.979	
Satd. Flow (perm)	556	1853	0	0	1861	0	0	1752	1568	0	1842	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					2				144		144	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		616			1066			255			202	
Travel Time (s)		10.5			18.2			5.8			4.6	
Confl. Peds. (#/hr)			1	1								
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	23	536	0	0	559	28	21	0	46	16	0	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	23	536	0	0	587	0	0	21	46	0	37	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.99	0.99	0.99	1.01	1.01	1.01	1.01	0.89	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2			2		1	2	2	1	2	
Detector Template							Left			Left		
Leading Detector (ft)	42	42			42		20	42	42	20	42	
Trailing Detector (ft)	-8	-8			-8		0	-8	-8	0	-8	
Detector 1 Position(ft)	-8	-8			-8		0	-8	-8	0	-8	
Detector 1 Size(ft)	6	6			6		20	6	6	20	6	
Detector 1 Type	CI+Ex	CI+Ex			CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	2	2			2		2	2	2		2	
Detector 2 Size(ft)	40	40			40		40	40	40		40	
Detector 2 Type	CI+Ex	CI+Ex			CI+Ex		CI+Ex	CI+Ex	CI+Ex		CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0		0.0	0.0	0.0		0.0	
Turn Type	pm+pt	NA			NA		Split	NA	Perm	Split	NA	
Protected Phases	1	6			2		4	4		8	8	
Permitted Phases	6								4			

2026 No-Build Traffic Volumes

Saturday Peak Hour

3: Valley Central School Exit/Dollar General Driveway & NYS Route 17K

08/07/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6			2		4	4	4	8	8	
Switch Phase												
Minimum Initial (s)	5.0	10.0			10.0		5.0	5.0	5.0	3.0	3.0	
Minimum Split (s)	11.0	16.0			16.0		28.0	28.0	28.0	9.0	9.0	
Total Split (s)	21.0	57.0			36.0		36.0	36.0	36.0	21.0	21.0	
Total Split (%)	18.4%	50.0%			31.6%		31.6%	31.6%	31.6%	18.4%	18.4%	
Maximum Green (s)	15.0	51.0			30.0		30.0	30.0	30.0	15.0	15.0	
Yellow Time (s)	4.0	4.0			4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0			2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0			0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0			6.0			6.0	6.0		6.0	
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	1.0	2.0			2.0		2.0	2.0	2.0	1.0	1.0	
Recall Mode	None	Min			Min		None	None	None	None	None	
Walk Time (s)							7.0	7.0	7.0			
Flash Dont Walk (s)							15.0	15.0	15.0			
Pedestrian Calls (#/hr)							0	0	0			
v/c Ratio	0.04	0.38			0.43			0.12	0.16		0.14	
Control Delay (s/veh)	5.7	6.7			9.8			27.5	1.2		1.2	
Queue Delay	0.0	0.0			0.0			0.0	0.0		0.0	
Total Delay (s/veh)	5.7	6.7			9.8			27.5	1.2		1.2	
Queue Length 50th (ft)	2	59			66			6	0		0	
Queue Length 95th (ft)	12	186			315			28	0		0	
Internal Link Dist (ft)		536			986			175			122	
Turn Bay Length (ft)	100											
Base Capacity (vph)	720	1702			1350			946	913		602	
Starvation Cap Reductn	0	1			0			0	0		0	
Spillback Cap Reductn	0	0			0			0	0		0	
Storage Cap Reductn	0	0			0			0	0		0	
Reduced v/c Ratio	0.03	0.32			0.43			0.02	0.05		0.06	

Intersection Summary

Area Type: Other

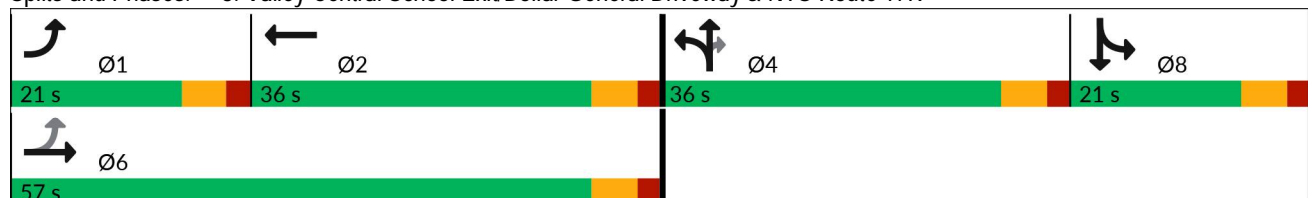
Cycle Length: 114

Actuated Cycle Length: 56.3

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Splits and Phases: 3: Valley Central School Exit/Dollar General Driveway & NYS Route 17K





















2026 No-Build Traffic Volumes

Saturday Peak Hour

3: Valley Central School Exit/Dollar General Driveway & NYS Route 17K

08/07/2024


















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	493	0	0	514	26	19	0	42	15	0	19
Future Volume (veh/h)	21	493	0	0	514	26	19	0	42	15	0	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No				No			No			No	
Adj Sat Flow, veh/h/ln	1864	1864	0	0	1909	1909	1847	1847	1847	1864	1939	1864
Adj Flow Rate, veh/h	23	536	0	0	559	28	21	0	46	16	0	21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2	2	2	2
Cap, veh/h	263	963	0	0	643	32	110	0	98	18	0	24
Arrive On Green	0.03	0.52	0.00	0.00	0.36	0.36	0.06	0.00	0.06	0.02	0.00	0.02
Sat Flow, veh/h	1776	1864	0	0	1803	90	1759	0	1565	746	0	979
Grp Volume(v), veh/h	23	536	0	0	0	587	21	0	46	37	0	0
Grp Sat Flow(s),veh/h/ln	1776	1864	0	0	0	1893	1759	0	1565	1725	0	0
Q Serve(g_s), s	0.3	8.9	0.0	0.0	0.0	13.1	0.5	0.0	1.3	1.0	0.0	0.0
Cycle Q Clear(g_c), s	0.3	8.9	0.0	0.0	0.0	13.1	0.5	0.0	1.3	1.0	0.0	0.0
Prop In Lane	1.00		0.00	0.00		0.05	1.00		1.00	0.43		0.57
Lane Grp Cap(c), veh/h	263	963	0	0	0	675	110	0	98	43	0	0
V/C Ratio(X)	0.09	0.56	0.00	0.00	0.00	0.87	0.19	0.00	0.47	0.87	0.00	0.00
Avail Cap(c_a), veh/h	800	2093	0	0	0	1250	1161	0	1033	570	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	10.1	7.5	0.0	0.0	0.0	13.6	20.2	0.0	20.6	22.1	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.2	0.0	0.0	0.0	1.4	0.3	0.0	1.3	17.5	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	2.1	0.0	0.0	0.0	4.3	0.2	0.0	0.5	0.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.2	7.6	0.0	0.0	0.0	15.0	20.5	0.0	21.8	39.6	0.0	0.0
LnGrp LOS	B	A				B	C		C	D		
Approach Vol, veh/h	559				587			67			37	
Approach Delay, s/veh	7.7				15.0			21.4			39.6	
Approach LOS	A				B			C			D	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	7.3	22.2		8.9		29.5		7.1				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	15.0	30.0		30.0		51.0		15.0				
Max Q Clear Time (g_c+l1), s	2.3	15.1		3.3		10.9		3.0				
Green Ext Time (p_c), s	0.0	1.1		0.1		1.0		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			12.8									
HCM 7th LOS			B									













2026 No-Build Traffic Volumes

Saturday Peak Hour

4: Valley Central School Entrance/Driveway & NYS Route 17K

08/07/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	513	7	15	535	0	0	0	0	0	0	0
Future Volume (vph)	1	513	7	15	535	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	10	12
Grade (%)		4%			-2%			0%			3%	
Storage Length (ft)	45		0	380		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	86			50			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	0.99		0.99								
Frt		0.998										
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1734	1821	0	1787	1881	0	0	0	0	0	1712	0
Flt Permitted	0.354			0.460								
Satd. Flow (perm)	646	1821	0	865	1881	0	0	0	0	0	1712	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1										
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		976			616			265			123	
Travel Time (s)		16.6			10.5			6.0			2.8	
Confl. Peds. (#/hr)	2		1	1		2						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1	540	7	16	563	0	0	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	1	547	0	16	563	0	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	0.99	0.99	0.99	1.00	1.00	1.00	1.02	1.11	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2					1	2	
Detector Template										Left		
Leading Detector (ft)	42	42		42	42					20	42	
Trailing Detector (ft)	-8	-8		-8	-8					0	-8	
Detector 1 Position(ft)	-8	-8		-8	-8					0	-8	
Detector 1 Size(ft)	6	6		6	6					20	6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex					CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0					0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0					0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0					0.0	0.0	
Detector 2 Position(ft)	2	2		2	2						2	
Detector 2 Size(ft)	40	40		40	40						40	
Detector 2 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex						CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0						0.0	
Turn Type	pm+pt	NA		pm+pt	NA							
Protected Phases	1	6		5	2						4	
Permitted Phases	6			2						4		

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6		5	2					4	4	
Switch Phase												
Minimum Initial (s)	3.0	10.0		5.0	10.0					3.0	3.0	
Minimum Split (s)	9.0	16.0		11.0	16.0					9.0	9.0	
Total Split (s)	21.0	36.0		36.0	51.0					14.0	14.0	
Total Split (%)	24.4%	41.9%		41.9%	59.3%					16.3%	16.3%	
Maximum Green (s)	15.0	30.0		30.0	45.0					8.0	8.0	
Yellow Time (s)	4.0	4.0		4.0	4.0					4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0					2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0						0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0						6.0	
Lead/Lag	Lead	Lead		Lag	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	1.0	2.0		1.0	2.0					1.0	1.0	
Recall Mode	None	Min		None	Min					None	None	
v/c Ratio	0.00	0.32		0.01	0.31							
Control Delay (s/veh)	2.0	1.9		1.6	1.7							
Queue Delay	0.0	0.0		0.0	0.0							
Total Delay (s/veh)	2.0	1.9		1.6	1.7							
Queue Length 50th (ft)	0	0		1	0							
Queue Length 95th (ft)	1	105		5	95							
Internal Link Dist (ft)		896			536			185			43	
Turn Bay Length (ft)	45			380								
Base Capacity (vph)	981	1629		1636	1830							
Starvation Cap Reductn	0	0		0	0							
Spillback Cap Reductn	0	0		0	0							
Storage Cap Reductn	0	0		0	0							
Reduced v/c Ratio	0.00	0.34		0.01	0.31							

Intersection Summary

Area Type: Other

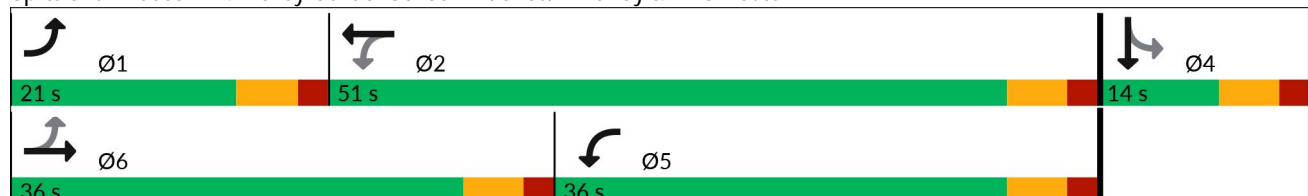
Cycle Length: 86

Actuated Cycle Length: 35.7

Natural Cycle: 45

Control Type: Actuated-Uncoordinated

Splits and Phases: 4: Valley Central School Entrance/Driveway & NYS Route 17K




















2026 No-Build Traffic Volumes

Saturday Peak Hour

4: Valley Central School Entrance/Driveway & NYS Route 17K

08/07/2024

















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	513	7	15	535	0	0	0	0	0	0	0
Future Volume (veh/h)	1	513	7	15	535	0	0	0	0	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	0.87		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1776	1776	1776	1949	1949	1949				1817	1817	1817
Adj Flow Rate, veh/h	1	540	7	16	563	0				0	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2				2	2	2
Cap, veh/h	443	673	9	598	890	0				0	7	0
Arrive On Green	0.11	0.38	0.38	0.18	0.46	0.00				0.00	0.00	0.00
Sat Flow, veh/h	1692	1749	23	1856	1949	0				0	1817	0
Grp Volume(v), veh/h	1	0	547	16	563	0				0	0	0
Grp Sat Flow(s),veh/h/ln	1692	0	1772	1856	1949	0				0	1817	0
Q Serve(g_s), s	0.0	0.0	7.6	0.0	6.1	0.0				0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	7.6	0.0	6.1	0.0				0.0	0.0	0.0
Prop In Lane	1.00		0.01	1.00		0.00				0.00		0.00
Lane Grp Cap(c), veh/h	443	0	681	598	890	0				0	7	0
V/C Ratio(X)	0.00	0.00	0.80	0.03	0.63	0.00				0.00	0.00	0.00
Avail Cap(c_a), veh/h	1183	0	1931	2287	3186	0				0	528	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00				0.00	0.00	0.00
Uniform Delay (d), s/veh	8.2	0.0	7.5	9.3	5.7	0.0				0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.9	0.0	0.3	0.0				0.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	1.2	0.0	0.7	0.0				0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	8.2	0.0	8.4	9.3	6.0	0.0				0.0	0.0	0.0
LnGrp LOS	A		A	A	A							
Approach Vol, veh/h		548			579						0	
Approach Delay, s/veh		8.4			6.1						0.0	
Approach LOS		A			A							
Timer - Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	9.0	18.6		0.0	10.9	16.6						
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0						
Max Green Setting (Gmax), s	15.0	45.0		8.0	30.0	30.0						
Max Q Clear Time (g_c+l1), s	2.0	8.1		0.0	2.0	9.6						
Green Ext Time (p_c), s	0.0	1.1		0.0	0.0	1.0						
Intersection Summary												
HCM 7th Control Delay, s/veh			7.2									
HCM 7th LOS			A									

2026 No-Build Traffic Volumes

Saturday Peak Hour

5: Union Street (NYS Route 211)/Driveway & NYS Route 17K

08/07/2024













												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	313	153	137	338	0	190	0	117	0	2	0
Future Volume (vph)	0	313	153	137	338	0	190	0	117	0	2	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	13	12	12	11	12	12	11	12
Grade (%)		4%			-5%			-2%			3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			0.99			0.99				
Frt		0.956						0.948				
Flt Protected					0.986			0.970				
Satd. Flow (prot)	0	1732	0	0	1945	0	0	1672	0	0	1774	0
Flt Permitted					0.636			0.970				
Satd. Flow (perm)	0	1732	0	0	1254	0	0	1670	0	0	1774	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		27						157				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		540			962			1646			119	
Travel Time (s)		12.3			21.9			37.4			2.7	
Confl. Peds. (#/hr)			2	2			1					1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	344	168	151	371	0	209	0	129	0	2	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	512	0	0	522	0	0	338	0	0	2	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	0.97	0.93	0.97	0.99	1.03	0.99	1.02	1.07	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	3		1	2	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	42		20	42		20	84		20	42	
Trailing Detector (ft)	0	-8		0	-8		0	-8		0	-8	
Detector 1 Position(ft)	0	-8		0	-8		0	-8		0	-8	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		2			2			2			2	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Detector 3 Position(ft)								44				
Detector 3 Size(ft)								40				
Detector 3 Type								CI+Ex				
Detector 3 Channel												
Detector 3 Extend (s)								0.0				
Turn Type		NA		pm+pt	NA		Split	NA			NA	

2026 No-Build Traffic Volumes

Saturday Peak Hour

5: Union Street (NYS Route 211)/Driveway & NYS Route 17K

08/07/2024

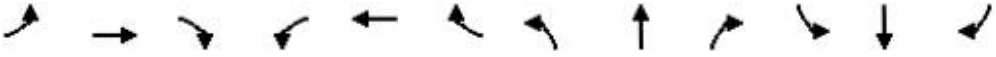
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		1		2	5		3	3		4	4	
Permitted Phases	1			5								
Detector Phase	1	1		2	5		3	3		4	4	
Switch Phase												
Minimum Initial (s)	10.0	10.0		3.0	10.0		5.0	5.0		3.0	3.0	
Minimum Split (s)	16.0	16.0		9.0	16.0		11.0	11.0		9.0	9.0	
Total Split (s)	46.0	46.0		16.0	46.0		26.0	26.0		16.0	16.0	
Total Split (%)	44.2%	44.2%		15.4%	44.2%		25.0%	25.0%		15.4%	15.4%	
Maximum Green (s)	40.0	40.0		10.0	40.0		20.0	20.0		10.0	10.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag	Lead	Lead		Lag			Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes	Yes	
Vehicle Extension (s)	4.0	4.0		2.0	4.0		2.0	2.0		1.0	1.0	
Recall Mode	Min	Min		None	Min		None	None		None	None	
Walk Time (s)					7.0			7.0				
Flash Dont Walk (s)					16.0			16.0				
Pedestrian Calls (#/hr)					0			0				
Act Effct Green (s)		39.9			39.9			12.6			3.8	
Actuated g/C Ratio		0.60			0.60			0.19			0.06	
v/c Ratio		0.48			0.69			0.75			0.01	
Control Delay (s/veh)		10.7			18.3			25.5			35.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		10.7			18.3			25.5			35.0	
LOS		B			B			C			C	
Approach Delay (s/veh)		10.8			18.3			25.5			35.0	
Approach LOS		B			B			C			C	
Queue Length 50th (ft)		87			116			65			1	
Queue Length 95th (ft)		269			#422			170			8	
Internal Link Dist (ft)		460			882			1566			39	
Turn Bay Length (ft)												
Base Capacity (vph)		1072			1073			621			272	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.48			0.49			0.54			0.01	
Intersection Summary												
Area Type:	Other											
Cycle Length: 104												
Actuated Cycle Length: 66.3												
Natural Cycle: 55												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.76												
Intersection Signal Delay (s/veh): 17.3						Intersection LOS: B						
Intersection Capacity Utilization 90.6%						ICU Level of Service E						
Analysis Period (min) 15												
# 95th percentile volume exceeds capacity, queue may be longer.												
Queue shown is maximum after two cycles.												

Splits and Phases: 5: Union Street (NYS Route 211)/Driveway & NYS Route 17K















2026 Build Traffic Volumes
1: NYS Route 208 & NYS Route 17K

Saturday Peak Hour
08/08/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	155	284	213	231	283	104	227	400	182	105	413	115
Future Volume (vph)	155	284	213	231	283	104	227	400	182	105	413	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	11	12	11	11	12	12	11	12	11
Grade (%)	5%			-4%			2%			3%		
Storage Length (ft)	300		300	200		160	400		150	145		200
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1668	1816	1492	1745	1900	1561	1694	1844	1537	1685	1817	1508
Flt Permitted	0.375			0.290			0.179			0.354		
Satd. Flow (perm)	658	1816	1492	533	1900	1561	319	1844	1537	628	1817	1508
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			155			111			133			105
Link Speed (mph)		55			55			45			45	
Link Distance (ft)		2524			1133			1322			1760	
Travel Time (s)		31.3			14.0			20.0			26.7	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	4%	2%	3%	2%
Adj. Flow (vph)	165	302	227	246	301	111	241	426	194	112	439	122
Shared Lane Traffic (%)												
Lane Group Flow (vph)	165	302	227	246	301	111	241	426	194	112	439	122
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.08	1.03	1.08	1.02	0.97	1.02	1.06	1.01	1.01	1.07	1.02	1.07
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2	2	2	2	2	2	2	2
Detector Template												
Leading Detector (ft)	78	78	78	78	78	78	78	78	78	78	78	78
Trailing Detector (ft)	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10
Detector 1 Position(ft)	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10
Detector 1 Size(ft)	40	40	40	40	40	40	40	40	40	40	40	40
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	38	38	38	38	38	38	38	38	38	38	38	38
Detector 2 Size(ft)	40	40	40	40	40	40	40	40	40	40	40	40
Detector 2 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	1	6	7	5	2	3	7	4	5	3	8	1
Permitted Phases	6		6	2		2	4		4	8		8
Detector Phase	1	6	7	5	2	3	7	4	5	3	8	1

2026 Build Traffic Volumes
1: NYS Route 208 & NYS Route 17K

Saturday Peak Hour
08/08/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	3.0	10.0	3.0	3.0	10.0	3.0	3.0	10.0	3.0	3.0	10.0	3.0
Minimum Split (s)	10.0	17.0	10.0	10.0	17.0	10.0	10.0	17.0	10.0	10.0	17.0	10.0
Total Split (s)	22.0	57.0	22.0	22.0	57.0	22.0	22.0	47.0	22.0	22.0	47.0	22.0
Total Split (%)	14.9%	38.5%	14.9%	14.9%	38.5%	14.9%	14.9%	31.8%	14.9%	14.9%	31.8%	14.9%
Maximum Green (s)	15.0	50.0	15.0	15.0	50.0	15.0	15.0	40.0	15.0	15.0	40.0	15.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	3.0	2.0	2.0	3.0	2.0	2.0	3.0	2.0	2.0	3.0	2.0
Recall Mode	None	Min	None	None	Min	None	None	None	None	None	None	None
v/c Ratio	0.52	0.77	0.32	0.72	0.68	0.17	0.73	0.67	0.22	0.36	0.83	0.16
Control Delay (s/veh)	30.7	58.0	9.6	39.7	50.4	5.0	35.2	40.8	6.5	22.3	54.9	5.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	30.7	58.0	9.6	39.7	50.4	5.0	35.2	40.8	6.5	22.3	54.9	5.4
Queue Length 50th (ft)	84	221	35	131	213	0	109	275	22	46	312	7
Queue Length 95th (ft)	142	334	94	#212	328	37	#251	454	73	93	#507	43
Internal Link Dist (ft)	2444			1053			1242			1680		
Turn Bay Length (ft)	300		300	200		160	400		150	145		200
Base Capacity (vph)	359	790	698	352	826	726	328	666	881	400	632	778
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.38	0.33	0.70	0.36	0.15	0.73	0.64	0.22	0.28	0.69	0.16

Intersection Summary

Area Type: Other

Cycle Length: 148

Actuated Cycle Length: 116.7

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

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

























Queue shown is maximum after two cycles.

Splits and Phases: 1: NYS Route 208 & NYS Route 17K

 Ø1 22 s	 Ø2 57 s	 Ø3 22 s	 Ø4 47 s
 Ø5 22 s	 Ø6 57 s	 Ø7 22 s	 Ø8 47 s

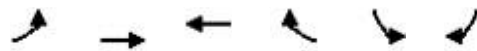
2026 Build Traffic Volumes
1: NYS Route 208 & NYS Route 17K

Saturday Peak Hour
08/08/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	155	284	213	231	283	104	227	400	182	105	413	115
Future Volume (veh/h)	155	284	213	231	283	104	227	400	182	105	413	115
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1723	1723	1723	2027	2027	2027	1847	1847	1817	1817	1803	1817
Adj Flow Rate, veh/h	165	302	227	246	301	111	241	426	194	112	439	122
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	4	2	3	2
Cap, veh/h	320	365	480	343	473	511	313	608	691	282	498	575
Arrive On Green	0.10	0.21	0.21	0.12	0.23	0.23	0.12	0.33	0.33	0.06	0.28	0.28
Sat Flow, veh/h	1641	1723	1460	1931	2027	1718	1759	1847	1540	1731	1803	1540
Grp Volume(v), veh/h	165	302	227	246	301	111	241	426	194	112	439	122
Grp Sat Flow(s),veh/h/ln	1641	1723	1460	1931	2027	1718	1759	1847	1540	1731	1803	1540
Q Serve(g_s), s	7.8	17.0	12.5	9.9	13.6	4.9	9.7	20.4	8.1	4.6	23.7	5.5
Cycle Q Clear(g_c), s	7.8	17.0	12.5	9.9	13.6	4.9	9.7	20.4	8.1	4.6	23.7	5.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	320	365	480	343	473	511	313	608	691	282	498	575
V/C Ratio(X)	0.51	0.83	0.47	0.72	0.64	0.22	0.77	0.70	0.28	0.40	0.88	0.21
Avail Cap(c_a), veh/h	403	849	891	398	999	956	367	728	790	427	710	757
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.7	38.2	27.1	27.9	35.0	26.8	25.0	29.7	17.7	24.9	35.2	21.6
Incr Delay (d2), s/veh	0.5	4.8	0.7	3.8	1.4	0.2	6.7	2.4	0.2	0.3	9.3	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	7.2	4.2	4.6	6.4	2.0	4.3	8.9	2.7	1.8	11.0	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	28.2	43.1	27.8	31.8	36.5	27.0	31.7	32.0	17.9	25.3	44.4	21.8
LnGrp LOS	C	D	C	C	D	C	C	C	B	C	D	C
Approach Vol, veh/h		694			658			861			673	
Approach Delay, s/veh		34.5			33.1			28.7			37.1	
Approach LOS		C			C			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.9	30.7	13.5	40.4	19.1	28.5	18.9	35.0				
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0				
Max Green Setting (Gmax), s	15.0	50.0	15.0	40.0	15.0	50.0	15.0	40.0				
Max Q Clear Time (g_c+l1), s	9.8	15.6	6.6	22.4	11.9	19.0	11.7	25.7				
Green Ext Time (p_c), s	0.2	1.9	0.1	2.9	0.2	2.5	0.2	2.4				
Intersection Summary												
HCM 7th Control Delay, s/veh			33.1									
HCM 7th LOS			C									

2026 Build Traffic Volumes
2: NYS Route 17K & Bailey Road

Saturday Peak Hour
08/08/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	11	577	538	17	21	19
Future Volume (vph)	11	577	538	17	21	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		0%	1%		-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.996		0.937	
Flt Protected		0.999			0.974	
Satd. Flow (prot)	0	1861	1846	0	1709	0
Flt Permitted		0.999			0.974	
Satd. Flow (perm)	0	1861	1846	0	1709	0
Link Speed (mph)		55	55		30	
Link Distance (ft)		1066	655		1084	
Travel Time (s)		13.2	8.1		24.6	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	12	620	578	18	23	20
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	632	596	0	43	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.01	1.01	0.99	0.99
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

2026 Build Traffic Volumes
2: NYS Route 17K & Bailey Road

Saturday Peak Hour
08/08/2024

Intersection

Int Delay, s/veh 0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	4		4	
Traffic Vol, veh/h	11	577	538	17	21	19
Future Vol, veh/h	11	577	538	17	21	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	1	-	-1	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	620	578	18	23	20

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	597	0	0 1232 588
Stage 1	-	-	- 588 -
Stage 2	-	-	- 644 -
Critical Hdwy	4.12	-	- 6.22 6.12
Critical Hdwy Stg 1	-	-	- 5.22 -
Critical Hdwy Stg 2	-	-	- 5.22 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	980	-	- 210 517
Stage 1	-	-	- 574 -
Stage 2	-	-	- 542 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	980	-	- 206 517
Mov Cap-2 Maneuver	-	-	- 206 -
Stage 1	-	-	- 563 -
Stage 2	-	-	- 542 -

Approach	EB	WB	SB
HCM Control Delay, s/v0.16		0	19.67
HCM LOS			C



















Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	34	-	-	-	288
HCM Lane V/C Ratio	0.012	-	-	-	0.149
HCM Control Delay (s/veh)	8.7	0	-	-	19.7
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.5

2026 Build Traffic Volumes

Saturday Peak Hour

3: Valley Central School Exit/Dollar General Driveway & NYS Route 17K

08/08/2024













												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	530	0	0	550	26	19	0	42	15	0	19
Future Volume (vph)	21	530	0	0	550	26	19	0	42	15	0	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	15	12
Grade (%)		1%			-1%			2%			1%	
Storage Length (ft)	100		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		1	0		0
Taper Length (ft)	50			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Fr _t					0.994				0.850		0.923	
Fl _t Protected	0.950							0.950			0.979	
Satd. Flow (prot)	1761	1853	0	0	1861	0	0	1752	1568	0	1842	0
Fl _t Permitted	0.275							0.950			0.979	
Satd. Flow (perm)	510	1853	0	0	1861	0	0	1752	1568	0	1842	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					2				144		144	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		616			1066			255			202	
Travel Time (s)		10.5			18.2			5.8			4.6	
Confl. Peds. (#/hr)			1	1								
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	23	576	0	0	598	28	21	0	46	16	0	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	23	576	0	0	626	0	0	21	46	0	37	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.99	0.99	0.99	1.01	1.01	1.01	1.01	0.89	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2			2		1	2	2	1	2	
Detector Template							Left			Left		
Leading Detector (ft)	42	42			42		20	42	42	20	42	
Trailing Detector (ft)	-8	-8			-8		0	-8	-8	0	-8	
Detector 1 Position(ft)	-8	-8			-8		0	-8	-8	0	-8	
Detector 1 Size(ft)	6	6			6		20	6	6	20	6	
Detector 1 Type	CI+Ex	CI+Ex			CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	2	2			2		2	2	2		2	
Detector 2 Size(ft)	40	40			40		40	40	40		40	
Detector 2 Type	CI+Ex	CI+Ex			CI+Ex		CI+Ex	CI+Ex	CI+Ex		CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0		0.0	0.0	0.0		0.0	
Turn Type	pm+pt	NA			NA		Split	NA	Perm	Split	NA	
Protected Phases	1	6			2		4	4		8	8	
Permitted Phases	6								4			

2026 Build Traffic Volumes

Saturday Peak Hour

3: Valley Central School Exit/Dollar General Driveway & NYS Route 17K

08/08/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6			2		4	4	4	8	8	
Switch Phase												
Minimum Initial (s)	5.0	10.0			10.0		5.0	5.0	5.0	3.0	3.0	
Minimum Split (s)	11.0	16.0			16.0		28.0	28.0	28.0	9.0	9.0	
Total Split (s)	21.0	57.0			36.0		36.0	36.0	36.0	21.0	21.0	
Total Split (%)	18.4%	50.0%			31.6%		31.6%	31.6%	31.6%	18.4%	18.4%	
Maximum Green (s)	15.0	51.0			30.0		30.0	30.0	30.0	15.0	15.0	
Yellow Time (s)	4.0	4.0			4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0			2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0			0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0			6.0			6.0	6.0		6.0	
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	1.0	2.0			2.0		2.0	2.0	2.0	1.0	1.0	
Recall Mode	None	Min			Min		None	None	None	None	None	
Walk Time (s)							7.0	7.0	7.0			
Flash Dont Walk (s)							15.0	15.0	15.0			
Pedestrian Calls (#/hr)							0	0	0			
v/c Ratio	0.04	0.41			0.46			0.12	0.16		0.14	
Control Delay (s/veh)	5.8	7.0			10.7			27.5	1.2		1.2	
Queue Delay	0.0	0.0			0.0			0.0	0.0		0.0	
Total Delay (s/veh)	5.8	7.0			10.7			27.5	1.2		1.2	
Queue Length 50th (ft)	2	66			74			6	0		0	
Queue Length 95th (ft)	12	208			#390			28	0		0	
Internal Link Dist (ft)		536			986			175			122	
Turn Bay Length (ft)	100											
Base Capacity (vph)	699	1700			1349			945	912		602	
Starvation Cap Reductn	0	1			0			0	0		0	
Spillback Cap Reductn	0	0			0			0	0		0	
Storage Cap Reductn	0	0			0			0	0		0	
Reduced v/c Ratio	0.03	0.34			0.46			0.02	0.05		0.06	

Intersection Summary

Area Type: Other

Cycle Length: 114

Actuated Cycle Length: 56.3






Natural Cycle: 80

Control Type: Actuated-Uncoordinated

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

Queue shown is maximum after two cycles.

Splits and Phases: 3: Valley Central School Exit/Dollar General Driveway & NYS Route 17K



















 Ø1	 Ø2	 Ø4	 Ø8
21 s	36 s	36 s	21 s
 Ø6			
57 s			

2026 Build Traffic Volumes

Saturday Peak Hour

3: Valley Central School Exit/Dollar General Driveway & NYS Route 17K

08/08/2024


















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	530	0	0	550	26	19	0	42	15	0	19
Future Volume (veh/h)	21	530	0	0	550	26	19	0	42	15	0	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No				No				No			
Adj Sat Flow, veh/h/ln	1864	1864	0	0	1909	1909	1847	1847	1847	1864	1939	1864
Adj Flow Rate, veh/h	23	576	0	0	598	28	21	0	46	16	0	21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2	2	2	2
Cap, veh/h	255	989	0	0	679	32	109	0	97	18	0	24
Arrive On Green	0.03	0.53	0.00	0.00	0.38	0.38	0.06	0.00	0.06	0.02	0.00	0.02
Sat Flow, veh/h	1776	1864	0	0	1809	85	1759	0	1565	746	0	979
Grp Volume(v), veh/h	23	576	0	0	0	626	21	0	46	37	0	0
Grp Sat Flow(s),veh/h/ln	1776	1864	0	0	0	1894	1759	0	1565	1725	0	0
Q Serve(g_s), s	0.3	9.9	0.0	0.0	0.0	14.5	0.5	0.0	1.3	1.0	0.0	0.0
Cycle Q Clear(g_c), s	0.3	9.9	0.0	0.0	0.0	14.5	0.5	0.0	1.3	1.0	0.0	0.0
Prop In Lane	1.00		0.00	0.00		0.04	1.00		1.00	0.43		0.57
Lane Grp Cap(c), veh/h	255	989	0	0	0	711	109	0	97	42	0	0
V/C Ratio(X)	0.09	0.58	0.00	0.00	0.00	0.88	0.19	0.00	0.47	0.87	0.00	0.00
Avail Cap(c_a), veh/h	773	2023	0	0	0	1209	1123	0	999	551	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	10.3	7.5	0.0	0.0	0.0	13.7	20.9	0.0	21.3	22.9	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.2	0.0	0.0	0.0	2.0	0.3	0.0	1.3	17.7	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	2.4	0.0	0.0	0.0	4.9	0.2	0.0	0.5	0.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.4	7.7	0.0	0.0	0.0	15.7	21.2	0.0	22.6	40.5	0.0	0.0
LnGrp LOS	B	A				B	C		C	D		
Approach Vol, veh/h	599				626				67			
Approach Delay, s/veh	7.8				15.7				22.2			
Approach LOS	A				B				C			
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	7.3	23.6		8.9		30.9		7.2				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	15.0	30.0		30.0		51.0		15.0				
Max Q Clear Time (g_c+l1), s	2.3	16.5		3.3		11.9		3.0				
Green Ext Time (p_c), s	0.0	1.1		0.1		1.1		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	13.2											
HCM 7th LOS	B											













2026 Build Traffic Volumes

Saturday Peak Hour

4: Valley Central School Entrance/Driveway & NYS Route 17K

08/08/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	551	7	15	572	0	0	0	0	0	0	0
Future Volume (vph)	1	551	7	15	572	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	10	12
Grade (%)		4%			-2%			0%			3%	
Storage Length (ft)	45		0	380		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	86			50			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	0.99		0.99								
Frt		0.998										
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1734	1821	0	1787	1881	0	0	0	0	0	1712	0
Flt Permitted	0.345			0.443								
Satd. Flow (perm)	629	1821	0	833	1881	0	0	0	0	0	1712	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1										
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		976			616			265			123	
Travel Time (s)		16.6			10.5			6.0			2.8	
Confl. Peds. (#/hr)	2		1	1		2						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1	580	7	16	602	0	0	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	1	587	0	16	602	0	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	0.99	0.99	0.99	1.00	1.00	1.00	1.02	1.11	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2					1	2	
Detector Template										Left		
Leading Detector (ft)	42	42		42	42					20	42	
Trailing Detector (ft)	-8	-8		-8	-8					0	-8	
Detector 1 Position(ft)	-8	-8		-8	-8					0	-8	
Detector 1 Size(ft)	6	6		6	6					20	6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex					CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0					0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0					0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0					0.0	0.0	
Detector 2 Position(ft)	2	2		2	2						2	
Detector 2 Size(ft)	40	40		40	40						40	
Detector 2 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex						CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0						0.0	
Turn Type	pm+pt	NA		pm+pt	NA							
Protected Phases	1	6		5	2						4	
Permitted Phases	6			2						4		

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6		5	2					4	4	
Switch Phase												
Minimum Initial (s)	3.0	10.0		5.0	10.0					3.0	3.0	
Minimum Split (s)	9.0	16.0		11.0	16.0					9.0	9.0	
Total Split (s)	21.0	36.0		36.0	51.0					14.0	14.0	
Total Split (%)	24.4%	41.9%		41.9%	59.3%					16.3%	16.3%	
Maximum Green (s)	15.0	30.0		30.0	45.0					8.0	8.0	
Yellow Time (s)	4.0	4.0		4.0	4.0					4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0					2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0						0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0						6.0	
Lead/Lag	Lead	Lead		Lag	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	1.0	2.0		1.0	2.0					1.0	1.0	
Recall Mode	None	Min		None	Min					None	None	
v/c Ratio	0.00	0.34		0.02	0.33							
Control Delay (s/veh)	2.0	1.9		1.5	1.6							
Queue Delay	0.0	0.0		0.0	0.0							
Total Delay (s/veh)	2.0	1.9		1.5	1.6							
Queue Length 50th (ft)	0	0		1	0							
Queue Length 95th (ft)	1	113		4	102							
Internal Link Dist (ft)		896			536			185			43	
Turn Bay Length (ft)	45			380								
Base Capacity (vph)	954	1552		1542	1806							
Starvation Cap Reductn	0	0		0	0							
Spillback Cap Reductn	0	0		0	0							
Storage Cap Reductn	0	0		0	0							
Reduced v/c Ratio	0.00	0.38		0.01	0.33							

Intersection Summary

Area Type: Other

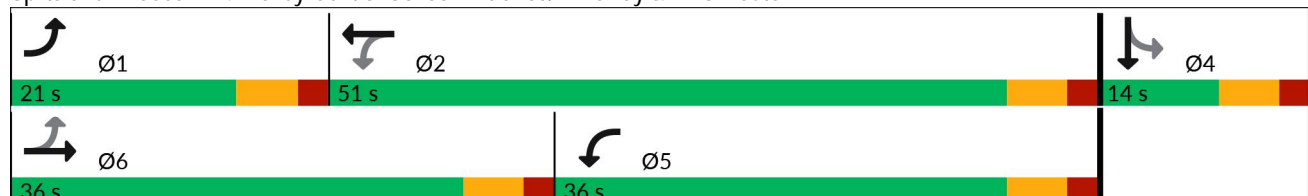
Cycle Length: 86

Actuated Cycle Length: 38.2

Natural Cycle: 50

Control Type: Actuated-Uncoordinated

Splits and Phases: 4: Valley Central School Entrance/Driveway & NYS Route 17K




















2026 Build Traffic Volumes

Saturday Peak Hour

4: Valley Central School Entrance/Driveway & NYS Route 17K

08/08/2024

















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	551	7	15	572	0	0	0	0	0	0	0
Future Volume (veh/h)	1	551	7	15	572	0	0	0	0	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	0.98		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1776	1776	1776	1949	1949	1949				1817	1817	1817
Adj Flow Rate, veh/h	1	580	7	16	602	0				0	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2				2	2	2
Cap, veh/h	430	708	9	592	924	0				0	6	0
Arrive On Green	0.10	0.40	0.40	0.17	0.47	0.00				0.00	0.00	0.00
Sat Flow, veh/h	1692	1751	21	1856	1949	0				0	1817	0
Grp Volume(v), veh/h	1	0	587	16	602	0				0	0	0
Grp Sat Flow(s),veh/h/ln	1692	0	1772	1856	1949	0				0	1817	0
Q Serve(g_s), s	0.0	0.0	8.4	0.0	6.7	0.0				0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	8.4	0.0	6.7	0.0				0.0	0.0	0.0
Prop In Lane	1.00		0.01	1.00		0.00				0.00		0.00
Lane Grp Cap(c), veh/h	430	0	716	592	924	0				0	6	0
V/C Ratio(X)	0.00	0.00	0.82	0.03	0.65	0.00				0.00	0.00	0.00
Avail Cap(c_a), veh/h	1144	0	1867	2224	3080	0				0	511	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00				0.00	0.00	0.00
Uniform Delay (d), s/veh	8.1	0.0	7.6	9.4	5.7	0.0				0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.9	0.0	0.3	0.0				0.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	1.4	0.1	0.8	0.0				0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	8.1	0.0	8.5	9.5	6.0	0.0				0.0	0.0	0.0
LnGrp LOS	A		A	A	A							
Approach Vol, veh/h		588			618						0	
Approach Delay, s/veh		8.5			6.1						0.0	
Approach LOS		A			A							
Timer - Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	9.0	19.5		0.0	11.0	17.5						
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0						
Max Green Setting (Gmax), s	15.0	45.0		8.0	30.0	30.0						
Max Q Clear Time (g_c+l1), s	2.0	8.7		0.0	2.0	10.4						
Green Ext Time (p_c), s	0.0	1.2		0.0	0.0	1.1						
Intersection Summary												
HCM 7th Control Delay, s/veh			7.2									
HCM 7th LOS			A									













2026 Build Traffic Volumes

Saturday Peak Hour

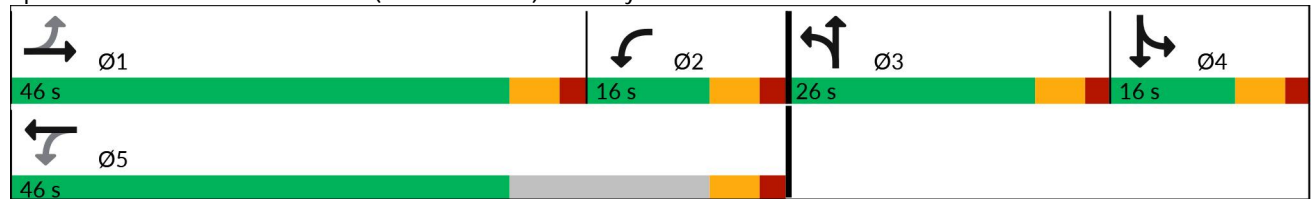
5: Union Street (NYS Route 211)/Driveway & NYS Route 17K

08/08/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	331	153	149	357	0	190	0	129	0	2	0
Future Volume (vph)	0	331	153	149	357	0	190	0	129	0	2	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	13	12	12	11	12	12	11	12
Grade (%)		4%			-5%			-2%			3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			0.99			0.99				
Frt		0.957						0.945				
Flt Protected					0.985			0.971				
Satd. Flow (prot)	0	1735	0	0	1943	0	0	1669	0	0	1774	0
Flt Permitted					0.594			0.971				
Satd. Flow (perm)	0	1735	0	0	1172	0	0	1667	0	0	1774	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		26						157				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		540			962			1646			119	
Travel Time (s)		12.3			21.9			37.4			2.7	
Confl. Peds. (#/hr)			2	2			1					1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	364	168	164	392	0	209	0	142	0	2	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	532	0	0	556	0	0	351	0	0	2	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	0.97	0.93	0.97	0.99	1.03	0.99	1.02	1.07	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	3		1	2	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	42		20	42		20	84		20	42	
Trailing Detector (ft)	0	-8		0	-8		0	-8		0	-8	
Detector 1 Position(ft)	0	-8		0	-8		0	-8		0	-8	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		2			2			2			2	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Detector 3 Position(ft)								44				
Detector 3 Size(ft)								40				
Detector 3 Type								CI+Ex				
Detector 3 Channel												
Detector 3 Extend (s)								0.0				
Turn Type		NA		pm+pt	NA		Split	NA			NA	




												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		1		2	5		3	3		4	4	
Permitted Phases	1			5								
Detector Phase	1	1		2	5		3	3		4	4	
Switch Phase												
Minimum Initial (s)	10.0	10.0		3.0	10.0		5.0	5.0		3.0	3.0	
Minimum Split (s)	16.0	16.0		9.0	16.0		11.0	11.0		9.0	9.0	
Total Split (s)	46.0	46.0		16.0	46.0		26.0	26.0		16.0	16.0	
Total Split (%)	44.2%	44.2%		15.4%	44.2%		25.0%	25.0%		15.4%	15.4%	
Maximum Green (s)	40.0	40.0		10.0	40.0		20.0	20.0		10.0	10.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag	Lead	Lead		Lag			Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes	Yes	
Vehicle Extension (s)	4.0	4.0		2.0	4.0		2.0	2.0		1.0	1.0	
Recall Mode	Min	Min		None	Min		None	None		None	None	
Walk Time (s)					7.0			7.0				
Flash Dont Walk (s)					16.0			16.0				
Pedestrian Calls (#/hr)					0			0				
Act Effct Green (s)		40.5			40.5			13.4			3.8	
Actuated g/C Ratio		0.60			0.60			0.20			0.06	
v/c Ratio		0.50			0.79			0.76			0.02	
Control Delay (s/veh)		11.3			24.1			26.1			35.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		11.3			24.1			26.1			35.0	
LOS		B			C			C			C	
Approach Delay (s/veh)		11.3			24.1			26.2			35.0	
Approach LOS		B			C			C			C	
Queue Length 50th (ft)		98			144			70			1	
Queue Length 95th (ft)		285			#485			182			8	
Internal Link Dist (ft)		460			882			1566			39	
Turn Bay Length (ft)												
Base Capacity (vph)		1047			981			609			265	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.51			0.57			0.58			0.01	
Intersection Summary												
Area Type:	Other											
Cycle Length: 104												
Actuated Cycle Length: 67.7												
Natural Cycle: 75												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.79												
Intersection Signal Delay (s/veh): 19.9						Intersection LOS: B						
Intersection Capacity Utilization 93.9%						ICU Level of Service F						
Analysis Period (min) 15												
# 95th percentile volume exceeds capacity, queue may be longer.												
Queue shown is maximum after two cycles.												

Splits and Phases: 5: Union Street (NYS Route 211)/Driveway & NYS Route 17K



2026 Build Traffic Volumes
6: Site Access & NYS Route 17K

Saturday Peak Hour
08/08/2024




	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	538	44	102	515	45	89
Future Volume (vph)	538	44	102	515	45	89
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.990				0.910	
Flt Protected				0.992	0.984	
Satd. Flow (prot)	1844	0	0	1848	1668	0
Flt Permitted				0.992	0.984	
Satd. Flow (perm)	1844	0	0	1848	1668	0
Link Speed (mph)	55			55	30	
Link Distance (ft)	655			2524	419	
Travel Time (s)	8.1			31.3	9.5	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	578	47	110	554	48	96
Shared Lane Traffic (%)						
Lane Group Flow (vph)	625	0	0	664	144	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

2026 Build Traffic Volumes
6: Site Access & NYS Route 17K

Saturday Peak Hour
08/08/2024

Intersection

Int Delay, s/veh 4.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	538	44	102	515	45	89
Future Vol, veh/h	538	44	102	515	45	89
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	578	47	110	554	48	96

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	626
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	956
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	956
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.53	34.75
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	260	-	-	298	-
HCM Lane V/C Ratio	0.554	-	-	0.115	-
HCM Control Delay (s/veh)	34.7	-	-	9.3	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	3.1	-	-	0.4	-






2026 Build Traffic Volumes (W/Improvements)
6: Site Access & NYS Route 17K

Saturday Peak Hour
08/09/2024

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↰		↰	↰	↰	
Traffic Volume (vph)	538	44	102	515	45	89
Future Volume (vph)	538	44	102	515	45	89
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	12	12	12
Storage Length (ft)		0	100		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.990				0.910	
Flt Protected			0.950		0.984	
Satd. Flow (prot)	1844	0	1711	1863	1668	0
Flt Permitted			0.950		0.984	
Satd. Flow (perm)	1844	0	1711	1863	1668	0
Link Speed (mph)	55			55	30	
Link Distance (ft)	655			2524	419	
Travel Time (s)	8.1			31.3	9.5	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	578	47	110	554	48	96
Shared Lane Traffic (%)						
Lane Group Flow (vph)	625	0	110	554	144	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.04	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

2026 Build Traffic Volumes (W/Improvements)
6: Site Access & NYS Route 17K

Saturday Peak Hour
08/09/2024

Intersection						
Int Delay, s/veh	4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	538	44	102	515	45	89
Future Vol, veh/h	538	44	102	515	45	89
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	578	47	110	554	48	96
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	626	0	1375	602
Stage 1	-	-	-	-	602	-
Stage 2	-	-	-	-	773	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	956	-	160	500
Stage 1	-	-	-	-	547	-
Stage 2	-	-	-	-	455	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	956	-	142	500
Mov Cap-2 Maneuver	-	-	-	-	142	-
Stage 1	-	-	-	-	547	-
Stage 2	-	-	-	-	403	-
Approach	EB	WB		NB		
HCM Control Delay, s/v	0	1.53		32.54		
HCM LOS	D					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	270	-	-	956	-	
HCM Lane V/C Ratio	0.533	-	-	0.115	-	
HCM Control Delay (s/veh)	32.5	-	-	9.3	-	
HCM Lane LOS	D	-	-	A	-	
HCM 95th %tile Q(veh)	2.9	-	-	0.4	-	

Traffic Impact Study

Appendix E | Traffic Count Volume Data

NYS Route 17K at NYS Route 208

Colliers Engineering & Design

400 Columbus Avenue Suite 180 E
Valhalla, NY, 10595

Accelerating Success

File Name : 1-_NYS_RT_17K_&_NYS_RT_208-THU_1028459_01-05-2023

Site Code :

Start Date : 1/5/2023

Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

	NYS RT 208 From North					NYS RT 17K From East					NYS RT 208 From South					NYS RT 17K From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:00 AM	2	38	4	0	44	1	23	9	0	33	4	15	6	0	25	24	32	2	0	58	160
06:15 AM	12	58	7	0	77	1	32	14	0	47	2	20	9	0	31	32	36	3	0	71	226
06:30 AM	25	72	7	0	104	1	40	16	0	57	7	24	23	0	54	39	49	1	0	89	304
06:45 AM	76	53	4	0	133	1	68	26	0	95	9	39	46	0	94	38	51	19	0	108	430
Total	115	221	22	0	358	4	163	65	0	232	22	98	84	0	204	133	168	25	0	326	1120
07:00 AM	36	69	6	0	111	5	43	15	0	63	13	36	23	0	72	35	53	30	0	118	364
07:15 AM	29	74	5	0	108	7	50	27	0	84	20	32	24	0	76	42	80	30	0	152	420
07:30 AM	25	76	10	0	111	1	55	34	0	90	18	25	34	0	77	41	58	12	0	111	389
07:45 AM	53	93	12	0	158	9	65	28	0	102	18	50	50	0	118	40	64	28	0	132	510
Total	143	312	33	0	488	22	213	104	0	339	69	143	131	0	343	158	255	100	0	513	1683
08:00 AM	26	76	10	0	112	7	39	23	0	69	15	37	20	0	72	58	72	23	0	153	406
08:15 AM	20	60	11	0	91	9	62	24	0	95	19	55	21	0	95	37	64	9	0	110	391
08:30 AM	10	73	17	0	100	6	45	20	0	71	20	54	33	0	107	50	69	16	0	135	413
08:45 AM	20	68	23	0	111	17	51	29	0	97	38	30	39	0	107	39	88	16	0	143	458
Total	76	277	61	0	414	39	197	96	0	332	92	176	113	0	381	184	293	64	0	541	1668
Grand Total	334	810	116	0	1260	65	573	265	0	903	183	417	328	0	928	475	716	189	0	1380	4471
Apprch %	26.5	64.3	9.2	0		7.2	63.5	29.3	0		19.7	44.9	35.3	0		34.4	51.9	13.7	0		
Total %	7.5	18.1	2.6	0	28.2	1.5	12.8	5.9	0	20.2	4.1	9.3	7.3	0	20.8	10.6	16	4.2	0	30.9	
Lights	298	760	101	0	1159	48	516	253	0	817	169	364	278	0	811	441	668	169	0	1278	4065
% Lights	89.2	93.8	87.1	0	92	73.8	90.1	95.5	0	90.5	92.3	87.3	84.8	0	87.4	92.8	93.3	89.4	0	92.6	90.9
Buses	25	18	5	0	48	11	20	6	0	37	7	15	13	0	35	23	28	13	0	64	184
% Buses	7.5	2.2	4.3	0	3.8	16.9	3.5	2.3	0	4.1	3.8	3.6	4	0	3.8	4.8	3.9	6.9	0	4.6	4.1
Trucks	11	32	10	0	53	6	37	6	0	49	7	38	37	0	82	11	20	7	0	38	222
% Trucks	3.3	4	8.6	0	4.2	9.2	6.5	2.3	0	5.4	3.8	9.1	11.3	0	8.8	2.3	2.8	3.7	0	2.8	5
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Colliers Engineering & Design

400 Columbus Avenue Suite 180 E

Valhalla, NY, 10595

Accelerating Success

File Name : 1-_NYS_RT_17K_&_NYS_RT_208-THU_1028459_01-05-2023

Site Code :

Start Date : 1/5/2023

Page No : 2

[illegible]

Colliers Engineering & Design

400 Columbus Avenue Suite 180 E

Valhalla, NY, 10595

Accelerating Success

File Name : 1- NYS_RT_17K & NYS_RT_208-THU_1028459_01-05-2023

Site Code :

Start Date : 1/5/2023

Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

	NYS RT 208 From North					NYS RT 17K From East					NYS RT 208 From South					NYS RT 17K From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:00 PM	16	45	8	0	69	14	59	12	0	85	16	60	29	0	105	63	76	39	0	178	437
02:15 PM	23	50	20	0	93	4	67	31	0	102	15	53	39	0	107	36	65	28	0	129	431
02:30 PM	20	48	14	0	82	14	79	43	0	136	25	64	37	0	126	49	69	23	0	141	485
02:45 PM	33	58	14	0	105	17	62	20	0	99	27	63	47	0	137	47	70	35	0	152	493
Total	92	201	56	0	349	49	267	106	0	422	83	240	152	0	475	195	280	125	0	600	1846
03:00 PM	18	57	10	0	85	9	51	37	0	97	29	77	50	0	156	68	92	28	0	188	526
03:15 PM	13	64	18	0	95	20	68	29	0	117	29	81	55	0	165	45	68	16	0	129	506
03:30 PM	18	65	10	0	93	43	85	67	0	195	27	76	45	0	148	62	59	28	0	149	585
03:45 PM	14	54	15	0	83	8	69	48	0	125	24	95	51	0	170	40	66	28	0	134	512
Total	63	240	53	0	356	80	273	181	0	534	109	329	201	0	639	215	285	100	0	600	2129
04:00 PM	28	100	11	0	139	13	78	45	0	136	31	103	44	0	178	46	47	16	0	109	562
04:15 PM	22	61	6	0	89	14	63	27	0	104	36	83	47	0	166	36	64	17	0	117	476
04:30 PM	27	57	15	0	99	7	92	38	0	137	25	65	44	0	134	31	60	16	0	107	477
04:45 PM	26	59	11	0	96	15	89	30	0	134	24	74	49	0	147	40	57	27	0	124	501
Total	103	277	43	0	423	49	322	140	0	511	116	325	184	0	625	153	228	76	0	457	2016
05:00 PM	16	49	12	0	77	13	89	37	0	139	35	78	62	0	175	32	65	28	1	126	517
05:15 PM	26	56	8	0	90	14	75	37	0	126	29	110	55	0	194	32	63	20	0	115	525
05:30 PM	25	58	8	0	91	9	86	33	0	128	21	88	54	0	163	48	67	26	0	141	523
05:45 PM	22	35	7	0	64	13	77	26	0	116	28	60	37	0	125	42	57	24	0	123	428
Total	89	198	35	0	322	49	327	133	0	509	113	336	208	0	657	154	252	98	1	505	1993
06:00 PM	9	39	4	0	52	5	50	23	0	78	20	73	37	0	130	56	40	30	0	126	386
06:15 PM	13	68	8	0	89	13	55	22	0	90	15	61	34	0	110	14	44	12	0	70	359
06:30 PM	10	47	4	0	61	7	37	24	0	68	21	53	22	0	96	22	38	17	0	77	302
06:45 PM	15	29	5	0	49	5	36	12	0	53	5	51	34	0	90	22	41	18	0	81	273
Total	47	183	21	0	251	30	178	81	0	289	61	238	127	0	426	114	163	77	0	354	1320
Grand Total	394	1099	208	0	1701	257	1367	641	0	2265	482	1468	872	0	2822	831	1208	476	1	2516	9304
Apprch %	23.2	64.6	12.2	0		11.3	60.4	28.3	0		17.1	52	30.9	0		33	48	18.9	0		
Total %	4.2	11.8	2.2	0	18.3	2.8	14.7	6.9	0	24.3	5.2	15.8	9.4	0	30.3	8.9	13	5.1	0	27	
Lights	377	1050	194	0	1621	240	1311	612	0	2163	454	1421	838	0	2713	781	1140	447	0	2368	8865
% Lights	95.7	95.5	93.3	0	95.3	93.4	95.9	95.5	0	95.5	94.2	96.8	96.1	0	96.1	94	94.4	93.9	0	94.1	95.3
Buses	11	15	2	0	28	9	22	7	0	38	15	15	14	0	44	19	32	25	0	76	186
% Buses	2.8	1.4	1	0	1.6	3.5	1.6	1.1	0	1.7	3.1	1	1.6	0	1.6	2.3	2.6	5.3	0	3	2
Trucks	6	34	12	0	52	8	34	22	0	64	13	32	20	0	65	31	36	4	0	71	252
% Trucks	1.5	3.1	5.8	0	3.1	3.1	2.5	3.4	0	2.8	2.7	2.2	2.3	0	2.3	3.7	3	0.8	0	2.8	2.7
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0

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File Name : 1-_NYS_RT_17K_&_NYS_RT_208-SAT_1028460_01-07-2023

Site Code :

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Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

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NYS Route 17K at Bailey Road

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Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

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Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

	BAILAY RD From North					NYS RT 17K From East					From South					NYS RT 17K From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:00 PM	1	0	0	0	1	3	109	0	0	112	0	0	0	0	0	0	178	5	0	183	296
02:15 PM	1	0	1	0	2	4	117	0	0	121	0	0	0	0	0	0	121	5	0	126	249
02:30 PM	4	0	9	1	14	6	129	0	0	135	0	0	0	0	0	0	132	5	0	137	286
02:45 PM	6	0	3	0	9	6	124	0	0	130	0	0	0	0	0	0	147	5	0	152	291
Total	12	0	13	1	26	19	479	0	0	498	0	0	0	0	0	0	578	20	0	598	1122
03:00 PM	7	0	6	0	13	7	108	0	0	115	0	0	0	0	0	0	190	9	0	199	327
03:15 PM	6	0	4	0	10	6	126	0	0	132	0	0	0	0	0	0	113	6	0	119	261
03:30 PM	3	0	5	0	8	10	127	0	0	137	0	0	0	0	0	0	148	6	0	154	299
03:45 PM	4	0	6	0	10	6	108	0	0	114	0	0	0	0	0	0	129	2	0	131	255
Total	20	0	21	0	41	29	469	0	0	498	0	0	0	0	0	0	580	23	0	603	1142
04:00 PM	8	0	1	0	9	9	140	0	0	149	0	0	0	0	0	0	93	6	0	99	257
04:15 PM	4	0	6	0	10	7	128	0	0	135	0	0	0	0	0	0	115	8	0	123	268
04:30 PM	5	0	3	0	8	8	153	0	0	161	0	0	0	0	0	0	106	5	0	111	280
04:45 PM	8	0	9	0	17	5	153	0	0	158	0	0	0	0	0	0	115	7	0	122	297
Total	25	0	19	0	44	29	574	0	0	603	0	0	0	0	0	0	429	26	0	455	1102
05:00 PM	6	0	3	0	9	8	165	0	0	173	0	0	0	0	0	0	108	6	0	114	296
05:15 PM	7	0	3	0	10	9	151	0	0	160	0	0	0	0	0	0	111	7	0	118	288
05:30 PM	5	0	1	0	6	10	149	0	0	159	0	0	0	0	0	0	127	6	0	133	298
05:45 PM	7	0	5	0	12	4	135	0	0	139	0	0	0	0	0	0	115	4	0	119	270
Total	25	0	12	0	37	31	600	0	0	631	0	0	0	0	0	0	461	23	0	484	1152
06:00 PM	3	0	3	0	6	3	87	0	0	90	0	0	0	0	0	0	111	5	0	116	212
06:15 PM	6	0	3	0	9	6	91	0	0	97	0	0	0	0	0	0	70	1	0	71	177
06:30 PM	2	0	3	0	5	0	73	0	0	73	0	0	0	0	0	0	71	2	0	73	151
06:45 PM	2	0	1	0	3	4	76	0	0	80	0	0	0	0	0	0	73	5	0	78	161
Total	13	0	10	0	23	13	327	0	0	340	0	0	0	0	0	0	325	13	0	338	701
Grand Total	95	0	75	1	171	121	2449	0	0	2570	0	0	0	0	0	0	2373	105	0	2478	5219
Apprch %	55.6	0	43.9	0.6		4.7	95.3	0	0		0	0	0	0		0	95.8	4.2	0		
Total %	1.8	0	1.4	0	3.3	2.3	46.9	0	0	49.2	0	0	0	0	0	0	45.5	2	0	47.5	
Lights	94	0	72	0	166	115	2345	0	0	2460	0	0	0	0	0	0	2225	101	0	2326	4952
% Lights	98.9	0	96	0	97.1	95	95.8	0	0	95.7	0	0	0	0	0	0	93.8	96.2	0	93.9	94.9
Buses	1	0	1	0	2	2	45	0	0	47	0	0	0	0	0	0	74	2	0	76	125
% Buses	1.1	0	1.3	0	1.2	1.7	1.8	0	0	1.8	0	0	0	0	0	0	3.1	1.9	0	3.1	2.4
Trucks	0	0	2	0	2	4	59	0	0	63	0	0	0	0	0	0	74	2	0	76	141
% Trucks	0	0	2.7	0	1.2	3.3	2.4	0	0	2.5	0	0	0	0	0	0	3.1	1.9	0	3.1	2.7
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Pedestrians	0	0	0	100	0.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

	BAILEY RD From North					NYS RT 17K From East					From South					NYS RT 17K From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	3	0	6	0	9	6	82	0	0	88	0	0	0	0	0	0	73	2	0	75	172
11:15 AM	6	0	3	0	9	9	80	0	0	89	0	0	0	0	0	0	85	2	0	87	185
11:30 AM	1	0	5	0	6	2	74	0	0	76	0	0	0	0	0	0	85	5	0	90	172
11:45 AM	9	0	9	0	18	4	114	0	0	118	0	0	0	0	0	0	70	4	0	74	210
Total	19	0	23	0	42	21	350	0	0	371	0	0	0	0	0	0	313	13	0	326	739
12:00 PM	6	0	3	0	9	3	106	0	0	109	0	0	0	0	0	0	114	3	0	117	235
12:15 PM	4	0	3	0	7	5	108	0	0	113	0	0	0	0	0	0	108	3	0	111	231
12:30 PM	4	0	8	0	12	2	117	0	0	119	0	0	0	0	0	0	120	4	0	124	255
12:45 PM	4	0	4	0	8	5	114	0	0	119	0	0	0	0	0	0	98	1	0	99	226
Total	18	0	18	0	36	15	445	0	0	460	0	0	0	0	0	0	440	11	0	451	947
01:00 PM	0	0	4	0	4	4	83	0	0	87	0	0	0	0	0	0	92	3	0	95	186
01:15 PM	0	0	3	0	3	3	128	0	0	131	0	0	0	0	0	0	72	3	0	75	209
01:30 PM	2	0	4	0	6	3	81	0	0	84	0	0	0	0	0	0	92	1	0	93	183
01:45 PM	4	0	1	1	6	3	91	0	0	94	0	0	0	0	0	0	90	6	0	96	196
Total	6	0	12	1	19	13	383	0	0	396	0	0	0	0	0	0	346	13	0	359	774
Grand Total	43	0	53	1	97	49	1178	0	0	1227	0	0	0	0	0	0	1099	37	0	1136	2460
Apprch %	44.3	0	54.6	1		4	96	0	0		0	0	0	0		0	96.7	3.3	0		
Total %	1.7	0	2.2	0	3.9	2	47.9	0	0	49.9	0	0	0	0	0	0	44.7	1.5	0	46.2	
Lights	43	0	53	0	96	48	1152	0	0	1200	0	0	0	0	0	0	1082	37	0	1119	2415
% Lights	100	0	100	0	99	98	97.8	0	0	97.8	0	0	0	0	0	0	98.5	100	0	98.5	98.2
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	0	0	0.1	0
Trucks	0	0	0	0	0	1	26	0	0	27	0	0	0	0	0	0	16	0	0	16	43
% Trucks	0	0	0	0	0	2	2.2	0	0	2.2	0	0	0	0	0	0	1.5	0	0	1.4	1.7
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Pedestrians	0	0	0	100	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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File Name : 2-_NYS_RT_17K_&_BAILEY_RD-SAT_1028462_01-07-2023

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Start Date : 1/7/2023

Page No : 2

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NYS Route 17K at Valley Central School Exit Driveway/Dollar General

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File Name : 3-_NYS_RT_17K_&_HIGH_SCHOOL__DOLLAR_GEN_DRVWY-THU_1028463_01-05-2023

Site Code :

Start Date : 1/5/2023

Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

	DOLLAR GENERAL DRVWY From North					NYS RT 17K From East					HIGH SCHOOL DRVWY From South					NYS RT 17K From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:00 AM	0	0	0	0	0	0	27	0	0	27	0	0	0	0	0	0	51	0	0	51	78
06:15 AM	0	0	0	0	0	0	51	0	0	51	1	0	1	0	2	0	68	0	0	68	121
06:30 AM	0	0	0	0	0	0	73	0	0	73	4	0	5	0	9	0	80	0	1	81	163
06:45 AM	0	0	0	0	0	1	141	0	0	142	25	0	6	0	31	0	72	1	2	75	248
Total	0	0	0	0	0	1	292	0	0	293	30	0	12	0	42	0	271	1	3	275	610
07:00 AM	1	0	1	0	2	2	148	0	0	150	84	0	36	0	120	0	37	0	0	37	309
07:15 AM	0	0	0	0	0	0	111	0	0	111	68	0	35	0	103	0	87	0	0	87	301
07:30 AM	0	0	0	0	0	2	94	0	0	96	19	0	8	0	27	0	96	0	0	96	219
07:45 AM	2	0	1	0	3	0	167	0	0	167	57	0	45	0	102	0	74	2	0	76	348
Total	3	0	2	0	5	4	520	0	0	524	228	0	124	0	352	0	294	2	0	296	1177
08:00 AM	1	0	1	0	2	0	117	0	0	117	63	2	31	0	96	0	83	0	0	83	298
08:15 AM	0	0	0	0	0	1	76	0	0	77	8	0	8	0	16	0	101	0	0	101	194
08:30 AM	1	0	2	0	3	2	89	0	0	91	11	0	1	0	12	0	125	0	0	125	231
08:45 AM	1	0	0	0	1	3	108	0	0	111	9	0	4	0	13	0	135	0	0	135	260
Total	3	0	3	0	6	6	390	0	0	396	91	2	44	0	137	0	444	0	0	444	983
Grand Total	6	0	5	0	11	11	1202	0	0	1213	349	2	180	0	531	0	1009	3	3	1015	2770
Apprch %	54.5	0	45.5	0		0.9	99.1	0	0		65.7	0.4	33.9	0		0	99.4	0.3	0.3		
Total %	0.2	0	0.2	0	0.4	0.4	43.4	0	0	43.8	12.6	0.1	6.5	0	19.2	0	36.4	0.1	0.1	36.6	
Lights	6	0	4	0	10	10	1070	0	0	1080	292	2	156	0	450	0	962	2	0	964	2504
% Lights	100	0	80	0	90.9	90.9	89	0	0	89	83.7	100	86.7	0	84.7	0	95.3	66.7	0	95	90.4
Buses	0	0	0	0	0	0	56	0	0	56	53	0	24	0	77	0	11	0	0	11	144
% Buses	0	0	0	0	0	0	4.7	0	0	4.6	15.2	0	13.3	0	14.5	0	1.1	0	0	1.1	5.2
Trucks	0	0	1	0	1	1	76	0	0	77	4	0	0	0	4	0	36	1	0	37	119
% Trucks	0	0	20	0	9.1	9.1	6.3	0	0	6.3	1.1	0	0	0	0.8	0	3.6	33.3	0	3.6	4.3
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0.3	0.1

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File Name : 3-_NYS_RT_17K_&_HIGH_SCHOOL__DOLLAR_GEN_DRVWY-THU_1028463_01-05-2023

Site Code :

Start Date : 1/5/2023

Page No : 2

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Accelerating Success

File Name : 3-_NYS_RT_17K_&_HIGH_SCHOOL__DOLLAR_GEN_DRVWY-THU_1028463_01-05-2023

Site Code :

Start Date : 1/5/2023

Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

	DOLLAR GENERAL DRVWY From North					NYS RT 17K From East					HIGH SCHOOL DRVWY From South					NYS RT 17K From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:00 PM	5	0	3	0	8	3	101	0	0	104	113	0	62	0	175	0	69	3	17	89	376
02:15 PM	2	0	1	0	3	4	115	0	0	119	30	0	21	0	51	0	94	4	6	104	277
02:30 PM	5	0	3	1	9	3	135	0	0	138	34	0	16	0	50	0	106	2	14	122	319
02:45 PM	3	0	2	0	5	0	128	0	0	128	82	0	39	0	121	0	63	2	12	77	331
Total	15	0	9	1	25	10	479	0	0	489	259	0	138	0	397	0	332	11	49	392	1303
03:00 PM	7	0	4	0	11	4	100	0	0	104	78	2	54	0	134	0	114	7	1	122	371
03:15 PM	5	0	6	0	11	7	135	0	0	142	15	0	8	0	23	0	104	6	0	110	286
03:30 PM	3	0	4	0	7	7	123	0	0	130	27	0	16	0	43	0	115	4	0	119	299
03:45 PM	9	0	2	0	11	4	106	0	0	110	20	0	9	0	29	0	116	2	1	119	269
Total	24	0	16	0	40	22	464	0	0	486	140	2	87	0	229	0	449	19	2	470	1225
04:00 PM	5	0	3	0	8	8	150	0	0	158	18	1	13	0	32	0	80	1	1	82	280
04:15 PM	6	0	6	0	12	5	129	0	0	134	12	0	6	0	18	0	104	2	0	106	270
04:30 PM	4	0	2	0	6	3	135	0	0	138	7	0	6	1	14	0	97	1	1	99	257
04:45 PM	6	0	4	0	10	7	162	0	0	169	26	1	11	0	38	0	96	2	0	98	315
Total	21	0	15	0	36	23	576	0	0	599	63	2	36	1	102	0	377	6	2	385	1122
05:00 PM	6	0	2	0	8	10	163	0	0	173	32	0	26	0	58	0	84	3	1	88	327
05:15 PM	9	0	2	0	11	3	152	0	0	155	25	0	16	0	41	0	86	3	1	90	297
05:30 PM	7	0	5	0	12	6	153	0	0	159	30	1	22	0	53	0	103	5	1	109	333
05:45 PM	5	0	1	0	6	3	132	0	0	135	33	1	10	0	44	0	87	5	0	92	277
Total	27	0	10	0	37	22	600	0	0	622	120	2	74	0	196	0	360	16	3	379	1234
06:00 PM	9	0	6	0	15	3	92	0	0	95	30	0	35	0	65	0	82	3	0	85	260
06:15 PM	3	0	1	0	4	1	99	0	0	100	6	0	4	0	10	0	63	3	1	67	181
06:30 PM	1	0	4	0	5	1	71	0	0	72	5	0	7	1	13	0	59	2	1	62	152
06:45 PM	0	0	2	0	2	0	82	0	0	82	9	0	7	0	16	0	71	1	0	72	172
Total	13	0	13	0	26	5	344	0	0	349	50	0	53	1	104	0	275	9	2	286	765
Grand Total	100	0	63	1	164	82	2463	0	0	2545	632	6	388	2	1028	0	1793	61	58	1912	5649
Apprch %	61	0	38.4	0.6		3.2	96.8	0	0		61.5	0.6	37.7	0.2		0	93.8	3.2	3		
Total %	1.8	0	1.1	0	2.9	1.5	43.6	0	0	45.1	11.2	0.1	6.9	0	18.2	0	31.7	1.1	1	33.8	
Lights	97	0	61	0	158	80	2355	0	0	2435	578	6	352	0	936	0	1696	60	0	1756	5285
% Lights	97	0	96.8	0	96.3	97.6	95.6	0	0	95.7	91.5	100	90.7	0	91.1	0	94.6	98.4	0	91.8	93.6
Buses	2	0	1	0	3	2	47	0	0	49	52	0	35	0	87	0	24	0	0	24	163
% Buses	2	0	1.6	0	1.8	2.4	1.9	0	0	1.9	8.2	0	9	0	8.5	0	1.3	0	0	1.3	2.9
Trucks	1	0	1	0	2	0	61	0	0	61	2	0	1	0	3	0	73	1	0	74	140
% Trucks	1	0	1.6	0	1.2	0	2.5	0	0	2.4	0.3	0	0.3	0	0.3	0	4.1	1.6	0	3.9	2.5
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	1	1	0	0	0	0	0	0	0	0	2	2	0	0	0	58	58	61
% Pedestrians	0	0	0	100	0.6	0	0	0	0	0	0	0	0	100	0.2	0	0	0	100	3	1.1

Colliers Engineering & Design

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Accelerating Success

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Accelerating Success

File Name : 3-_NYS_RT_17K_&_HIGH_SCHOOL__DOLLAR_GEN_DRVWY-THU_1028463_01-05-2023

Site Code :

Start Date : 1/5/2023

Page No : 3

	DOLLAR GENERAL DRVWY From North					NYS RT 17K From East					HIGH SCHOOL DRVWY From South					NYS RT 17K From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 02:30 PM																					
02:30 PM	5	0	3	1	9	3	135	0	0	138	34	0	16	0	50	0	106	2	14	122	319
02:45 PM	3	0	2	0	5	0	128	0	0	128	82	0	39	0	121	0	63	2	12	77	331
03:00 PM	7	0	4	0	11	4	100	0	0	104	78	2	54	0	134	0	114	7	1	122	371
03:15 PM	5	0	6	0	11	7	135	0	0	142	15	0	8	0	23	0	104	6	0	110	286
Total Volume	20	0	15	1	36	14	498	0	0	512	209	2	117	0	328	0	387	17	27	431	1307
% App. Total	55.6	0	41.7	2.8		2.7	97.3	0	0		63.7	0.6	35.7	0		0	89.8	3.9	6.3		
PHF	.714	.000	.625	.250	.818	.500	.922	.000	.000	.901	.637	.250	.542	.000	.612	.000	.849	.607	.482	.883	.881
Lights	19	0	14	0	33	13	458	0	0	471	186	2	102	0	290	0	355	16	0	371	1165
% Lights	95.0	0	93.3	0	91.7	92.9	92.0	0	0	92.0	89.0	100	87.2	0	88.4	0	91.7	94.1	0	86.1	89.1
Buses	1	0	0	0	1	1	21	0	0	22	23	0	15	0	38	0	14	0	0	14	75
% Buses	5.0	0	0	0	2.8	7.1	4.2	0	0	4.3	11.0	0	12.8	0	11.6	0	3.6	0	0	3.2	5.7
Trucks	0	0	1	0	1	0	19	0	0	19	0	0	0	0	0	0	18	1	0	19	39
% Trucks	0	0	6.7	0	2.8	0	3.8	0	0	3.7	0	0	0	0	0	0	4.7	5.9	0	4.4	3.0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	27	27	28
% Pedestrians	0	0	0	100	2.8	0	0	0	0	0	0	0	0	0	0	0	0	0	100	6.3	2.1

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Accelerating Success

File Name : 3-_NYS_RT_17K_&_HIGH_SCHOOL_DOLLAR_GEN_DRVWY-SAT_1028464_01-07-2023

Site Code :

Start Date : 1/7/2023

Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

	DOLLAR GENERAL DRVWY From North					NYS RT 17K From East					HIGH SCHOOL DRVWY From South					NYS RT 17K From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	4	0	1	0	5	3	82	0	0	85	3	0	2	0	5	0	73	4	0	77	172
11:15 AM	7	0	0	0	7	6	80	0	0	86	3	1	3	0	7	0	80	2	0	82	182
11:30 AM	5	0	3	0	8	3	74	0	0	77	1	0	2	0	3	0	82	4	0	86	174
11:45 AM	1	0	3	0	4	3	119	0	0	122	0	1	1	0	2	0	74	6	0	80	208
Total	17	0	7	0	24	15	355	0	0	370	7	2	8	0	17	0	309	16	0	325	736
12:00 PM	6	0	2	0	8	4	101	0	0	105	9	0	7	0	16	0	102	3	0	105	234
12:15 PM	1	0	3	0	4	9	104	0	0	113	15	0	5	0	20	0	87	7	0	94	231
12:30 PM	5	0	6	0	11	7	113	0	0	120	14	0	6	0	20	0	102	5	0	107	258
12:45 PM	6	0	4	0	10	5	111	0	0	116	3	0	0	1	4	0	95	5	0	100	230
Total	18	0	15	0	33	25	429	0	0	454	41	0	18	1	60	0	386	20	0	406	953
01:00 PM	4	0	6	0	10	7	81	0	0	88	3	0	1	0	4	0	83	2	0	85	187
01:15 PM	3	0	5	0	8	3	121	0	0	124	3	0	0	0	3	0	66	4	0	70	205
01:30 PM	4	0	2	0	6	4	81	0	0	85	1	0	0	0	1	0	88	6	0	94	186
01:45 PM	5	0	5	0	10	6	92	0	0	98	1	0	0	0	1	0	86	4	0	90	199
Total	16	0	18	0	34	20	375	0	0	395	8	0	1	0	9	0	323	16	0	339	777
Grand Total	51	0	40	0	91	60	1159	0	0	1219	56	2	27	1	86	0	1018	52	0	1070	2466
Apprch %	56	0	44	0		4.9	95.1	0	0		65.1	2.3	31.4	1.2		0	95.1	4.9	0		
Total %	2.1	0	1.6	0	3.7	2.4	47	0	0	49.4	2.3	0.1	1.1	0	3.5	0	41.3	2.1	0	43.4	
Lights	51	0	39	0	90	59	1135	0	0	1194	56	2	27	0	85	0	1004	52	0	1056	2425
% Lights	100	0	97.5	0	98.9	98.3	97.9	0	0	97.9	100	100	100	0	98.8	0	98.6	100	0	98.7	98.3
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trucks	0	0	1	0	1	1	24	0	0	25	0	0	0	0	0	0	14	0	0	14	40
% Trucks	0	0	2.5	0	1.1	1.7	2.1	0	0	2.1	0	0	0	0	0	0	1.4	0	0	1.3	1.6
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	100	1.2	0	0	0	0	0	0

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Accelerating Success

File Name : 3-_NYS_RT_17K_&_HIGH_SCHOOL_DOLLAR_GEN_DRVWY-SAT_1028464_01-07-2023

Site Code :

Start Date : 1/7/2023

Page No : 2

	DOLLAR GENERAL DRVWY From North					NYS RT 17K From East					HIGH SCHOOL DRVWY From South					NYS RT 17K From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	6	0	2	0	8	4	101	0	0	105	9	0	7	0	16	0	102	3	0	105	234
12:15 PM	1	0	3	0	4	9	104	0	0	113	15	0	5	0	20	0	87	7	0	94	231
12:30 PM	5	0	6	0	11	7	113	0	0	120	14	0	6	0	20	0	102	5	0	107	258
12:45 PM	6	0	4	0	10	5	111	0	0	116	3	0	0	1	4	0	95	5	0	100	230
Total Volume	18	0	15	0	33	25	429	0	0	454	41	0	18	1	60	0	386	20	0	406	953
% App. Total	54.5	0	45.5	0		5.5	94.5	0	0		68.3	0	30	1.7		0	95.1	4.9	0		
PHF	.750	.000	.625	.000	.750	.694	.949	.000	.000	.946	.683	.000	.643	.250	.750	.000	.946	.714	.000	.949	.923
Lights	18	0	15	0	33	25	424	0	0	449	41	0	18	0	59	0	384	20	0	404	945
% Lights	100	0	100	0	100	100	98.8	0	0	98.9	100	0	100	0	98.3	0	99.5	100	0	99.5	99.2
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trucks	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	7
% Trucks	0	0	0	0	0	0	1.2	0	0	1.1	0	0	0	0	0	0	0.5	0	0	0.5	0.7
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	100	1.7	0	0	0	0	0	0.1

NYS Route 17K at Valley Central School Entry Driveway

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Accelerating Success

File Name : 5-_NYS_RT_17K_&_MIDDLE_SCHOOL_RD-THU_1028465_01-05-2023

Site Code :

Start Date : 1/5/2023

Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

	DRIVEWAY From North					NYS RT 17K From East					MIDDLE SCHOOL RD From South					NYS RT 17K From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:00 AM	0	0	0	0	0	0	22	5	0	27	0	0	0	0	0	2	52	0	0	54	81
06:15 AM	0	0	0	0	0	0	38	14	0	52	0	0	0	0	0	8	70	0	0	78	130
06:30 AM	0	0	0	1	1	0	33	40	0	73	0	0	0	0	0	24	80	0	0	104	178
06:45 AM	0	0	0	0	0	0	30	103	0	133	0	0	0	0	0	101	75	0	0	176	309
Total	0	0	0	1	1	0	123	162	0	285	0	0	0	0	0	135	277	0	0	412	698
07:00 AM	0	1	0	0	1	0	62	128	0	190	0	0	0	0	0	97	33	0	0	130	321
07:15 AM	0	0	0	0	0	0	85	67	0	152	0	0	0	0	0	26	83	0	0	109	261
07:30 AM	0	0	0	0	0	0	61	41	0	102	0	0	0	0	0	37	95	0	0	132	234
07:45 AM	0	0	0	0	0	0	107	99	0	206	1	0	0	0	1	80	79	0	0	159	366
Total	0	1	0	0	1	0	315	335	0	650	1	0	0	0	1	240	290	0	0	530	1182
08:00 AM	0	0	0	0	0	0	114	50	0	164	0	0	0	0	0	18	83	0	0	101	265
08:15 AM	1	0	0	0	1	0	70	10	0	80	0	0	0	0	0	8	95	0	0	103	184
08:30 AM	0	0	0	0	0	0	86	12	0	98	0	0	0	0	0	8	126	0	0	134	232
08:45 AM	0	0	0	0	0	0	103	9	0	112	0	0	0	0	0	3	132	0	0	135	247
Total	1	0	0	0	1	0	373	81	0	454	0	0	0	0	0	37	436	0	0	473	928
Grand Total	1	1	0	1	3	0	811	578	0	1389	1	0	0	0	1	412	1003	0	0	1415	2808
Apprch %	33.3	33.3	0	33.3		0	58.4	41.6	0		100	0	0	0		29.1	70.9	0	0		
Total %	0	0	0	0	0.1	0	28.9	20.6	0	49.5	0	0	0	0	0	14.7	35.7	0	0	50.4	
Lights	1	1	0	0	2	0	702	538	0	1240	1	0	0	0	1	373	958	0	0	1331	2574
% Lights	100	100	0	0	66.7	0	86.6	93.1	0	89.3	100	0	0	0	100	90.5	95.5	0	0	94.1	91.7
Buses	0	0	0	0	0	0	41	37	0	78	0	0	0	0	0	38	11	0	0	49	127
% Buses	0	0	0	0	0	0	5.1	6.4	0	5.6	0	0	0	0	0	9.2	1.1	0	0	3.5	4.5
Trucks	0	0	0	0	0	0	68	3	0	71	0	0	0	0	0	1	34	0	0	35	106
% Trucks	0	0	0	0	0	0	8.4	0.5	0	5.1	0	0	0	0	0	0.2	3.4	0	0	2.5	3.8
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Pedestrians	0	0	0	100	33.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Accelerating Success

File Name : 5-_NYS_RT_17K_&_MIDDLE_SCHOOL_RD-THU_1028465_01-05-2023

Site Code :

Start Date : 1/5/2023

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[illegible]

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Accelerating Success

File Name : 5-_NYS_RT_17K_&_MIDDLE_SCHOOL_RD-THU_1028465_01-05-2023

Site Code :

Start Date : 1/5/2023

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Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

	DRIVEWAY From North					NYS RT 17K From East					MIDDLE SCHOOL RD From South					NYS RT 17K From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:00 PM	0	0	0	0	0	0	152	16	0	168	1	0	0	0	1	8	71	0	0	79	248
02:15 PM	0	0	0	0	0	0	123	14	0	137	0	0	0	0	0	13	96	0	0	109	246
02:30 PM	0	0	0	0	0	0	103	49	0	152	0	0	0	1	1	30	106	0	0	136	289
02:45 PM	0	0	0	0	0	0	133	40	0	173	0	0	0	0	0	19	68	0	0	87	260
Total	0	0	0	0	0	0	511	119	0	630	1	0	0	1	2	70	341	0	0	411	1043
03:00 PM	0	0	0	3	3	1	154	7	0	162	0	0	0	0	0	6	124	0	0	130	295
03:15 PM	0	0	0	0	0	0	140	9	0	149	0	0	0	0	0	6	103	0	0	109	258
03:30 PM	0	0	0	0	0	0	131	11	0	142	0	0	0	0	0	8	126	0	0	134	276
03:45 PM	0	0	0	0	0	0	117	9	0	126	0	0	0	0	0	4	114	0	0	118	244
Total	0	0	0	3	3	1	542	36	0	579	0	0	0	0	0	24	467	0	0	491	1073
04:00 PM	0	0	0	0	0	0	145	17	0	162	0	0	0	0	0	11	81	0	0	92	254
04:15 PM	0	0	0	0	0	0	126	18	0	144	0	0	0	0	0	14	106	0	0	120	264
04:30 PM	0	0	0	1	1	0	126	18	0	144	0	0	0	0	0	16	101	0	0	117	262
04:45 PM	0	0	0	0	0	0	148	30	0	178	0	0	0	0	0	13	97	0	0	110	288
Total	0	0	0	1	1	0	545	83	0	628	0	0	0	0	0	54	385	0	0	439	1068
05:00 PM	0	0	0	0	0	0	176	22	0	198	0	0	0	0	0	9	85	0	0	94	292
05:15 PM	0	0	0	0	0	0	144	31	0	175	0	0	0	0	0	14	93	0	0	107	282
05:30 PM	0	0	0	0	0	0	161	18	0	179	0	0	0	0	0	16	105	0	0	121	300
05:45 PM	0	0	0	0	0	1	132	19	0	152	0	0	0	0	0	32	92	0	0	124	276
Total	0	0	0	0	0	1	613	90	0	704	0	0	0	0	0	71	375	0	0	446	1150
06:00 PM	0	0	0	0	0	0	129	6	0	135	3	0	0	0	3	4	82	0	0	86	224
06:15 PM	1	0	0	0	1	0	95	10	0	105	0	0	0	0	0	5	66	0	0	71	177
06:30 PM	0	0	0	0	0	0	71	7	0	78	0	0	0	0	0	5	62	0	0	67	145
06:45 PM	0	0	0	0	0	0	84	7	0	91	0	0	0	0	0	13	72	0	0	85	176
Total	1	0	0	0	1	0	379	30	0	409	3	0	0	0	3	27	282	0	0	309	722
Grand Total	1	0	0	4	5	2	2590	358	0	2950	4	0	0	1	5	246	1850	0	0	2096	5056
Apprch %	20	0	0	80		0.1	87.8	12.1	0		80	0	0	20		11.7	88.3	0	0		
Total %	0	0	0	0.1	0.1	0	51.2	7.1	0	58.3	0.1	0	0	0	0.1	4.9	36.6	0	0	41.5	
Lights	1	0	0	0	1	2	2478	330	0	2810	4	0	0	0	4	223	1753	0	0	1976	4791
% Lights	100	0	0	0	20	100	95.7	92.2	0	95.3	100	0	0	0	80	90.7	94.8	0	0	94.3	94.8
Buses	0	0	0	0	0	0	55	27	0	82	0	0	0	0	0	22	25	0	0	47	129
% Buses	0	0	0	0	0	0	2.1	7.5	0	2.8	0	0	0	0	0	8.9	1.4	0	0	2.2	2.6
Trucks	0	0	0	0	0	0	57	1	0	58	0	0	0	0	0	1	72	0	0	73	131
% Trucks	0	0	0	0	0	0	2.2	0.3	0	2	0	0	0	0	0	0.4	3.9	0	0	3.5	2.6
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	4	4	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	5
% Pedestrians	0	0	0	100	80	0	0	0	0	0	0	0	0	100	20	0	0	0	0	0	0.1

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File Name : 5-_NYS_RT_17K_&_MIDDLE_SCHOOL_RD-THU_1028465_01-05-2023

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File Name : 5-_NYS_RT_17K_&_MIDDLE_SCHOOL_RD-SAT_1028466_01-07-2023

Site Code :

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Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

	DRIVEWAY From North					NYS RT 17K From East					MIDDLE SCHOOL RD From South					NYS RT 17K From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	0	0	0	0	0	0	88	2	0	90	0	0	0	0	0	0	78	0	0	78	168
11:15 AM	0	0	0	0	0	0	85	4	0	89	0	0	0	0	0	0	82	0	0	82	171
11:30 AM	0	0	0	0	0	0	83	1	0	84	0	0	0	0	0	0	86	0	0	86	170
11:45 AM	0	0	0	0	0	0	116	3	0	119	0	0	0	0	0	5	80	0	0	85	204
Total	0	0	0	0	0	0	372	10	0	382	0	0	0	0	0	5	326	0	0	331	713
12:00 PM	0	0	0	0	0	0	106	9	0	115	0	0	0	0	0	5	108	0	0	113	228
12:15 PM	0	0	0	0	0	0	108	2	0	110	0	0	0	0	0	1	92	0	0	93	203
12:30 PM	0	0	0	0	0	0	121	3	0	124	0	0	0	0	0	1	106	1	0	108	232
12:45 PM	0	0	0	2	2	0	114	1	0	115	0	0	0	1	1	0	101	0	0	101	219
Total	0	0	0	2	2	0	449	15	0	464	0	0	0	1	1	7	407	1	0	415	882
01:00 PM	0	0	0	0	0	0	89	1	0	90	0	0	0	0	0	0	84	0	0	84	174
01:15 PM	0	0	1	0	1	0	126	1	0	127	0	0	0	0	0	1	69	1	0	71	199
01:30 PM	0	0	0	0	0	0	83	0	0	83	0	0	0	0	0	0	93	0	0	93	176
01:45 PM	1	0	0	2	3	0	98	0	0	98	0	0	0	0	0	0	88	0	0	88	189
Total	1	0	1	2	4	0	396	2	0	398	0	0	0	0	0	1	334	1	0	336	738
Grand Total	1	0	1	4	6	0	1217	27	0	1244	0	0	0	1	1	13	1067	2	0	1082	2333
Apprch %	16.7	0	16.7	66.7		0	97.8	2.2	0		0	0	0	100		1.2	98.6	0.2	0		
Total %	0	0	0	0.2	0.3	0	52.2	1.2	0	53.3	0	0	0	0	0	0.6	45.7	0.1	0	46.4	
Lights	1	0	0	0	1	0	1194	27	0	1221	0	0	0	0	0	13	1054	1	0	1068	2290
% Lights	100	0	0	0	16.7	0	98.1	100	0	98.2	0	0	0	0	0	100	98.8	50	0	98.7	98.2
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trucks	0	0	1	0	1	0	23	0	0	23	0	0	0	0	0	0	13	1	0	14	38
% Trucks	0	0	100	0	16.7	0	1.9	0	0	1.8	0	0	0	0	0	0	1.2	50	0	1.3	1.6
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	4	4	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	5
% Pedestrians	0	0	0	100	66.7	0	0	0	0	0	0	0	0	100	100	0	0	0	0	0	0.2

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File Name : 5-_NYS_RT_17K_&_MIDDLE_SCHOOL_RD-SAT_1028466_01-07-2023

Site Code :

Start Date : 1/7/2023

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	DRIVEWAY From North					NYS RT 17K From East					MIDDLE SCHOOL RD From South					NYS RT 17K From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	0	0	0	0	0	0	106	9	0	115	0	0	0	0	0	5	108	0	0	113	228
12:15 PM	0	0	0	0	0	0	108	2	0	110	0	0	0	0	0	1	92	0	0	93	203
12:30 PM	0	0	0	0	0	0	121	3	0	124	0	0	0	0	0	1	106	1	0	108	232
12:45 PM	0	0	0	2	2	0	114	1	0	115	0	0	0	1	1	0	101	0	0	101	219
Total Volume	0	0	0	2	2	0	449	15	0	464	0	0	0	1	1	7	407	1	0	415	882
% App. Total	0	0	0	100		0	96.8	3.2	0		0	0	0	100		1.7	98.1	0.2	0		
PHF	.000	.000	.000	.250	.250	.000	.928	.417	.000	.935	.000	.000	.000	.250	.250	.350	.942	.250	.000	.918	.950
Lights	0	0	0	0	0	0	444	15	0	459	0	0	0	0	0	7	405	1	0	413	872
% Lights	0	0	0	0	0	0	98.9	100	0	98.9	0	0	0	0	0	100	99.5	100	0	99.5	98.9
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trucks	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	7
% Trucks	0	0	0	0	0	0	1.1	0	0	1.1	0	0	0	0	0	0	0.5	0	0	0.5	0.8
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	2	2	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	3
% Pedestrians	0	0	0	100	100	0	0	0	0	0	0	0	0	100	100	0	0	0	0	0	0.3

NYS Route 17K at NYS Route 211

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Accelerating Success

File Name : 6-_NYS_RT_17K_&_NYS_RT_211-THU_1028467_01-05-2023

Site Code :

Start Date : 1/5/2023

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Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

	Southbound Approach From North					NYS RT 17K From East					NYS RT 211 From South					NYS RT 17K From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:00 AM	0	0	0	0	0	0	11	7	0	18	5	0	11	0	16	23	42	0	0	65	99
06:15 AM	0	0	0	0	0	0	32	11	0	43	5	0	12	0	17	33	60	0	0	93	153
06:30 AM	0	0	0	0	0	0	18	14	0	32	15	0	23	0	38	46	86	0	0	132	202
06:45 AM	0	0	0	0	0	0	28	13	0	41	29	0	22	0	51	34	143	0	0	177	269
Total	0	0	0	0	0	0	89	45	0	134	54	0	68	0	122	136	331	0	0	467	723
07:00 AM	0	0	0	0	0	0	36	14	0	50	11	0	23	0	34	33	65	0	0	98	182
07:15 AM	0	0	0	0	0	0	54	27	0	81	13	0	32	0	45	47	76	0	0	123	249
07:30 AM	0	0	0	0	0	0	37	22	0	59	14	0	27	0	41	61	104	0	0	165	265
07:45 AM	0	0	0	0	0	0	55	20	0	75	17	0	26	0	43	41	103	0	0	144	262
Total	0	0	0	0	0	0	182	83	0	265	55	0	108	0	163	182	348	0	0	530	958
08:00 AM	0	0	0	0	0	0	57	30	0	87	25	0	23	0	48	48	66	0	0	114	249
08:15 AM	0	0	0	0	0	0	48	16	0	64	13	1	22	0	36	52	90	1	0	143	243
08:30 AM	1	0	0	0	1	1	53	24	0	78	18	0	34	0	52	48	84	0	0	132	263
08:45 AM	0	0	0	0	0	0	47	32	0	79	18	0	19	0	37	72	88	0	0	160	276
Total	1	0	0	0	1	1	205	102	0	308	74	1	98	0	173	220	328	1	0	549	1031
Grand Total	1	0	0	0	1	1	476	230	0	707	183	1	274	0	458	538	1007	1	0	1546	2712
Apprch %	100	0	0	0		0.1	67.3	32.5	0		40	0.2	59.8	0		34.8	65.1	0.1	0		
Total %	0	0	0	0	0	0	17.6	8.5	0	26.1	6.7	0	10.1	0	16.9	19.8	37.1	0	0	57	
Lights	1	0	0	0	1	0	408	197	0	605	167	1	247	0	415	510	950	1	0	1461	2482
% Lights	100	0	0	0	100	0	85.7	85.7	0	85.6	91.3	100	90.1	0	90.6	94.8	94.3	100	0	94.5	91.5
Buses	0	0	0	0	0	0	21	11	0	32	8	0	10	0	18	16	30	0	0	46	96
% Buses	0	0	0	0	0	0	4.4	4.8	0	4.5	4.4	0	3.6	0	3.9	3	3	0	0	3	3.5
Trucks	0	0	0	0	0	1	47	22	0	70	8	0	17	0	25	12	27	0	0	39	134
% Trucks	0	0	0	0	0	100	9.9	9.6	0	9.9	4.4	0	6.2	0	5.5	2.2	2.7	0	0	2.5	4.9
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Accelerating Success

File Name : 6-_NYS_RT_17K_&_NYS_RT_211-THU_1028467_01-05-2023

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Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

	Southbound Approach From North					NYS RT 17K From East					NYS RT 211 From South					NYS RT 17K From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:00 PM	1	0	0	0	1	0	87	24	0	111	29	0	32	0	61	32	55	0	0	87	260
02:15 PM	0	0	0	0	0	1	98	29	0	128	35	0	38	0	73	35	52	0	0	87	288
02:30 PM	0	0	1	0	1	0	74	19	1	94	26	0	52	0	78	40	75	0	0	115	288
02:45 PM	0	0	0	0	0	0	88	25	0	113	25	0	36	0	61	35	64	1	0	100	274
Total	1	0	1	0	2	1	347	97	1	446	115	0	158	0	273	142	246	1	0	389	1110
03:00 PM	0	0	1	0	1	2	104	32	0	138	32	0	65	0	97	31	72	0	0	103	339
03:15 PM	1	1	1	0	3	1	101	29	0	131	26	0	62	0	88	33	61	0	0	94	316
03:30 PM	0	0	1	0	1	0	87	23	0	110	26	3	69	0	98	26	76	0	0	102	311
03:45 PM	0	1	0	0	1	0	90	22	0	112	31	1	75	0	107	34	66	0	0	100	320
Total	1	2	3	0	6	3	382	106	0	491	115	4	271	0	390	124	275	0	0	399	1286
04:00 PM	0	1	0	1	2	0	91	25	0	116	19	2	64	0	85	39	69	0	0	108	311
04:15 PM	0	0	0	0	0	0	93	25	1	119	27	0	64	0	91	27	71	0	0	98	308
04:30 PM	0	0	0	0	0	0	78	27	1	106	40	1	79	0	120	32	65	0	0	97	323
04:45 PM	0	0	0	0	0	0	103	26	0	129	25	0	61	0	86	40	75	0	0	115	330
Total	0	1	0	1	2	0	365	103	2	470	111	3	268	0	382	138	280	0	0	418	1272
05:00 PM	0	0	1	0	1	0	127	26	1	154	22	1	65	3	91	29	56	0	0	85	331
05:15 PM	0	5	0	4	9	0	105	29	0	134	30	0	69	0	99	23	66	0	0	89	331
05:30 PM	0	1	1	0	2	0	94	26	0	120	42	0	64	0	106	22	72	0	0	94	322
05:45 PM	0	0	0	0	0	0	79	28	0	107	26	0	48	2	76	35	80	0	0	115	298
Total	0	6	2	4	12	0	405	109	1	515	120	1	246	5	372	109	274	0	0	383	1282
06:00 PM	0	0	0	0	0	0	89	28	0	117	26	0	53	0	79	21	40	0	0	61	257
06:15 PM	1	0	0	0	1	0	64	15	0	79	27	0	45	0	72	22	40	0	0	62	214
06:30 PM	0	0	0	0	0	0	59	11	0	70	20	0	33	0	53	21	38	0	0	59	182
06:45 PM	0	0	1	0	1	0	54	10	0	64	20	0	45	0	65	13	48	0	0	61	191
Total	1	0	1	0	2	0	266	64	0	330	93	0	176	0	269	77	166	0	0	243	844
Grand Total	3	9	7	5	24	4	1765	479	4	2252	554	8	1119	5	1686	590	1241	1	0	1832	5794
Apprch %	12.5	37.5	29.2	20.8		0.2	78.4	21.3	0.2		32.9	0.5	66.4	0.3		32.2	67.7	0.1	0		
Total %	0.1	0.2	0.1	0.1	0.4	0.1	30.5	8.3	0.1	38.9	9.6	0.1	19.3	0.1	29.1	10.2	21.4	0	0	31.6	
Lights	3	9	7	0	19	4	1683	452	0	2139	526	8	1076	0	1610	546	1159	1	0	1706	5474
% Lights	100	100	100	0	79.2	100	95.4	94.4	0	95	94.9	100	96.2	0	95.5	92.5	93.4	100	0	93.1	94.5
Buses	0	0	0	0	0	0	31	16	0	47	11	0	24	0	35	21	26	0	0	47	129
% Buses	0	0	0	0	0	0	1.8	3.3	0	2.1	2	0	2.1	0	2.1	3.6	2.1	0	0	2.6	2.2
Trucks	0	0	0	0	0	0	51	11	0	62	17	0	19	0	36	23	56	0	0	79	177
% Trucks	0	0	0	0	0	0	2.9	2.3	0	2.8	3.1	0	1.7	0	2.1	3.9	4.5	0	0	4.3	3.1
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	5	5	0	0	0	4	4	0	0	0	5	5	0	0	0	0	0	14
% Pedestrians	0	0	0	100	20.8	0	0	0	100	0.2	0	0	0	100	0.3	0	0	0	0	0	0.2

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File Name : 6-_NYS_RT_17K_&_NYS_RT_211-THU_1028467_01-05-2023

Site Code :

Start Date : 1/5/2023

Page No : 3

	Southbound Approach From North					NYS RT 17K From East					NYS RT 211 From South					NYS RT 17K From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	0	0	0	0	0	78	27	1	106	40	1	79	0	120	32	65	0	0	97	323
04:45 PM	0	0	0	0	0	0	103	26	0	129	25	0	61	0	86	40	75	0	0	115	330
05:00 PM	0	0	1	0	1	0	127	26	1	154	22	1	65	3	91	29	56	0	0	85	331
05:15 PM	0	5	0	4	9	0	105	29	0	134	30	0	69	0	99	23	66	0	0	89	331
Total Volume	0	5	1	4	10	0	413	108	2	523	117	2	274	3	396	124	262	0	0	386	1315
% App. Total	0	50	10	40		0	79	20.7	0.4		29.5	0.5	69.2	0.8		32.1	67.9	0	0		
PHF	.000	.250	.250	.250	.278	.000	.813	.931	.500	.849	.731	.500	.867	.250	.825	.775	.873	.000	.000	.839	.993
Lights	0	5	1	0	6	0	406	105	0	511	113	2	266	0	381	120	252	0	0	372	1270
% Lights	0	100	100	0	60.0	0	98.3	97.2	0	97.7	96.6	100	97.1	0	96.2	96.8	96.2	0	0	96.4	96.6
Buses	0	0	0	0	0	0	1	1	0	2	1	0	4	0	5	1	2	0	0	3	10
% Buses	0	0	0	0	0	0	0.2	0.9	0	0.4	0.9	0	1.5	0	1.3	0.8	0.8	0	0	0.8	0.8
Trucks	0	0	0	0	0	0	6	2	0	8	3	0	4	0	7	3	8	0	0	11	26
% Trucks	0	0	0	0	0	0	1.5	1.9	0	1.5	2.6	0	1.5	0	1.8	2.4	3.1	0	0	2.8	2.0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	4	4	0	0	0	2	2	0	0	0	3	3	0	0	0	0	0	9
% Pedestrians	0	0	0	100	40.0	0	0	0	100	0.4	0	0	0	100	0.8	0	0	0	0	0	0.7

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Accelerating Success

File Name : 6-_NYS_RT_17K_&_NYS_RT_211-SAT_1028468_01-07-2023

Site Code :

Start Date : 1/7/2023

Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

	Southbound Approach From North					NYS RT 17K From East					NYS RT 211 From South					NYS RT 17K From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	0	2	0	0	2	1	60	23	2	86	20	0	41	1	62	28	45	0	0	73	223
11:15 AM	0	0	2	0	2	0	52	23	0	75	24	0	44	0	68	32	62	0	0	94	239
11:30 AM	0	0	0	0	0	0	46	24	0	70	21	0	37	0	58	36	51	0	0	87	215
11:45 AM	0	0	0	0	0	0	60	25	0	85	20	0	32	1	53	30	66	0	0	96	234
Total	0	2	2	0	4	1	218	95	2	316	85	0	154	2	241	126	224	0	0	350	911
12:00 PM	0	0	0	0	0	0	70	34	0	104	21	0	43	1	65	31	70	0	1	102	271
12:15 PM	0	1	0	0	1	0	64	21	0	85	26	0	31	0	57	25	63	0	0	88	231
12:30 PM	0	1	0	0	1	0	81	29	0	110	19	0	51	0	70	44	68	0	0	112	293
12:45 PM	0	0	0	0	0	0	78	33	0	111	23	0	40	1	64	38	57	0	0	95	270
Total	0	2	0	0	2	0	293	117	0	410	89	0	165	2	256	138	258	0	1	397	1065
01:00 PM	0	0	0	0	0	0	72	19	0	91	15	0	42	0	57	29	54	0	0	83	231
01:15 PM	0	0	0	0	0	0	71	34	0	105	28	0	34	1	63	46	44	0	0	90	258
01:30 PM	0	0	0	0	0	0	63	25	0	88	28	0	39	0	67	36	63	0	0	99	254
01:45 PM	0	0	0	0	0	0	64	27	0	91	30	0	40	0	70	16	57	0	0	73	234
Total	0	0	0	0	0	0	270	105	0	375	101	0	155	1	257	127	218	0	0	345	977
Grand Total	0	4	2	0	6	1	781	317	2	1101	275	0	474	5	754	391	700	0	1	1092	2953
Apprch %	0	66.7	33.3	0		0.1	70.9	28.8	0.2		36.5	0	62.9	0.7		35.8	64.1	0	0.1		
Total %	0	0.1	0.1	0	0.2	0	26.4	10.7	0.1	37.3	9.3	0	16.1	0.2	25.5	13.2	23.7	0	0	37	
Lights	0	4	2	0	6	1	760	311	0	1072	272	0	466	0	738	378	691	0	0	1069	2885
% Lights	0	100	100	0	100	100	97.3	98.1	0	97.4	98.9	0	98.3	0	97.9	96.7	98.7	0	0	97.9	97.7
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
% Buses	0	0	0	0	0	0	0.1	0	0	0.1	0	0	0	0	0	0	0.1	0	0	0.1	0.1
Trucks	0	0	0	0	0	0	20	6	0	26	3	0	8	0	11	13	8	0	0	21	58
% Trucks	0	0	0	0	0	0	2.6	1.9	0	2.4	1.1	0	1.7	0	1.5	3.3	1.1	0	0	1.9	2
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	2	2	0	0	0	5	5	0	0	0	1	1	8
% Pedestrians	0	0	0	0	0	0	0	0	100	0.2	0	0	0	100	0.7	0	0	0	100	0.1	0.3

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File Name : 6-_NYS_RT_17K_&_NYS_RT_211-SAT_1028468_01-07-2023

Site Code :

Start Date : 1/7/2023

Page No : 2

	Southbound Approach From North					NYS RT 17K From East					NYS RT 211 From South					NYS RT 17K From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	0	0	0	0	0	0	70	34	0	104	21	0	43	1	65	31	70	0	1	102	271
12:15 PM	0	1	0	0	1	0	64	21	0	85	26	0	31	0	57	25	63	0	0	88	231
12:30 PM	0	1	0	0	1	0	81	29	0	110	19	0	51	0	70	44	68	0	0	112	293
12:45 PM	0	0	0	0	0	0	78	33	0	111	23	0	40	1	64	38	57	0	0	95	270
Total Volume	0	2	0	0	2	0	293	117	0	410	89	0	165	2	256	138	258	0	1	397	1065
% App. Total	0	100	0	0		0	71.5	28.5	0		34.8	0	64.5	0.8		34.8	65	0	0.3		
PHF	.000	.500	.000	.000	.500	.000	.904	.860	.000	.923	.856	.000	.809	.500	.914	.784	.921	.000	.250	.886	.909
Lights	0	2	0	0	2	0	287	115	0	402	87	0	162	0	249	135	253	0	0	388	1041
% Lights	0	100	0	0	100	0	98.0	98.3	0	98.0	97.8	0	98.2	0	97.3	97.8	98.1	0	0	97.7	97.7
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4	0	0	0.3	0.1
Trucks	0	0	0	0	0	0	6	2	0	8	2	0	3	0	5	3	4	0	0	7	20
% Trucks	0	0	0	0	0	0	2.0	1.7	0	2.0	2.2	0	1.8	0	2.0	2.2	1.6	0	0	1.8	1.9
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	1	1	3
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0.8	0	0	0	100	0.3	0.3

NYSDOT Traffic Volume Data

NYSDOT VOLUME DATA SUMMARY

ROADWAY: NYS ROUTE 211
SEGMENT: FROM RT 416 TO RT 17K/END RT 211
LOCATION: 118' N OF WEAVER ST
START DATE OF COUNT: Tuesday, April 05, 2016
NYSDOT COUNT STATION: 830132
FUNCTIONAL CLASS: 16 - URBAN MINOR ARTERIAL
FACTOR GROUP: 30
SEASONAL FACTOR: 1.052

TIME PERIOD		DIRECTIONAL VOLUMES		TOTAL VOLUME
START	FINISH	NORTHBOUND	SOUTHBOUND	
12:00 AM	1:00 AM	24	13	37
1:00 AM	2:00 AM	12	12	24
2:00 AM	3:00 AM	10	10	20
3:00 AM	4:00 AM	10	27	37
4:00 AM	5:00 AM	16	40	56
5:00 AM	6:00 AM	31	70	101
6:00 AM	7:00 AM	86	237	323
7:00 AM	8:00 AM	162	363	525
8:00 AM	9:00 AM	214	329	543
9:00 AM	10:00 AM	187	272	459
10:00 AM	11:00 AM	191	214	405
11:00 AM	12:00 PM	249	229	478
12:00 PM	1:00 PM	260	235	495
1:00 PM	2:00 PM	244	225	469
2:00 PM	3:00 PM	300	256	556
3:00 PM	4:00 PM	382	290	672
4:00 PM	5:00 PM	426	214	640
5:00 PM	6:00 PM	442	231	673
6:00 PM	7:00 PM	298	193	491
7:00 PM	8:00 PM	213	106	319
8:00 PM	9:00 PM	172	95	267
9:00 PM	10:00 PM	118	67	185
10:00 PM	11:00 PM	66	43	109
11:00 PM	12:00 AM	57	22	79
AVERAGE WEEKDAY DAILY TRAFFIC		4170	3793	7963
AADT		3964	3606	7570

NOTES:

- 1) DATA SOURCE: NEW YORK STATE DEPARTMENT OF TRANSPORTATION (NYSDOT)
TRAFFIC DATA VIEWER AVERAGE WEEKDAY VOLUMES

NYSDOT CLASSIFICATION DATA SUMMARY

ROADWAY: NYS ROUTE 211
SEGMENT: FROM RT 416 TO RT 17K/END RT 211
LOCATION: 118' N OF WEAVER ST
START DATE OF COUNT: Tuesday, April 05, 2016
NYSDOT COUNT STATION: 830132
FUNCTIONAL CLASS: 16 - URBAN MINOR ARTERIAL
FACTOR GROUP: 30

VEHICLE CLASS	DIRECTIONAL VOLUMES		TOTAL VEHICLES	TOTAL AXLES
	NORTHBOUND	SOUTHBOUND		
F1	6	5	11	22
F2	3303	2908	6211	12422
F3	571	601	1172	2344
F4	47	57	104	260
F5	154	167	321	642
F6	27	12	39	117
F7	0	1	1	4
F8	14	12	26	91
F9	21	18	39	195
F10	0	0	0	0
F11	0	0	0	0
F12	0	0	0	0
F13	1	0	1	9
AVERAGE WEEKDAY TOTAL	4144	3781	7925	16106

	NORTHBOUND	SOUTHBOUND	TOTAL
% TRUCKS & BUSES (F3 - F13)	20%	23%	21%
% HEAVY VEHICLES (F4 - F13)	6%	7%	7%
% F3 - F7	6%	6%	6%
% F8 - F13	1%	1%	1%
% F1	0%	0%	0%
% F2	80%	77%	78%
% F3	14%	16%	15%
% F4	1%	2%	1%
% F5 - F7	4%	5%	5%

VEHICLE CLASSIFICATION CODES:

- F1 MOTORCYCLES
- F2 AUTOS (INCLUDING THOSE HAULING TRAILERS)
- F3 2 AXLE, 4-TIRE PICKUPS, VANS, MOTORHOMES (INCLUDING THOSE HAULING TRAILERS)
- F4 BUSES
- F5 2 AXLE, 6-TIRE SINGLE UNIT TRUCKS
- F6 3 AXLE SINGLE UNIT TRUCKS
- F7 4 OR MORE AXLE SINGLE UNIT TRUCKS
- F8 4 OR LESS AXLE VEHICLES, ONE UNIT IS A TRUCK
- F9 5 AXLE DOUBLE UNIT VEHICLES, ONE UNIT IS A TRUCK
- F10 6 OR MORE AXLE DOUBLE UNIT VEHICLES, ONE UNIT IS A TRUCK
- F11 5 OR LESS AXLE MULTI-UNIT TRUCKS
- F12 6 AXLE MULTI UNIT TRUCKS
- F13 7 OR MORE AXLE MULTI-UNIT TRUCKS

NOTES:

- 1) DATA SOURCE: NEW YORK STATE DEPARTMENT OF TRANSPORTATION (NYSDOT) TRAFFIC DATA VIEWER
AVERAGE WEEKDAY VOLUMES

NYSDOT SPEED DATA SUMMARY

ROADWAY: NYS ROUTE 211
SEGMENT: FROM RT 416 TO RT 17K/END RT 211
LOCATION: 118' N OF WEAVER ST
START DATE Tuesday, April 05, 2016
OF COUNT:
NYSDOT COUNT STATION: 830132
FUNCTIONAL CLASS: 16 - URBAN MINOR ARTERIAL
POSTED SPEED LIMIT: 30
FACTOR GROUP: 30

SPEEDS (MPH)	DIRECTIONAL VOLUMES		TOTAL VOLUME
	NORTHBOUND	SOUTHBOUND	
0 - 20.0	16	13	29
20.1 - 25.0	136	57	193
25.1 - 30.0	1595	789	2384
30.1 - 35.0	1943	2013	3956
35.1 - 40.0	389	746	1135
40.1 - 45.0	68	143	211
45.1 - 50.0	14	19	33
50.1 - 55.0	4	1	5
55.1 - 60.0	0	0	0
60.1 - 65.0	0	1	1
65.1 - 70.0	0	0	0
70.1 - 75.0	0	0	0
75.1 - 80.0	0	0	0
80.1+	0	0	0
UNCLASSIFIED	0	0	0
AVERAGE SPEED (MPH)	30	32	31
50TH PERCENTILE SPEED (MPH)	31	33	32
85TH PERCENTILE SPEED (MPH)	35	37	36

NOTES:

- 1) DATA SOURCE: NEW YORK STATE DEPARTMENT OF TRANSPORTATION (NYSDOT) TRAFFIC DATA VIEWER AVERAGE WEEKDAY VOLUMES

NYSDOT VOLUME DATA SUMMARY

ROADWAY: NYS ROUTE 208
SEGMENT: FROM I-84 TO NYS RT 17K
LOCATION: 150 FT N OF HADDEN DR
START DATE OF COUNT: Monday, March 11, 2019
NYSDOT COUNT STATION: 830526
FUNCTIONAL CLASS: 16 - URBAN MINOR ARTERIAL
FACTOR GROUP: 30
SEASONAL FACTOR: 1

TIME PERIOD		DIRECTIONAL VOLUMES		TOTAL VOLUME
START	FINISH	NORTHBOUND	SOUTHBOUND	
12:00 AM	1:00 AM	67	35	102
1:00 AM	2:00 AM	37	27	64
2:00 AM	3:00 AM	28	30	58
3:00 AM	4:00 AM	29	63	92
4:00 AM	5:00 AM	45	104	149
5:00 AM	6:00 AM	96	241	337
6:00 AM	7:00 AM	259	451	710
7:00 AM	8:00 AM	466	681	1147
8:00 AM	9:00 AM	485	627	1112
9:00 AM	10:00 AM	449	559	1008
10:00 AM	11:00 AM	388	459	847
11:00 AM	12:00 PM	429	490	919
12:00 PM	1:00 PM	491	566	1057
1:00 PM	2:00 PM	532	553	1085
2:00 PM	3:00 PM	586	608	1194
3:00 PM	4:00 PM	677	634	1311
4:00 PM	5:00 PM	737	637	1374
5:00 PM	6:00 PM	754	659	1413
6:00 PM	7:00 PM	573	431	1004
7:00 PM	8:00 PM	416	345	761
8:00 PM	9:00 PM	295	259	554
9:00 PM	10:00 PM	221	141	362
10:00 PM	11:00 PM	152	108	260
11:00 PM	12:00 AM	99	81	180
AVERAGE WEEKDAY DAILY TRAFFIC		8311	8789	17100
AADT		8311	8789	17100

NOTES:

- 1) DATA SOURCE: NEW YORK STATE DEPARTMENT OF TRANSPORTATION (NYSDOT)
TRAFFIC DATA VIEWER AVERAGE WEEKDAY VOLUMES

NYSDOT CLASSIFICATION DATA SUMMARY

ROADWAY: NYS ROUTE 208
SEGMENT: FROM I-84 TO NYS RT 17K
LOCATION: 150 FT N OF HADDEN DR
START DATE OF COUNT: Monday, March 11, 2019
NYSDOT COUNT STATION: 830526
FUNCTIONAL CLASS: 16 - URBAN MINOR ARTERIAL
FACTOR GROUP: 30

VEHICLE CLASS	DIRECTIONAL VOLUMES		TOTAL VEHICLES	TOTAL AXLES
	NORTHBOUND	SOUTHBOUND		
F1	15	21	36	72
F2	6621	6764	13385	26770
F3	1059	1288	2347	4694
F4	131	123	254	635
F5	236	281	517	1034
F6	34	43	77	231
F7	1	4	5	20
F8	50	45	95	333
F9	108	122	230	1150
F10	10	6	16	96
F11	4	3	7	35
F12	1	1	2	12
F13	8	7	15	131
AVERAGE WEEKDAY TOTAL	8278	8708	16986	35213

	NORTHBOUND	SOUTHBOUND	TOTAL
% TRUCKS & BUSES (F3 - F13)	20%	22%	21%
% HEAVY VEHICLES (F4 - F13)	7%	7%	7%
% F3 - F7	5%	5%	5%
% F8 - F13	2%	2%	2%
% F1	0%	0%	0%
% F2	80%	78%	79%
% F3	13%	15%	14%
% F4	2%	1%	1%
% F5 - F7	3%	4%	4%

VEHICLE CLASSIFICATION CODES:

- F1 MOTORCYCLES
- F2 AUTOS (INCLUDING THOSE HAULING TRAILERS)
- F3 2 AXLE, 4-TIRE PICKUPS, VANS, MOTORHOMES (INCLUDING THOSE HAULING TRAILERS)
- F4 BUSES
- F5 2 AXLE, 6-TIRE SINGLE UNIT TRUCKS
- F6 3 AXLE SINGLE UNIT TRUCKS
- F7 4 OR MORE AXLE SINGLE UNIT TRUCKS
- F8 4 OR LESS AXLE VEHICLES, ONE UNIT IS A TRUCK
- F9 5 AXLE DOUBLE UNIT VEHICLES, ONE UNIT IS A TRUCK
- F10 6 OR MORE AXLE DOUBLE UNIT VEHICLES, ONE UNIT IS A TRUCK
- F11 5 OR LESS AXLE MULTI-UNIT TRUCKS
- F12 6 AXLE MULTI UNIT TRUCKS
- F13 7 OR MORE AXLE MULTI-UNIT TRUCKS

NOTES:

- 1) DATA SOURCE: NEW YORK STATE DEPARTMENT OF TRANSPORTATION (NYSDOT) TRAFFIC DATA VIEWER
AVERAGE WEEKDAY VOLUMES

NYSDOT SPEED DATA SUMMARY

ROADWAY: NYS ROUTE 208
SEGMENT: FROM I-84 TO NYS RT 17K
LOCATION: 150 FT N OF HADDEN DR
START DATE
OF COUNT: Monday, March 11, 2019
NYSDOT COUNT STATION: 830526
FUNCTIONAL CLASS: 16 - URBAN MINOR ARTERIAL
POSTED SPEED LIMIT: 45
FACTOR GROUP: 30

SPEEDS (MPH)	DIRECTIONAL VOLUMES		TOTAL VOLUME
	NORTHBOUND	SOUTHBOUND	
0 - 20.0	68	158	226
20.1 - 25.0	111	172	283
25.1 - 30.0	212	354	566
30.1 - 35.0	969	1062	2031
35.1 - 40.0	3013	2945	5958
40.1 - 45.0	2929	3049	5978
45.1 - 50.0	865	922	1787
50.1 - 55.0	110	118	228
55.1 - 60.0	8	12	20
60.1 - 65.0	2	0	2
65.1 - 70.0	0	0	0
70.1 - 75.0	0	0	0
75.1 - 80.0	0	0	0
80.1+	0	0	0
UNCLASSIFIED	1	0	1
AVERAGE SPEED (MPH)	38	37	38
50TH PERCENTILE SPEED (MPH)	40	40	40
85TH PERCENTILE SPEED (MPH)	45	45	45

NOTES:

- 1) DATA SOURCE: NEW YORK STATE DEPARTMENT OF TRANSPORTATION (NYSDOT) TRAFFIC DATA VIEWER AVERAGE WEEKDAY VOLUMES

NYSDOT VOLUME DATA SUMMARY

ROADWAY: NYS ROUTE 17K
SEGMENT: FROM NYS RT 211 TO NYS RT 208
LOCATION: 300' E OF MIDDLE SCHOOL LANE
START DATE OF COUNT: Tuesday, April 05, 2016
NYSDOT COUNT STATION: 830677
FUNCTIONAL CLASS: 14 - URBAN PRINCIPAL ARTERIAL - OTHER
FACTOR GROUP: 30
SEASONAL FACTOR: 1.052

TIME PERIOD		DIRECTIONAL VOLUMES		TOTAL VOLUME
START	FINISH	EASTBOUND	WESTBOUND	
12:00 AM	1:00 AM	24	50	74
1:00 AM	2:00 AM	13	22	35
2:00 AM	3:00 AM	21	14	35
3:00 AM	4:00 AM	31	14	45
4:00 AM	5:00 AM	68	31	99
5:00 AM	6:00 AM	191	47	238
6:00 AM	7:00 AM	419	121	540
7:00 AM	8:00 AM	759	297	1056
8:00 AM	9:00 AM	509	291	800
9:00 AM	10:00 AM	403	298	701
10:00 AM	11:00 AM	332	295	627
11:00 AM	12:00 PM	351	364	715
12:00 PM	1:00 PM	359	361	720
1:00 PM	2:00 PM	354	359	713
2:00 PM	3:00 PM	418	524	942
3:00 PM	4:00 PM	441	545	986
4:00 PM	5:00 PM	473	547	1020
5:00 PM	6:00 PM	459	679	1138
6:00 PM	7:00 PM	347	485	832
7:00 PM	8:00 PM	243	376	619
8:00 PM	9:00 PM	162	257	419
9:00 PM	10:00 PM	135	202	337
10:00 PM	11:00 PM	67	109	176
11:00 PM	12:00 AM	60	74	134
AVERAGE WEEKDAY DAILY TRAFFIC		6639	6362	13001
AADT		6311	6048	12359

NOTES:

- 1) DATA SOURCE: NEW YORK STATE DEPARTMENT OF TRANSPORTATION (NYSDOT)
TRAFFIC DATA VIEWER AVERAGE WEEKDAY VOLUMES

NYSDOT CLASSIFICATION DATA SUMMARY

ROADWAY: NYS ROUTE 17K
SEGMENT: FROM NYS RT 211 TO NYS RT 208
LOCATION: 300' E OF MIDDLE SCHOOL LANE
START DATE OF COUNT: Tuesday, April 05, 2016
NYSDOT COUNT STATION: 830677
FUNCTIONAL CLASS: 14 - URBAN PRINCIPAL ARTERIAL - OTHER
FACTOR GROUP: 30

VEHICLE CLASS	DIRECTIONAL VOLUMES		TOTAL VEHICLES	TOTAL AXLES
	EASTBOUND	WESTBOUND		
F1	7	7	14	28
F2	5047	5083	10130	20260
F3	1082	930	2012	4024
F4	121	123	244	610
F5	226	132	358	716
F6	24	24	48	144
F7	6	0	6	24
F8	21	15	36	126
F9	29	40	69	345
F10	3	3	6	36
F11	0	0	0	0
F12	0	0	0	0
F13	4	1	5	44
AVERAGE WEEKDAY TOTAL	6570	6358	12928	26357

	EASTBOUND	WESTBOUND	TOTAL
% TRUCKS & BUSES (F3 - F13)	23%	20%	22%
% HEAVY VEHICLES (F4 - F13)	7%	5%	6%
% F3 - F7	6%	4%	5%
% F8 - F13	1%	1%	1%
% F1	0%	0%	0%
% F2	77%	80%	78%
% F3	16%	15%	16%
% F4	2%	2%	2%
% F5 - F7	4%	2%	3%

VEHICLE CLASSIFICATION CODES:

- F1 MOTORCYCLES
- F2 AUTOS (INCLUDING THOSE HAULING TRAILERS)
- F3 2 AXLE, 4-TIRE PICKUPS, VANS, MOTORHOMES (INCLUDING THOSE HAULING TRAILERS)
- F4 BUSES
- F5 2 AXLE, 6-TIRE SINGLE UNIT TRUCKS
- F6 3 AXLE SINGLE UNIT TRUCKS
- F7 4 OR MORE AXLE SINGLE UNIT TRUCKS
- F8 4 OR LESS AXLE VEHICLES, ONE UNIT IS A TRUCK
- F9 5 AXLE DOUBLE UNIT VEHICLES, ONE UNIT IS A TRUCK
- F10 6 OR MORE AXLE DOUBLE UNIT VEHICLES, ONE UNIT IS A TRUCK
- F11 5 OR LESS AXLE MULTI-UNIT TRUCKS
- F12 6 AXLE MULTI UNIT TRUCKS
- F13 7 OR MORE AXLE MULTI-UNIT TRUCKS

NOTES:

- 1) DATA SOURCE: NEW YORK STATE DEPARTMENT OF TRANSPORTATION (NYSDOT) TRAFFIC DATA VIEWER
AVERAGE WEEKDAY VOLUMES

NYS DOT SPEED DATA SUMMARY

ROADWAY: NYS ROUTE 17K
SEGMENT: FROM NYS RT 211 TO NYS RT 208
LOCATION: 300' E OF MIDDLE SCHOOL LANE
START DATE Tuesday, April 05, 2016
OF COUNT:
NYS DOT COUNT STATION: 830677
FUNCTIONAL CLASS: 14 - URBAN PRINCIPAL ARTERIAL - OTHER
POSTED SPEED LIMIT: 55
FACTOR GROUP: 30

SPEEDS (MPH)	DIRECTIONAL VOLUMES		TOTAL VOLUME
	EASTBOUND	WESTBOUND	
0 - 20.0	19	1	20
20.1 - 25.0	22	8	30
25.1 - 30.0	74	18	92
30.1 - 35.0	276	255	531
35.1 - 40.0	1394	2106	3500
40.1 - 45.0	2916	2962	5878
45.1 - 50.0	1500	842	2342
50.1 - 55.0	355	134	489
55.1 - 60.0	62	26	88
60.1 - 65.0	9	3	12
65.1 - 70.0	4	0	4
70.1 - 75.0	0	1	1
75.1 - 80.0	0	0	0
80.1+	0	0	0
UNCLASSIFIED	0	0	0
AVERAGE SPEED (MPH)	42	41	41
50TH PERCENTILE SPEED (MPH)	43	41	42
85TH PERCENTILE SPEED (MPH)	48	45	47

NOTES:

- 1) DATA SOURCE: NEW YORK STATE DEPARTMENT OF TRANSPORTATION (NYS DOT) TRAFFIC DATA VIEWER AVERAGE WEEKDAY VOLUMES

Traffic Impact Study

Appendix F | NYSDOT Signal Timing Data

STATE OF NEW YORK - DEPARTMENT OF TRANSPORTATION
TRAFFIC ENGINEERING SAFETY DIVISION
TRAFFIC CONTROL SPECIFICATIONS

O-18
SIGNAL NO

ORANGE
COUNTY

Study :

Contract D260255

PIN: 8487.44.321

File:

INTERSECTION Route 17K at Route 208

☐ CITY ☐ VILLAGE ☒ TOWN OF Montgomery

Department Order _____ as Section: 2033.31 Subdivision: (b)

Prior specification hereby suspended ☐ None ☒ Dated: 11/17/1993

Purpose:: Reinstall traffic signal under contract D260255.

These specifications will be effective upon the ☐ Installation ☒ Modification / Reinstallation of the necessary traffic control device(s) required by and conforming to the State manual of Uniform Traffic Control

This Signal shall

A: Operate in accordance with the Table of operations and / or Change Intervals as shown on the attached pages as a:

- ☐ Pretimed Signal
☐ Semi-traffic actuated
☒ Full-traffic actuated
☐ Pedestrian actuated
☐ Other

B. |

- ☒ Display vehicular indications
☐ Display Pedestrian indications
☒ Be equipped with vehicle detectors
☐ Be equipped with pedestrian buttons

as shown in the attached plans / drawings.

C. Be equipped with ☐ Pre-emption which are described as follows:

☐ Interconnection and/or coordination

Description:

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

Date

Installation Date:

Signature: _____ Title

Reinstallation/Modification:

Job File

Phase Times [1.1.1]					Coordination Patterns [2.4] and Coordination Split Tables [2.7.1]																				<div>STD8</div>			
	1	2	3	4	5	6	7	8	Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq	Pat#				
Min Green	3	10	3	10	3	10	3	10	1	0	0	1	1	13	0	0	13	1	25	0	0		1	37	0	0		1
Gap, Ext	2	3	2	3	2	3	2	3	2	0	0	2	1	14	0	0	14	1	26	0	0		1	38	0	0		1
Max 1	15	50	15	40	15	50	15	40	3	0	0	3	1	15	0	0	15	1	27	0	0		1	39	0	0		1
Max 2	5				4				4	0	0	4	1	16	0	0	16	1	28	0	0		1	40	0	0		1
Yel Clearance	6	6	6	6	6	6	6	6	5	0	0	5	1	17	0	0	17	1	29	0	0		1	41	0	0		1
Red Clearance	2	2	2	2	2	2	2	2	6	0	0	6	1	18	0	0	18	1	30	0	0		1	42	0	0		1
Walk									7	0	0	7	1	19	0	0	19	1	31	0	0		1	43	0	0		1
Ped Clearance									8	0	0	8	1	20	0	0	20	1	32	0	0		1	44	0	0		1
Red Revert									9	0	0	9	1	21	0	0	21	1	33	0	0		1	45	0	0		1
Add Initial									10	0	0	10	1	22	0	0	22	1	34	0	0		1	46	0	0		1
Max Initial									11	0	0	11	1	23	0	0	23	1	35	0	0		1	47	0	0		1
Time B4 Reduct									12	0	0	12	1	24	0	0	24	1	36	0	0		1	48	0	0		1
Cars B4 Reduct									Split	1	2	3	4	5	6	7	8	Split	1	2	3	4	5	6	7	8		
Time To Reduce									1	Coord	0	0	0	0	0	0	0	0	13	Coord	0	0	0	0	0	0	0	0
Reduce By									2	Coord	0	0	0	0	0	0	0	0	14	Coord	0	0	0	0	0	0	0	0
Min Gap									3	Coord	0	0	0	0	0	0	0	0	15	Coord	0	0	0	0	0	0	0	0
DyMaxLim									4	Coord	0	0	0	0	0	0	0	0	16	Coord	0	0	0	0	0	0	0	0
Max Step									5	Coord	0	0	0	0	0	0	0	0	17	Coord	0	0	0	0	0	0	0	0
Options [1.1.2]	1	2	3	4	5	6	7	8	6	Coord	0	0	0	0	0	0	0	0	18	Coord	0	0	0	0	0	0	0	0
Enable	1	1	1	1	1	1	1	1	7	Coord	0	0	0	0	0	0	0	0	19	Coord	0	0	0	0	0	0	0	0
Min Recall		1				1			8	Coord	0	0	0	0	0	0	0	0	20	Coord	0	0	0	0	0	0	0	0
Max Recall									9	Coord	0	0	0	0	0	0	0	0	21	Coord	0	0	0	0	0	0	0	0
Ped Recall									10	Coord	0	0	0	0	0	0	0	0	22	Coord	0	0	0	0	0	0	0	0
Soft Recall									11	Coord	0	0	0	0	0	0	0	0	23	Coord	0	0	0	0	0	0	0	0
Lock Calls									12	Coord	0	0	0	0	0	0	0	0	24	Coord	0	0	0	0	0	0	0	0
Auto Flash Entry									13	Coord	0	0	0	0	0	0	0	0										
Auto Flash Exit									14	Coord	0	0	0	0	0	0	0	0										
Dual Entry		1		1		1		1	15	Coord	0	0	0	0	0	0	0	0										
Enable Simul Gap	1	1	1	1	1	1	1	1	16	Coord	0	0	0	0	0	0	0	0										
Gaurantee Passage									17	Coord	0	0	0	0	0	0	0	0										
Rest In Walk									18	Coord	0	0	0	0	0	0	0	0										
Conditon Service									19	Coord	0	0	0	0	0	0	0	0										
Non-Actuated 1									20	Coord	0	0	0	0	0	0	0	0										
Non-Actuated 2									21	Coord	0	0	0	0	0	0	0	0										
Add Init Calc									22	Coord	0	0	0	0	0	0	0	0										
Options+ [1.1.3]	1	2	3	4	5	6	7	8	23	Coord	0	0	0	0	0	0	0	0										
Reservice									24	Coord	0	0	0	0	0	0	0	0										
PedClr Thru Yel									Page#																			
Skip Red No Call									1	8 Phase Times/Options; Patterns/Splits; Ring Startup; Coord/Flash Mode; Unit Param																		
Red Rest									1A&1B	16 Phase Times/Options; Patterns/Splits; Ring Startup; Coord/Flash Mode; Unit Param																		
Max II									2	Overlaps; Channel Settings; Coord Alt Table+ (values not associated with time-of-day)																		
Conflicting Phase									3	Detection; Sample Time and Unit Parameters related to detection																		
Conflicting Phase									4	Preemption and Alternate Phase Time and Phase Options																		
Omit Yellow									5	Annual Schedule																		
Ped Delay									6	Day Plans; Action Tables; Coord Alt Table+ (values varied by time-of-day)																		
Grn/Ped Delay									7	Communications; Secutiry; I/O Setup																		
									8	Misc - Events/Alarms; Call/Inhibit/Redirect; P/OLAP Auto Flash; CIC; Misc Unit Param																		

Ring/Startup [1.1.4]

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

Coord Modes [2.1]

Test OpMode	0
Correction	SHRT/LNG
Maximum	MAX 1
Force-Off	FLOAT
Closed Loop	ON
Stop-in-Walk	OFF
Auto Reset	ON
Expand Split	OFF
Ped Recycle	NO_RECYCLE
Before	TIMED
After	TIMED

Auto Flash [1.4.1]

Auto Flash	PH OVER
Flash Yel	4.5
Flash Red	2

Unit Params [1.2.1]

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

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Overlap 1-16 Program Params & Param+ [1.5.2.1] [1.5.2.2]														Coord Transition: CoordPhs [2.5]													
Overlap Conflict Lock		OFF	Overlap Lock Inhibit		OFF	Parent Ph Clearance		ON	Extra Included Ph		ON					Pat#	Short	Long	Dwell	No Shortway 0	E-Yld	Offset	RetHld	Float	Min Veh Perm	Min Ped Perm	
1	Included 0	1					NORMAL						Included 0				1	12	22				EndGRN	#N/A	#N/A	#N/A	
	Modifier 0						Grn	5					9	Modifier 0				2	12	22				EndGRN	#N/A	#N/A	#N/A
	Conflict 0						Yel	5						Conflict 0				3	12	22				EndGRN	#N/A	#N/A	#N/A
	Conflict Olap						Red	2					1	Conflict Olap				4	12	22				EndGRN	#N/A	#N/A	#N/A
A	Conflict Ped						LG							Conflict Ped				5	12	22				EndGRN	#N/A	#N/A	#N/A
	Included 0	3					NORMAL						Included 0					6	12	22				EndGRN	#N/A	#N/A	#N/A
	Modifier 0						Grn	5					10	Modifier 0				7	12	22				EndGRN	#N/A	#N/A	#N/A
	Conflict 0						Yel	5						Conflict 0				8	12	22				EndGRN	#N/A	#N/A	#N/A
B	Conflict Olap						Red	2					J	Conflict Olap				9	12	22				EndGRN	#N/A	#N/A	#N/A
	Conflict Ped						LG							Conflict Ped				10	12	22				EndGRN	#N/A	#N/A	#N/A
	Included 0	5					NORMAL						Included 0					11	12	22				EndGRN	#N/A	#N/A	#N/A
	Modifier 0						Grn	5					11	Modifier 0				12	12	22				EndGRN	#N/A	#N/A	#N/A
C	Conflict 0						Yel	5						Conflict 0				13	12	22				EndGRN	#N/A	#N/A	#N/A
	Conflict Olap						Red	2					K	Conflict Olap				14	12	22				EndGRN	#N/A	#N/A	#N/A
	Conflict Ped						LG							Conflict Ped				15	12	22				EndGRN	#N/A	#N/A	#N/A
	Included 0	7					NORMAL						Included 0					16	12	22				EndGRN	#N/A	#N/A	#N/A
D	Modifier 0						Grn	5					12	Modifier 0				17	12	22				EndGRN	#N/A	#N/A	#N/A
	Conflict 0						Yel	5						Conflict 0				18	12	22				EndGRN	#N/A	#N/A	#N/A
	Conflict Olap						Red	2					L	Conflict Olap				19	12	22				EndGRN	#N/A	#N/A	#N/A
	Conflict Ped						LG							Conflict Ped				20	12	22				EndGRN	#N/A	#N/A	#N/A
E	Included 0						NORMAL						Included 0					21	12	22				EndGRN	#N/A	#N/A	#N/A
	Modifier 0						Grn						13	Modifier 0				22	12	22				EndGRN	#N/A	#N/A	#N/A
	Conflict 0						Yel	3.5						Conflict 0				23	12	22				EndGRN	#N/A	#N/A	#N/A
	Conflict Olap						Red	1.5					M	Conflict Olap				24	12	22				EndGRN	#N/A	#N/A	#N/A
F	Conflict Ped						LG							Conflict Ped				25	0	0				BegGRN	#N/A	#N/A	#N/A
	Included 0						NORMAL						Included 0					26	0	0				BegGRN	#N/A	#N/A	#N/A
	Modifier 0						Grn						14	Modifier 0				27	0	0				BegGRN	#N/A	#N/A	#N/A
	Conflict 0						Yel	3.5						Conflict 0				28	0	0				BegGRN	#N/A	#N/A	#N/A
G	Conflict Olap						Red	1.5					N	Conflict Olap				29	0	0				BegGRN	#N/A	#N/A	#N/A
	Conflict Ped						LG							Conflict Ped				30	0	0				BegGRN	#N/A	#N/A	#N/A
	Included 0						NORMAL						Included 0					31	0	0				BegGRN	#N/A	#N/A	#N/A
	Modifier 0						Grn						15	Modifier 0				32	0	0				BegGRN	#N/A	#N/A	#N/A
H	Conflict 0						Yel	3.5						Conflict 0				33	0	0				BegGRN	#N/A	#N/A	#N/A
	Conflict Olap						Red	1.5					O	Conflict Olap				34	0	0				BegGRN	#N/A	#N/A	#N/A
	Conflict Ped						LG							Conflict Ped				35	0	0				BegGRN	#N/A	#N/A	#N/A
	Included 0						NORMAL						Included 0					36	0	0				BegGRN	#N/A	#N/A	#N/A
I	Modifier 0						Grn						16	Modifier 0				37	0	0				BegGRN	#N/A	#N/A	#N/A
	Conflict 0						Yel	3.5						Conflict 0				38	0	0				BegGRN	#N/A	#N/A	#N/A
	Conflict Olap						Red	1.5					P	Conflict Olap				39	0	0				BegGRN	#N/A	#N/A	#N/A
	Conflict Ped						LG							Conflict Ped				40	0	0				BegGRN	#N/A	#N/A	#N/A
Channel Settings [1.8.1]																											
Channel ->> 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24																											
Phase / Olap # 1 2 3 4 5 6 7 8 1 2 3 4																											
Channel Type VEH VEH VEH VEH VEH VEH VEH VEH OLP OLP OLP OLP VEH VEH VEH VEH VEH VEH VEH VEH VEH VEH VEH VEH																											
Channel Flash DRK YEL DRK RED DRK YEL DRK RED DRK DRK DRK DRK RED RED RED RED DRK DRK DRK DRK DRK DRK DRK DRK DRK DRK																											
Alt Hz																											
Channel Params [1.8.3] C1 O Mode USER Single BIU Map SINGLE Invert Rail Input OFF																											
RTF 17K @ RTE 208 (ID 3018) (Permanent File)																											
09/27/07 Page 2																											

Veh Par 1-64 [5.1]										Veh Par 1-64 [5.1]										Vehicle Options 1-64 [5.2]										Vehicle Options 1-64 [5.2]										Parameters+ 1-64 [5.3]									
Det #	Call Ø	Swi Ø	Dlay	Ext	Que	No Act	Max Pres	Err Cnt	Fail Time	Det #	Call Ø	Swi Ø	Dlay	Ext	Que	No Act	Max Pres	Err Cnt	Fail Time	Det #	Call	Ext	Que	Add Init	Red Lock	Yell Lock	occ	vol	Det #	Call	Ext	Que	Add Init	Red Lock	Yell Lock	occ	vol	Det #	oc G	oc Y	oc R	Dlay 1	Dlay 2	Type	Src				
1	1		5				45	50	10	33							45	50		1	1	1		1					33	1	1		1					1						NORM					
2	2						45	50	40	34							45	50		2	1	1		1					34	1	1		1					2						NORM					
3	3		5				45	50	10	35							45	50		3	1	1		1					35	1	1		1					3						NORM					
4	4						45	50	30	36							45	50		4	1	1		1					36	1	1		1					4						NORM					
5	5		5				45	50	10	37							45	50		5	1	1		1					37	1	1		1					5						NORM					
6	6						45	50	40	38							45	50		6	1	1		1					38	1	1		1					6						NORM					
7	7		5				45	50	10	39							45	50		7	1	1		1					39	1	1		1					7						NORM					
8	8						45	50	30	40							45	50		8	1	1		1					40	1	1		1					8						NORM					
9	8		5				45	50	30	41							45	50		9	1	1		1					41	1	1		1					9						NORM					
10							45	50	2	42							45	50		10	1	1		1					42	1	1		1					10						NORM					
11			5				45	50	40	43							45	50		11	1	1		1					43	1	1		1					11						NORM					
12							45	50	40	44							45	50		12	1	1		1					44	1	1		1					12						NORM					
13			5				45	50	10	45							45	50		13	1	1		1					45	1	1		1					13						NORM					
14							45	50	30	46							45	50		14	1	1		1					46	1	1		1					14						NORM					
15			5				45	50	10	47							45	50		15	1	1		1					47	1	1		1					15						NORM					
16							45	50	40	48							45	50		16	1	1		1					48	1	1		1					16						NORM					
17	7		5				45	50	10	49							45	50		17	1	1		1					49	1	1		1					17						NORM					
18	8						45	50	30	50							45	50		18	1	1		1					50	1	1		1					18						NORM					
19							45	50		51							45	50		19	1	1		1					51	1	1		1					19						NORM					
20							45	50		52							45	50		20	1	1		1					52	1	1		1					20						NORM					
21							45	50		53							45	50		21	1	1		1					53	1	1		1					21						NORM					
22	2		5				45	50	40	54							45	50		22	1	1		1					54	1	1		1					22						NORM					
23	3		5				45	50	40	55							45	50		23	1	1		1					55	1	1		1					23						NORM					
24	4		5				45	50	30	56							45	50		24	1	1		1					56	1	1		1					24						NORM					
25	5		5				45	50	30	57							45	50		25	1	1		1					57	1	1		1					25						NORM					
26	6						45	50	40	58							45	50		26	1	1		1					58	1	1		1					26						NORM					
27	6						45	50	40	59							45	50		27	1	1		1					59	1	1		1					27						NORM					
28	8		5				45	50	30	60							45	50		28	1	1		1					60	1	1		1					28						NORM					
29							45	50		61							45	50		29	1	1		1					61	1	1		1					29						NORM					
30							45	50		62							45	50		30	1	1		1					62	1	1		1					30						NORM					
31							45	50		63							45	50		31	1	1		1					63	1	1		1					31						NORM					
32							45	50		64							45	50		32	1	1		1					64	1	1		1					32						NORM					

Parameters+ 1-64 [5.3]

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

Ped Det Parm [5.4]

Det #	Call Ø	No Act	Max Pres	Err Cnt
1		0	15	0
2		0	15	0
3		0	15	0
4		0	15	0
5		0	15	0
6		0	15	0
7		0	15	0
8		0	15	0

Unit Paramters [1.2.1]

TS2 Det Faults	ON
Vol/Occ Report Parm [1.5.8]	
Vol/Occ Period Minutes	0
Vol/Occ Period Minutes	15

Preemption Times [3.1], Options+ [3.6]

Pre #	Enable	Type	Output	Delay	MinDura
1	ON	RAIL	DWELL		
2	ON	RAIL	DWELL		
3	ON	EMERG	DWELL		
4	ON	EMERG	DWELL		
5	ON	EMERG	DWELL		
6	ON	EMERG	DWELL		

Pre #	MaxPres	MinGrn	MinWlk	PedClr	Co+Pre
1					ON
2					ON
3					ON
4					ON
5					ON
6					ON

Pre #	Track Grn	Min Dwell	Ext Dwell	PedClr	Yel
1		2			
2		2			
3		2			
4		2			
5		2			
6		2			

Pre #	Red	Pattern	Skip
1			OFF
2			OFF
3			OFF
4			OFF
5			OFF
6			OFF

Low Priority Preempts

Pre #	Type	Min	Max
7	OFF	0	0
8	OFF	0	0
9	OFF	0	0
10	OFF	0	0

Unit Parameters [1.2.1]

Stop Timer Over Preempt	OFF
Preempt or Ext Output	PRE
Max Seek Track Time	0
Max Seek Dwell Time	0

Channel Parameters [1.8.3]

D Conn Mappings	NONE
Pre Invert Rail Input	

Track Clear Phases [3.2], Track Clear Overlaps+ [3.5]

Pre #	Track Phases	Track Overlaps
1		
2		
3		
4		
5		
6		

Dwell Phases [3.2] and Overlaps+ [3.5]

Pre #	Phases	Overlaps	Peds
1			
2			
3			
4			
5			
6			

Preemption 1, Options+ [3.6]

Exit Phases [3.2]	Pre #	Lock	Override Auto Flash	Override Higher	Flash Dwell	Link
1	1	ON	ON	ON	OFF	
2	2	ON	ON	ON	ON	
3	3	ON	ON	ON	OFF	
4	4	ON	ON	ON	OFF	
5	5	ON	ON	ON	OFF	
6	6	ON	ON	ON	OFF	

Alt# 1 Times Table [1.1.6.1]

Column#.....>	1	2	3	4	5	6	7	8
Assign Ø								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Clr								
Red Clr								
Walk								
Ped Clr								

Alt# 2 Times Table [1.1.6.1]

Column#.....>	1	2	3	4	5	6	7	8
Assign Ø								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Clr								
Red Clr								
Walk								
Ped Clr								

Alt# 3 Times Table [1.1.6.1]

Column#.....>	1	2	3	4	5	6	7	8
Assign Ø								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Clr								
Red Clr								
Walk								
Ped Clr								

Alt# 1 Options Table [1.1.6.2]

Column # ->	1	2	3	4	5	6	7	8
Assign Ø								
Lock Calls	1	1	1	1	1	1	1	1
Soft Recall								
Dual Entry								
Enabl SimGap	1	1	1	1	1	1	1	1
Gaur Passage								
Rest In Walk								
Cond Service								
Reservice								
Non-Act 1								
Red Rest								
Max2								
Ped Delay								
Conflicting Ø1								

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[illegible]

C1-USER IO Map [1.8.9.1 In]

11-1	1	Veh Call 1
11-2	2	Veh Call 2
11-3	3	Veh Call 3
11-4	4	Veh Call 4
11-5	5	Veh Call 5
11-6	6	Veh Call 6
11-7	7	Veh Call 7
11-8	8	Veh Call 8
12-1	9	Veh Call 9
12-2	189	Unused
12-3	11	Veh Call 11
12-4	12	Veh Call 12
12-5	13	Veh Call 13
12-6	14	Veh Call 14
12-7	15	Veh Call 15
12-8	16	Veh Call 16
13-1	17	Veh Call 17
13-2	18	Veh Call 18
13-3	189	Unused
13-4	189	Unused
13-5	189	Unused
13-6	22	Veh Call 22
13-7	23	Veh Call 23
13-8	24	Veh Call 24
14-1	C11S Connector	
14-2		
14-3		
14-4		
14-5	189	Unused
14-6	189	Unused
14-7	229	33xCMUStop
14-8	228	33xFlashSns
15-1	25	Veh Call 25
15-2	26	Veh Call 26
15-3	27	Veh Call 27
15-4	28	Veh Call 28
15-5	189	Unused
15-6	189	Unused
15-7	189	Unused
15-8	189	Unused
16-1	189	Unused
16-2	189	Unused
16-3	189	Unused
16-4	189	Unused
16-5	189	Unused
16-6	189	Unused
16-7	189	Unused
16-8	189	Unused

C1-USER IO Map [1.8.9.2 Out]

01-1	1	Ch1 Red
01-2	49	Ch1 Green
01-3	2	Ch2 Red
01-4	26	Ch2 Yellow
01-5	50	Ch2 Green
01-6	3	Ch3 Red
01-7	27	Ch3 Yellow
01-8	51	Ch3 Green
02-1	4	Ch4 Red
02-2	52	Ch4 Green
02-3	5	Ch5 Red
02-4	29	Ch5 Yellow
02-5	53	Ch5 Green
02-6	6	Ch6 Red
02-7	30	Ch6 Yellow
02-8	54	Ch6 Green
03-1	7	Ch7 Red
03-2	55	Ch7 Green
03-3	8	Ch8 Red
03-4	32	Ch8 Yellow
03-5	56	Ch8 Green
03-6	9	Ch9 Red
03-7	33	Ch9 Yellow
03-8	57	Ch9 Green
04-1	10	Ch10 Red
04-2	58	Ch10 Green
04-3	11	Ch11 Red
04-4	35	Ch11 Yellow
04-5	59	Ch11 Green
04-6	12	Ch12 Red
04-7	36	Ch12 Yellow
04-8	60	Ch12 Green
05-1	28	Ch4 Yellow
05-2	34	Ch10 Yellow
05-3	25	Ch1 Yellow
05-4	31	Ch7 Yellow
05-5	115	Not Used
05-6	115	Not Used
05-7	115	Not Used
05-8	114	Watchdog
06-1	115	Not Used
06-2	115	Not Used
06-3	13	Ch13 Red
06-4	37	Ch13 Yellow
06-5	61	Ch13 Green
06-6	14	Ch14 Red
06-7	38	Ch14 Yellow
06-8	62	Ch14 Green

C1-USER IO Map [1.8.9.2 Out]

07-1	115	Not Used
07-2	115	Not Used
07-3	115	Not Used
07-4	115	Not Used
07-5	115	Not Used
07-6	115	Not Used
07-7	115	Not Used
07-8	115	Not Used
C11S-USER IO Map [1.8.9.1 In]		
14-1	189	Unused
14-2	189	Unused
14-3	189	Unused
14-4	189	Unused
17-1	189	Unused
17-2	189	Unused
17-3	189	Unused
17-4	189	Unused
17-5	189	Unused
17-6	189	Unused
17-7	189	Unused
17-8	189	Unused
18-1	189	Unused
18-2	189	Unused
18-3	189	Unused
18-4	189	Unused
18-5	189	Unused
18-6	189	Unused
18-7	189	Unused
18-8	189	Unused
C11S-USER IO Map [1.8.9.2 Out]		
08-1	115	Not Used
08-2	115	Not Used
08-3	115	Not Used
08-4	115	Not Used
08-5	115	Not Used
08-6	115	Not Used
08-7	115	Not Used
08-8	115	Not Used

IO Logic [1.8.7]

Result	Fcn	Oper	Fcn	Oper	Fcn	Timer
I 0 =	I 0	---	I 0	---	I 0	DLY 0
I 0 =	I 0	---	I 0	---	I 0	DLY 0
I 0 =	I 0	---	I 0	---	I 0	DLY 0
I 0 =	I 0	---	I 0	---	I 0	DLY 0
I 0 =	I 0	---	I 0	---	I 0	DLY 0
I 0 =	I 0	---	I 0	---	I 0	DLY 0
I 0 =	I 0	---	I 0	---	I 0	DLY 0
I 0 =	I 0	---	I 0	---	I 0	DLY 0
I 0 =	I 0	---	I 0	---	I 0	DLY 0
I 0 =	I 0	---	I 0	---	I 0	DLY 0
I 0 =	I 0	---	I 0	---	I 0	DLY 0
I 0 =	I 0	---	I 0	---	I 0	DLY 0
I 0 =	I 0	---	I 0	---	I 0	DLY 0
I 0 =	I 0	---	I 0	---	I 0	DLY 0
I 0 =	I 0	---	I 0	---	I 0	DLY 0

Security Access Levels [8.2]

1	SWLOAD
2	SECURE
3	NONE
4	NONE
5	NONE
6	NONE
7	NONE
8	NONE
9	NONE
10	NONE
11	NONE
12	NONE
13	NONE
14	NONE
15	NONE
16	NONE
17	NONE
18	NONE
19	NONE
20	NONE
21	NONE

22	NONE
23	NONE
24	NONE
25	NONE
26	NONE
27	NONE
28	NONE
29	NONE
30	NONE
31	NONE
32	NONE
33	NONE
34	NONE
35	NONE
36	NONE
37	NONE
38	NONE
39	NONE
40	NONE
41	NONE
42	NONE

43	NONE
44	NONE
45	NONE
46	NONE
47	NONE
48	NONE
49	NONE
50	NONE
51	NONE
52	NONE
53	NONE
54	NONE
55	NONE
56	NONE
57	NONE
58	NONE
59	NONE
60	NONE
61	NONE
62	NONE
63	NONE
64	NONE

Com Parameters [6.1]

Station ID	3018
Group ID	
Master ID	0
Backup Time	900
SysUp Modem [6.1]	
Enable Modem	OFF
Idle Time	15
Dial Time	5
Tel	0,0-000-000-0000
Alt	0,0-000-000-0000

2070 Port Params [6.2]

Port	Baud Rate	FCM
SP1	9600	6
SP2	9600	6
SP3	19200	6
SP4	38400	6
SP5	1200	
SP6	1200	
SP7	1200	
SP8	1200	

2070 IP 1 Addressing [6.5]

Addressing				
Addr				
Mask				
Brdcst				
GtWay				
Port				

2070 IP 2 Addressing [6.5]

Addressing				
Addr				
Mask				
Brdcst				
GtWay				
Port				

2070 Port Binding Ports [6.6]

	Port	Echo	Mode
ASYNC1	#N/A	#N/A	#N/A
ASYNC2	#N/A	#N/A	#N/A
ASYNC3	#N/A	#N/A	#N/A
ASYNC4	#N/A	#N/A	#N/A
SYNC1	#N/A		
SYNC2	#N/A		

2070 Port Binding Functions [6.6]

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

#	Event / Alarm	Ev	Alr	Call Phases[1.1.5]				Redirect Phases[1.1.5]				Inhibit Phases[1.1.5]																			
1	Power Up Alarm	1	1	Ø	Phases Called By Ø			From	To	From	To	From	To	From	To	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
2	Stop Timing	1	1	1				1								1															
3	TS1 Cabinet Door			2				2								2															
4	Coordination Failure	1	1	3				3								3															
5	External Alarm # 1	1	1	4				4								4															
6	External Alarm # 2	1	1	5				5								5															
7	External Alarm # 3			6				6								6															
8	External Alarm # 4			7				7								7															
9	Closed Loop Disabled	1		8				8								8															
10	External Alarm # 5			9				9								9															
11	External Alarm # 6			10				10								10															
12	Manual Control Enable	1	1	11				11								11															
13	Coord Free Input			12				12								12															
14	Local Flash Input	1	1	13				13								13															
15	MMU Flash			14				14								14															
16	CMU Flash			15				15								15															
17	Cycle Fault	1		16				16								16															
18	Cycle Failure	1		Alt Call & Redirect # 1 [1.1.6.3]												Alt Inhibit Phases # 1 [1.1.6.3]															
19	Coordination Fault	1		Col	Ø	Phases Called By Ø		From	To	From	To	From	To	From	To	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
20	Controller Fault	1	1	1				1								1															
21	Detector SDLC Failure			2				2								2															
22	MMU SDLC Failure			3				3								3															
23	Critical SDLC Failure			4				4								4															
24	Reserved			5				5								5															
25	EEPROM CRC Fault	1	1	6				6								6															
26	Detector Diagnostic Failure			7				7								7															
27	BIU Detector Failure	1	1	8				8								8															
28	Queue detector alarm	1		Alt Call & Redirect # 2 [1.1.6.3]												Alt Inhibit Phases # 2 [1.1.6.3]															
29	Ped Detector Fault	1		Col	Ø	Phases Called By Ø		From	To	From	To	From	To	From	To	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
30	Coord Diagnostic Fault			1				1								1															
41	TempAlert Probe Ch. A			2				2								2															
42	TempAlert Probe Ch. B	1		3				3								3															
47	Coord Active	1		4				4								4															
48	Preempt Active			5				5								5															
49	Preempt 1 Input	1		6				6								6															
50	Preempt 2 Input	1		7				7								7															
51	Preempt 3 Input	1		8				8								8															
52	Preempt 4 Input	1		Coord, CIC Plans [2.3]								Unit Parameters [1.2.1]																			
53	Preempt 5 Input	1		CIC	CoØ	Grow	1	2	3	4	5	6	7	8	Allow Skip Yellow	OFF	Max Cycle Time	0													
54	Preempt 6 Input	1		1	OFF										TOD Dim Enable	OFF	Cycle Fault Action	ALARM													
55	Preempt 7 Input	1		2	OFF										Tone Disable	OFF															
56	Preempt 8 Input	1		3	OFF										Diamond Mode	4Ph															
57	Preempt 9 Input	1		4	OFF										Backup Time (s)	900															
58	Preempt 10 Input	1		Auto Flash Phase/Olap Settings [1.4.2]												Disable Init Ped	OFF														
61	In Transition	1		Yel Ø											Cycle Fault Action	ALARM															
81	FIO Status Alarm			Yel (olaps)											Enable Run Timer	ON	RTE 17K @ RTE 208 (ID 3018) (Permanent File)														

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**MODEL 179 SIGNAL OPERATION
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SIGNAL # O-18COUNTY ORANGEDATE 09/27/07

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TABLE OF INPUT WIRING

TERM. NUMBER	FUNCTION	DET. NO.	DET. TYPE	DET. AN OVER	REMARKS
1A, 1B	Ø 1	1A	QUADRAPOLE		PRESENCE LOOP
2A, 2B	Ø 2	2A	QUADRAPOLE		PRESENCE LOOP
3A, 3B	Ø 3	3A	QUADRAPOLE		PRESENCE LOOP
4A, 4B	Ø 4	4A	QUADRAPOLE		PRESENCE LOOP
5A, 5B	Ø 5	5A	QUADRAPOLE		PRESENCE LOOP
6A, 6B	Ø 6	6A	QUADRAPOLE		PRESENCE LOOP
7A, 7B	Ø 7	7A	QUADRAPOLE		PRESENCE LOOP
8A, 8B	Ø 8	8A	QUADRAPOLE		PRESENCE LOOP
9A, 9B	Ø 8	9A	NORMAL		PRESENCE LOOP
10A, 10B					
11A, 11B	Ø 1	11A	NORMAL		PRESENCE LOOP
12A, 12B	Ø 2	12A	NORMAL		PRESENCE LOOP
13A, 13B	Ø 3	13A	NORMAL		PRESENCE LOOP
14A, 14B	Ø 4	14A	NORMAL		PRESENCE LOOP
15A, 15B	Ø 5	15A	NORMAL		PRESENCE LOOP
16A, 16B	Ø 6	16A	NORMAL		PRESENCE LOOP
17A, 17B	Ø 7	17A	NORMAL		PRESENCE LOOP
18A, 18B	Ø 8	18A	NORMAL		PRESENCE LOOP
19A, 19B					
20A, 20B					
21A, 21B					
22A, 22B	Ø 2	22A	QUADRAPOLE		PRESENCE LOOP
23A, 23B	Ø 3	23A	NORMAL		PRESENCE LOOP
24A, 24B	Ø 4	24A	QUADRAPOLE		PRESENCE LOOP
25A, 25B	Ø 5	25A	NORMAL		PRESENCE LOOP
26A, 26B	Ø 6	26A	QUADRAPOLE		PRESENCE LOOP
27A, 27B	Ø 6	27A	NORMAL		PRESENCE LOOP
28A, 28B	Ø 8	28A	QUADRAPOLE		PRESENCE LOOP















**MODEL 179 SIGNAL OPERATION
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TABLE OF SWITCH PACKS

SWITCH PACK	FUNCTION	INDICATIONS	FACE	TERMINAL WIRING BOARD		FACE	TERMINAL WIRING BOARD	
				TERMINAL	WIRE COLOR CODE		TERMINAL	WIRE COLOR CODE
1	Ø 1	----- 	1	SP 1 R	-----		SP 1 R	
				SP 1 Y	14 / 10C - E - O/B		SP 1 Y	
		Ground Wire		SP 1 G	- G/B		SP 1 G	
				Grnd Bus	- W/B		Grnd Bus	
2	Ø 2	Red	3	SP 2 R	14 / 10C - C - R	4	SP 2 R	14 / 10C - A - R
		Yellow		SP 2 Y	- O		SP 2 Y	- O
		Green		SP 2 G	- G		SP 2 G	- G
		Ground Wire		Grnd Bus	- W		Grnd Bus	- W
3	Ø 3	----- 	5	SP 3 R	-----		SP 3 R	
				SP 3 Y	14 / 10C - F - O/B		SP 3 Y	
		Ground Wire		SP 3 G	- G/B		SP 3 G	
				Grnd Bus	- W/B		Grnd Bus	
4	Ø 4	Red	7	SP 4 R	14 / 10C - D - R	8	SP 4 R	14 / 10C - B - R
		Yellow		SP 4 Y	- O		SP 4 Y	- O
		Green		SP 4 G	- G		SP 4 G	- G
		Ground Wire		Grnd Bus	- W		Grnd Bus	- W
5	Ø 5	----- 	3	SP 5 R	-----		SP 5 R	
				SP 5 Y	14 / 10C - C - O/B		SP 5 Y	
		Ground Wire		SP 5 G	- G/B		SP 5 G	
				Grnd Bus	- W/B		Grnd Bus	
6	Ø 6	Red	1	SP 6 R	14 / 10C - E - R	2	SP 6 R	14 / 10C - G - R
		Yellow		SP 6 Y	- O		SP 6 Y	- O
		Green		SP 6 G	- G		SP 6 G	- G
		Ground Wire		Grnd Bus	- W		Grnd Bus	- W
7	Ø 7	----- 	7	SP 7 R	-----		SP 7 R	
				SP 7 Y	14 / 10C - D - O/B		SP 7 Y	
		Ground Wire		SP 7 G	- G/B		SP 7 G	
				Grnd Bus	- W/B		Grnd Bus	
8	Ø 8	Red	5	SP 8 R	14 / 10C - F - R	6	SP 8 R	14 / 10C - H - R
		Yellow		SP 8 Y	- O		SP 8 Y	- O
		Green		SP 8 G	- G		SP 8 G	- G
		Ground Wire		Grnd Bus	- W		Grnd Bus	- W
9	OVL"1" Ø1	----- 	6	SP 9 R	-----		SP 9 R	
				SP 9 Y	14 / 10C - H - O/B		SP 9 Y	
		Ground Wire		SP 9 G	- G/B		SP 9 G	
				Grnd Bus	- W/B		Grnd Bus	
10	OVL"2" Ø3	----- 	4	SP 10 R	-----		SP 10 R	
				SP 10 Y	14 / 10C - A - O/B		SP 10 Y	
		Ground Wire		SP 10 G	- G/B		SP 10 G	
				Grnd Bus	- W/B		Grnd Bus	
11	OVL"3" Ø5	----- 	8	SP 11 R	-----		SP 11 R	
				SP 11 Y	14 / 10C - B - O/B		SP 11 Y	
		Ground Wire		SP 11 G	- G/B		SP 11 G	
				Grnd Bus	- W/B		Grnd Bus	
12	OVL"4" Ø7	----- 	2	SP 12 R	-----		SP 12 R	
				SP 12 Y	14 / 10C - G - O/B		SP 12 Y	
		Ground Wire		SP 12 G	- G/B		SP 12 G	
				Grnd Bus	- W/B		Grnd Bus	
13		-----		SP 13 R			SP 13 R	
				SP 13 Y			SP 13 Y	
				SP 13 G			SP 13 G	
		Ground Wire		Grnd Bus			Grnd Bus	
14		-----		SP 14 R			SP 14 R	
				SP 14 Y			SP 14 Y	
				SP 14 G			SP14 G	
		Ground Wire		Grnd Bus			Grnd Bus	

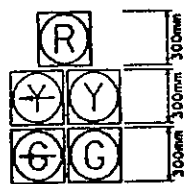
2.3

D260255

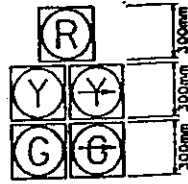
CONFLICT MONITOR DIODES TO BE CUT			CONFLICT MONITOR YELLOW JUMPERS TO BE INSTALLED	CURRENT MONITOR DIODES TO BE CUT
SP1 - SP5	SP4 - SP7	SP9 - SP11		1, 3, 5, 7, 9 - 14
SP1 - SP6	SP4 - SP8			
SP1 - SP9	SP4 - SP12	SP10 - SP12		
SP1 - SP11				
	SP5 - SP9			
SP2 - SP5	SP5 - SP11			
SP2 - SP6				
SP2 - SP11	SP6 - SP9			
SP3 - SP7	SP7 - SP10			
SP3 - SP8	SP7 - SP12			
SP3 - SP10				
SP3 - SP12	SP8 - SP10			

NOTES:

FACES



1, 3, 5, 7



2, 4, 6, 8

TABLE OF SIGNS

HEAD	ITEM	MUTCD	TEXT
K	680.8202	R3-22C	ONLY
I, J	680.8201	R3-24C	ONLY
L	680.8202	R3-24C	ONLY

014, (8) 680.810101, 810105, (8) 680.810106, 1201, (2) 680.8282

680.7901

ITEMS 206.03, 680.520104, (2) 680.71

ROUTE 17K

ITEMS 206.03, 680.520104, (4) 680.71

ITEMS 206.03, (2) 680.520104, (6) 680.71

ITEMS 206.03, 680.520106, (6) 680.71

POLE NO. 2
ITEMS 680.5001, 680.604011

ITEMS 206.03, 680.520104, (2) 680.71

ITEMS 206.03, 680.520104, (4) 680.71

ITEMS 206.03, (2) 680.520104, (6) 680.71

NOTE 1
ITEMS 206.03, 680.520104, 680.700606, 15680.950

POLE NO. 1
ITEMS 680.5001, 680.604010

ITEMS 206.03, 680.520110, (6) 680.71, (8) 680.

ITEMS 08680.803247, 15680.803245, 08680.94

ITEMS 206.03, 680.520110, (18) 680.71

ITEM 680.510501 (TYP)

ITEMS 206.03, (2) 680.520104, (6) 680.

ITEMS 206.03, 680.520104, (4)

ITEMS 6880.54,

TABLE OF VEHICLE DETECTORS

NUMBER	TYPE	FUNCTION	SIZE	TURNS
1A	QUAD	01 PRESENCE	2 - 1 m X 12 m	3
11A	LOOP	01 PRESENCE	2 m X 12 m	3
2A	QUAD	02 PRESENCE	2 - 1 m X 12 m	3
12A	LOOP	02 PRESENCE	2 m X 12 m	3
22A	QUAD	02 PRESENCE	2 - 1 m X 12 m	3
23A	LOOP	02 PRESENCE	2 m X 12 m	3
3A	QUAD	03 PRESENCE	2 - 1 m X 12 m	3
13A	LOOP	03 PRESENCE	2 m X 12 m	3
4A	QUAD	04 PRESENCE	2 - 1 m X 12 m	3
14A	LOOP	04 PRESENCE	2 m X 12 m	3
24A	QUAD	04 PRESENCE	2 - 1 m X 12 m	3
25A	LOOP	04 PRESENCE	2 m X 12 m	3
5A	QUAD	05 PRESENCE	2 - 1 m X 12 m	3
15A	LOOP	05 PRESENCE	2 m X 12 m	3
6A	QUAD	06 PRESENCE	2 - 1 m X 12 m	3
16A	LOOP	06 PRESENCE	2 m X 12 m	3
26A	QUAD	06 PRESENCE	2 - 1 m X 12 m	3
27A	LOOP	06 PRESENCE	2 m X 12 m	3
7A	QUAD	07 PRESENCE	2 - 1 m X 12 m	3
17A	LOOP	07 PRESENCE	2 m X 12 m	3
8A	QUAD	08 PRESENCE	2 - 1 m X 12 m	3
18A	LOOP	08 PRESENCE	2 m X 12 m	3
28A	QUAD	08 PRESENCE	2 - 1 m X 12 m	3
9A	LOOP	08 PRESENCE	2 m X 12 m	3

TABLE OF CLEARANCES

TO	FROM			
	R	G	R/Y	R/Y
R	X	Y	R/Y	R/Y
G	R	X	R/Y	R
R/Y	R	Y	X	R
R/Y	R	R	X	R

SIGNAL POLE DATA

POLE NO.	STA. & OFFSET	ELEV	ITEM	HEIGHT	DESIGN LOAD	FOOTING MOMENT
1	RE1+018: 20.5 m LT	126.838	680.604010	10 m	35.6 kN	382 kN-M
2	RE0+983: 20 m RT	125.483	680.604011	11 m	35.6 kN	422 kN-M

TABLE OF HEADS AND CABLE

HEAD	BRACKET	CABLE		FACE	ITEM NUMBERS
		ITEM NO.	DESCRIPTION		
A	680.8111	680.731014	14/10A-X/X	4	680.810101, 680.810103, 680.810104, 680.810105, 680.810106, (5) 680.810107
B	680.8111	680.731014	14/10B-X/X	8	680.810101, 680.810103, 680.810104, 680.810105, 680.810106, (5) 680.810107
C	680.8111	680.731014	14/10C-X/X	3	680.810101, 680.810103, 680.810104, 680.810105, 680.810106, (5) 680.810107
D	680.8111	680.731014	14/10D-X/X	7	680.810101, 680.810103, 680.810104, 680.810105, 680.810106, (5) 680.810107
E	680.8111	680.731014	14/10E-X/X	1	680.810101, 680.810103, 680.810104, 680.810105, 680.810106, (5) 680.810107
F	680.8111	680.731014	14/10F-X/X	5	680.810101, 680.810103, 680.810104, 680.810105, 680.810106, (5) 680.810107
G	680.8111	680.731014	14/10G-X/X	2	680.810101, 680.810103, 680.810104, 680.810105, 680.810106, (5) 680.810107
H	680.8111	680.731014	14/10H-X/X	6	680.810101, 680.810103, 680.810104, 680.810105, 680.810106, (5) 680.810107

TABLE OF OPERATIONS

PHASE	FACE							
	1	2	3	4	5	6	7	8
START UP								
01	R/-G	R	R	R	R	R/-G	R	R
02	R	R	G	G	R	R	R	R
05	R	R	R/-G	R	R	R	R	R/-G
06	G	G	R	R	R	R	R	R
01+05	R/-G	R	R/-G	R	R	R/-G	R	R/-G
02+06	G	G	G	G	R	R	R	R
03	R	R	R	R/-G	R/-G	R	R	R
04	R	R	R	R	R	R	G	G
07	R	R/-G	R	R	R	R	R/-G	R
08	R	R	R	R	G	G	R	R
03+07	R	R/-G	R	R/-G	R/-G	R	R/-G	R
04+08	R	R	R	R	G	G	G	G
FLASHING OPERATION	FL Y	FL Y	FL Y	FL Y	FL R	FL R	FL R	FL R

74° 30'



SIGNAL
0-18

SIGNATURE

ROUTE 208 / ROUTE 17K
INTERSECTION IMPROVEMENTS

TRAFFIC SIGNAL PLAN

STATE
DEPARTMENT

DOCUMENT NAME
848744A.TRF.DGN

REVISION

[illegible]

[illegible]

Channel Params[1.8.3]					
C1 IO Mode	User	Single BIU Map	DEFAULT	Invert Rail Input	OFF

Src
2
2
2

ON

0
15

9 3

Preemption Times [3.1], Options+ [3.6]

Pre #	Enable	Type	Output	Delay	MinDura
1	ON	RAIL	Dwell		
2	ON	RAIL	Dwell		
3	ON	EMERG	Dwell		
4	ON	EMERG	Dwell		
5	ON	EMERG	Dwell		
6	ON	EMERG	Dwell		

Pre #	MaxPres	MinGm	MinWlk	PedClr	Co+Pre
1					ON
2					ON
3					ON
4					ON
5					ON
6					ON

Pre #	Track Gm	Min Dwell	Ext Dwell	PedClr+	Yel
1		2			
2		2			
3		2			
4		2			
5		2			
6		2			

Pre #	Red	Pattern	Skip
1			OFF
2			OFF
3			OFF
4			OFF
5			OFF
6			OFF

Low Priority Preempts

Pre #	Type	Min	Max
7	OFF		
8	OFF		
9	OFF		
10	OFF		

Unit Parameters [1.2.1]

Stop Timer Over Preempt	OFF
Preempt or Ext Output	PRE
Max Seek Track Time	
Max Seek Dwell Time	

Channel Parameters [1.8.3]

D Conn Mappings	OFF
Pre Invert Rail Input	None

Track Clear Phases [3.2], Track Clear Overlaps+ [3.5]

Pre #	Track Phases	Track Overlaps
1		
2		
3		
4		
5		
6		

Dwell Phases [3.2] and Overlaps+ [3.5]

Pre #	Phases	Overlaps	Peds
1			
2			
3			
4			
5			
6			

Preemption 1, Options+ [3.6]

Pre #	Exit Phase	Pre #	Lock	Override Auto Fish	Override Higher	Fish Dwell	Link
1		1	ON	ON	ON	OFF	
2		2	ON	ON	ON	OFF	
3		3	ON	ON	ON	OFF	
4		4	ON	ON	ON	OFF	
5		5	ON	ON	ON	OFF	
6		6	ON	ON	ON	OFF	

Alt# 1 Times Table [1.1.6.1]

Column#..->	1	2	3	4	5	6	7	8
Assign Ø								
Min Gm								
Gap, Ext								
Max 1								
Max 2								
Yel Clr								
Red Clr								
Walk								
Ped Clr								

Alt# 2 Times Table [1.1.6.1]

Column#..->	1	2	3	4	5	6	7	8
Assign Ø								
Min Gm								
Gap, Ext								
Max 1								
Max 2								
Yel Clr								
Red Clr								
Walk								
Ped Clr								

Alt# 3 Times Table [1.1.6.1]

Column#..->	1	2	3	4	5	6	7	8
Assign Ø								
Min Gm								
Gap, Ext								
Max 1								
Max 2								
Yel Clr								
Red Clr								
Walk								
Ped Clr								

Alt# 1 Options Table [1.1.6.2]

Column # ->	1	2	3	4	5	6	7	8
Assign Ø								
Lock Calls	ON	ON	ON	ON	ON	ON	ON	ON
Soft Recall								
Dual Entry								
Enabl SimGap	ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage								
Rest In Walk								
Cond Service								
Reservice								
Non-Act 1								
Red Rest								
Max2								
Ped Delay								
Conflicting Ø1								

[illegible]

[illegible]

				Call Phases[1.1.5]					Redirect Phases[1.1.5]					Inhibit Phases[1.1.5]																			
#	Event / Alarm	Ev	Alr	Ø	Phases Called By Ø				1	From	To	From	To	From	To	From	To	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
1	Power Up Alarm.	ON	ON	1					1									1															
2	Stop Timing	ON	ON	2					2									2															
3	TS1 Cabinet Door			3					3									3															
4	Coordination Failure	ON	ON	4					4									4															
5	External Alarm # 1	ON	ON	5					5									5															
6	External Alarm # 2	ON	ON	6					6									6															
7	External Alarm # 3			7					7									7															
8	External Alarm # 4			8					8									8															
9	Closed Loop Disabled	ON		9					9									9															
10	External Alarm # 5			10					10									10															
11	External Alarm # 6			11					11									11															
12	Manual Control Enable	ON	ON	12					12									12															
13	Coord Free Input			13					13									13															
14	Local Flash Input	ON	ON	14					14									14															
15	MMU Flash			15					15									15															
16	CMU Flash			16					16									16															
17	Cycle Fault	ON																															
18	Cycle Failure	ON		Alt Call & Redirect # 1 [1.1.6.3]												Alt Inhibit Phases # 1 [1.1.6.3]																	
19	Coordination Fault	ON		Col	Ø	Phases Called By Ø				1	From	To	From	To	From	To	From	To	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
20	Controller Fault	ON	ON	1					1										1														
21	Detector SDLC Failure			2					2										2														
22	MMU SDLC Failure			3					3										3														
23	Critical SDLC Failure			4					4										4														
24	Reserved			5					5										5														
25	EEPROM CRC Fault	ON	ON	6					6										6														
26	Detector Diagnostic Failure			7					7										7														
27	BIU Detector Failure	ON	ON	8					8										8														
28	Queue detector alarm	ON		Alt Call & Redirect # 2 [1.1.6.3]												Alt Inhibit Phases # 2 [1.1.6.3]																	
29	Ped Detector Fault	ON		Col	Ø	Phases Called By Ø				1	From	To	From	To	From	To	From	To	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
30	Coord Diagnostic Fault			1					1										1														
41	TempAlert Probe Ch. A			2					2										2														
42	TempAlert Probe Ch. B			3					3										3														
47	Coord Active			4					4										4														
48	Preempt Active	ON		5					5										5														
49	Preempt 1 Input	ON		6					6										6														
50	Preempt 2 Input	ON		7					7										7														
51	Preempt 3 Input	ON		8					8										8														
52	Preempt 4 Input	ON														Unit Parameters [1.2.1]																	
53	Preempt 5 Input	ON														Allow Skip Yellow	OFF	Max Cycle Time															
54	Preempt 6 Input	ON														TOD Dim Enable	OFF	Cycle Fault Action				Alarm											
55	Preempt 7 Input	ON														Tone Disable	OFF																
56	Preempt 8 Input	ON														Diamond Mode	4Ph																
57	Preempt 9 Input	ON														Backup Time (s)	900																
58	Preempt 10 Input	ON														Disable Init Ped	OFF																
61	In Transition	ON														Cycle Fault Action	Alarm																
81	FIO Status Alarm			Auto Flash Phase/Olap Settings [1.4.2]												Enable Run Timer	ON					3159 RTE 17K @ RTE 211											
				Yel Ø																													
				Yel (olaps)																													

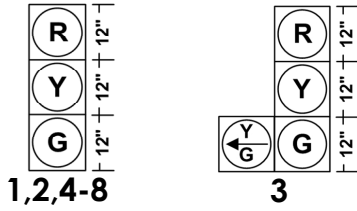
11/22/22Page

O-159
Signal #

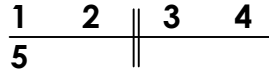
STATE OF NEW YORK - DEPARTMENT OF TRANSPORTATION
TRAFFIC AND SAFETY DIVISION
in the Village of MONTGOMERY

Signal: **O-159**
File: 33.31-17K
D/HWP: 20006264A
PIN: _____

FACES



Phase Sequence



DEVITT
MANAGEMENT

ROUTE 211

360 DEGREE CAMERA
VIDEO DET. SYS.

ROUTE 17K

Ø1
SP 1

34

40

Ø3
SP 3

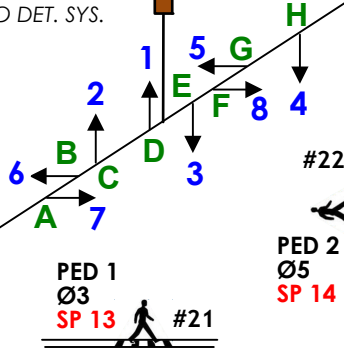


49

55

JACKLYN
ROSE SKIN
CARE

C



#22

PED 2
Ø5
SP 14

TO BUSINESS
PARKING LOT



VIDEO DET. ZONE

Useful Cabinet Data

GRIDSMART
User Name: nysdot
Password: 00003159
Ip: 192.168.0.200
EXPORT CONFIG
CHANGE FILE NAME: Signal#_DATE
0-159_02232022

admin
NYS DOT08

ROUTE 17K

Ø2 (LHT)
SP 2
Ø5
SP 10



RUSSIN LUMBER





Nov 2021
PLAN OF
OPERATION

Printed: 11/15/2022

Date: 11/15/2022

TABLE OF SWITCH PACKS

SWITCH PACK	FUNCTION	INDICATIONS	FACE	TERMINAL	WIRE COLOR CODE	FACE	TERMINAL	WIRE COLOR CODE
1	Ø1	Red	1	SP 1 R	14/15C-D-R	2	SP 1 R	14/15C-C-R
		Yellow		SP 1 Y	14/15C-D-O		SP 1 Y	14/15C-C-O
		Green		SP 1 G	14/15C-D-G		SP 1 G	14/15C-C-G
		Ground Wire		Grnd Bus	14/15C-D-W		Grnd Bus	14/15C-C-W
2	Ø2	-----	3	SP 2 R	-----		SP 2 R	
				SP 2 Y	14/15C-E-O/B		SP 2 Y	
				SP 2 G	14/15C-E-G/B		SP 2 G	
		Ground Wire		Grnd Bus	14/15C-E-W/B		Grnd Bus	
3	Ø3	Red	5	SP 3 R	14/15C-G-R	6	SP 3 R	14/15C-B-R
		Yellow		SP 3 Y	14/15C-G-O		SP 3 Y	14/15C-B-O
		Green		SP 3 G	14/15C-G-G		SP 3 G	14/15C-B-G
		Ground Wire		Grnd Bus	14/15C-G-W		Grnd Bus	14/15C-B-W
4.	Ø4	Red	7	SP 4 R	14/15C-A-R	8	SP 4 R	14/15C-F-R
		Yellow		SP 4 Y	14/15C-A-O		SP 4 Y	14/15C-F-O
		Green		SP 4 G	14/15C-A-G		SP 4 G	14/15C-F-G
		Ground Wire		Grnd Bus	14/15C-A-W		Grnd Bus	14/15C-F-W
5.				SP 5 R			SP 5 R	
				SP 5 Y			SP 5 Y	
				SP 5 G			SP 5 G	
		Ground Wire		Grnd Bus			Grnd Bus	
6.				SP 6 R			SP 6 R	
				SP 6 Y			SP 6 Y	
				SP 6 G			SP 6 G	
		Ground Wire		Grnd Bus			Grnd Bus	
7.				SP 7 R			SP 7 R	
				SP 7 Y			SP 7 Y	
				SP 7 G			SP 7 G	
		Ground Wire		Grnd Bus			Grnd Bus	
8				SP 8 R			SP 8 R	
				SP 8 Y			SP 8 Y	
				SP 8 G			SP 8 G	
		Ground Wire		Grnd Bus			Grnd Bus	
9				SP 9 R			SP 9 R	
				SP 9 Y			SP 9 Y	
				SP 9 G			SP 9 G	
		Ground Wire		Grnd Bus			Grnd Bus	
10	Ø5	Red	3	SP 10 R	14/15C-E-R	4	SP 10 R	14/15C-H-R
		Yellow		SP 10 Y	14/15C-E-O		SP 10 Y	14/15C-H-O
		Green		SP 10 G	14/15C-E-G		SP 10 G	14/15C-H-G
		Ground Wire		Grnd Bus	14/15C-E-W		Grnd Bus	14/15C-H-W
11.				SP 11 R			SP 11 R	
				SP 11 Y			SP 11 Y	
				SP 11 G			SP 11 G	
		Ground Wire		Grnd Bus			Grnd Bus	
12.				SP 12 R			SP 12 R	
				SP 12 Y			SP 12 Y	
				SP 12 G			SP 12 G	
		Ground Wire		Grnd Bus			Grnd Bus	
13	PED-1 Ø3	HAND	21	SP 13 R	14/5C-1P-R		SP 13 R	
		-----		SP 13 Y	-----		SP 13 Y	
		MAN		SP 13 G	14/5C-1P-G		SP 13 G	
		Ground Wire		Grnd Bus	14/5C-1P-W		Grnd Bus	
14.	PED-2 Ø5	HAND	22	SP 14 R	14/5C-2P-R		SP 14 R	
		-----		SP 14 Y	-----		SP 14 Y	
		MAN		SP 14 G	14/5C-2P-G		SP 14 G	
		Ground Wire		Grnd Bus	14/5C-2P-W		Grnd Bus	

TRAFFIC SIGNAL MONITOR PROGRAMMING

CONFLICT MONITOR DIODES TO BE CUT (SWITCH PACKS TO RUN TOGETHER)			YELLOW DISABLE: WIRE JUMPERS TO BE INSTALLED FOR PEDS		210NYR MONITOR BOARD (SWITCH PACKS TO MONITOR)	
1-10	2-10	3-13	1			
1-14	2-14	10-14	2			
			3			
			4			
			5			
			6			
			7			
			8			
			9			
			10			
			11			
			12			
			13	X		
			14	X		
			15			
			16			

**CURRENT MONITOR BOARD
(IF USED)**

CURRENT MONITOR DIODES TO BE CUT (SWITCH PACKS TO NOT MONITOR)
2, 5-9, 11-14

Notes:

Date: 11/15/2022

TABLE OF INPUT WIRING

SDLC CHANNEL	FUNCTION	DET. ZONE NO.	DET. TYPE	DET. AN OVER	REMARKS
21	PED-1 Ø3	21	BUTTON		PEDESTRIAN
22	PED-2 Ø5	22	BUTTON		PEDESTRIAN
33		33	GRIDSMART		
34	Ø1	34	GRIDSMART		PRESENCE
35		35	GRIDSMART		
36	Ø2	36	GRIDSMART		PRESENCE
37	Ø5	37	GRIDSMART		PRESENCE
38		38	GRIDSMART		
39		39	GRIDSMART		
40	Ø1	40	GRIDSMART		COUNT
41		41	GRIDSMART		
42		42	GRIDSMART		
43	Ø5	43	GRIDSMART		COUNT
44		44	GRIDSMART		
45		45	GRIDSMART		
46	Ø4	46	GRIDSMART		PRESENCE
47		47	GRIDSMART		
48		48	GRIDSMART		
49	Ø3	49	GRIDSMART		PRESENCE
50		50	GRIDSMART		
51		51	GRIDSMART		
52	Ø4	52	GRIDSMART		COUNT
53		53	GRIDSMART		
54		54	GRIDSMART		
55	Ø3	55	GRIDSMART		COUNT
56		56	GRIDSMART		
57		57	GRIDSMART		
58		58	GRIDSMART		
59		59	GRIDSMART		
60		60	GRIDSMART		

1. ALL WORK IS TO BE COMPLETED ACCORDING TO THE LATEST "NYSDOT STANDARD SPECIFICATIONS," REGION 8 SIGNAL DETAILS SHEETS AND STANDARD STRUCTURE SHEETS. THE REGION 8 SIGNAL DETAILS SHEETS ARE TO BE A PART OF THE SIGNAL PLAN.
2. SIGNAL HEAD ROADWAY CLEARANCE SHOULD BE 16'-6".
3. ALL MATERIALS INCORPORATED IN THE SIGNAL INSTALLATION SHALL CONFORM TO THE CURRENT NYSDOT REQUIREMENTS AS PER NOTE 1 ABOVE. CONFORMANCE SHALL BE MET BY THE STATE APPROVAL OF THE FOLLOWING SUBMISSIONS BY THE CONTRACTOR.
 - a. TRAFFIC SIGNAL POLES AND PEDESTRIAN POLES:

MANUFACTURER'S SHOP DRAWINGS AND CALCULATIONS MUST BE SUBMITTED TO NYSDOT FOR EACH SIGNAL POLE. THE SHOP DRAWINGS AND CALCULATIONS MUST BE STAMPED BY A PROFESSIONAL ENGINEER LICENSED IN THE STATE OF NEW YORK
 - b. TRAFFIC SIGNAL HEADS (SECTIONS) & BRACKET ASSEMBLIES, PEDESTRIAN HEADS AND BRACKET ASSEMBLIES, CANTILEVER FULLBOXES, CAST ALUMINUM JUNCTION BOXES, AND OVERHEAD SIGN ASSEMBLIES:

MANUFACTURER'S CATALOG CUTS MUST BE SUBMITTED TO THE STATE AS WELL AS MANUFACTURER'S CERTIFICATION OF COMPLIANCE WITH "NYSDOT STANDARD SPECIFICATIONS"
 - c. TRAFFIC SIGNAL CONDUIT, CABLE, WIRE:

MANUFACTURER'S CATALOG CUTS MUST BE SUBMITTED TO NYSDOT.
 - d. TRAFFIC SIGNAL LOOP EMBEDDING SEALER:

ONLY THOSE PRODUCTS ON THE LATEST NYSDOT MATERIALS BUREAU "APPROVED LIST" SHALL BE USED.
4. THE SIGNAL INSTALLATION CONTRACTOR SHALL CONTACT THE STATE PRIOR TO PERFORMING ANY WORK. A MEETING SHALL TAKE PLACE AS DETERMINED NECESSARY BY NYSDOT OR AT THE REQUEST OF THE CONTRACTOR.

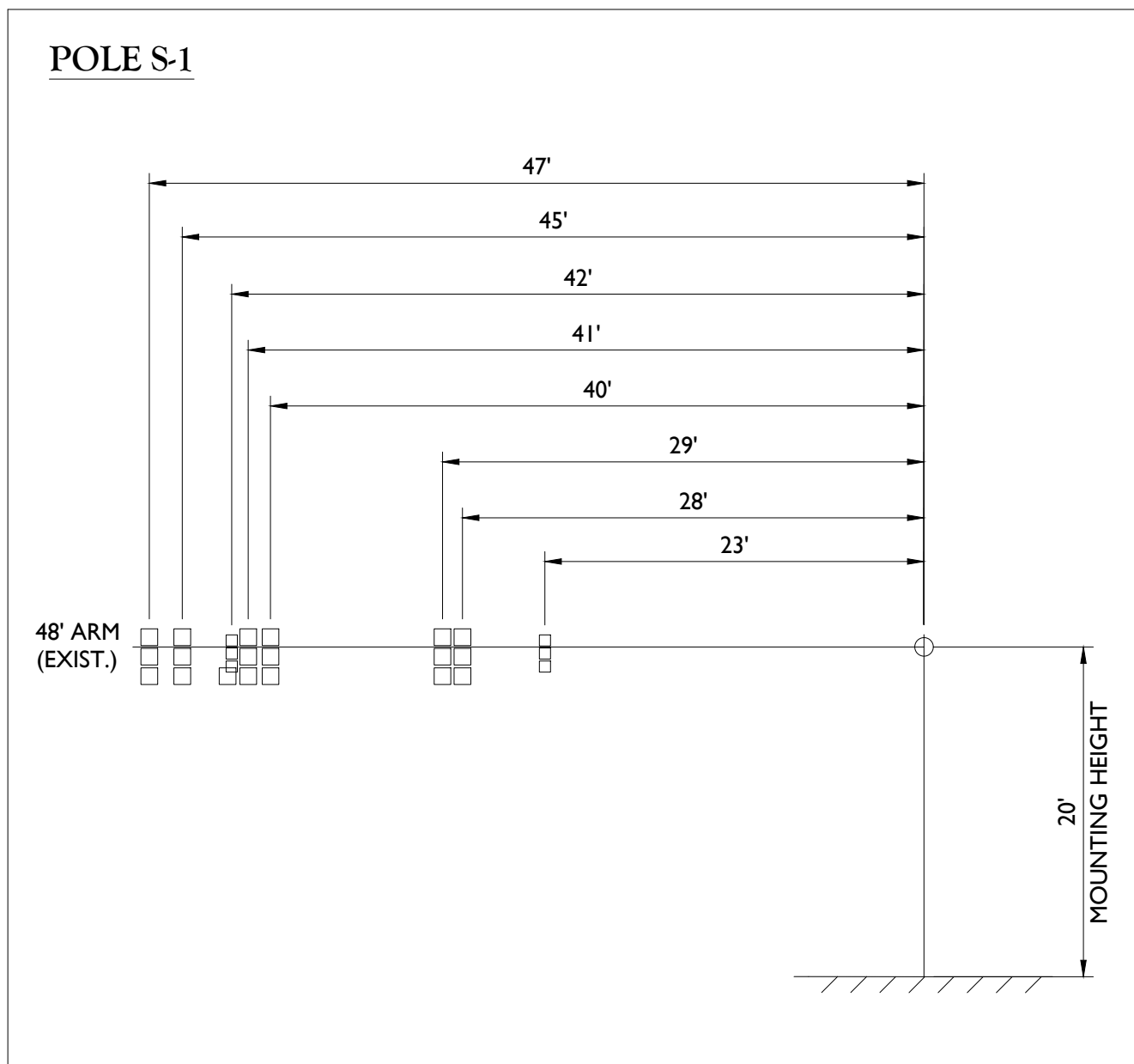
1. NYSDOT SHALL BE NOTIFIED PRIOR TO THE INSTALLATION OF ANY VEHICLE DETECTOR LOOPS. FAILURE TO DO SO MAY RESULT IN THE REJECTION OF LOOPS SO INSTALLED.
2. THE PERMITTEE/CONTRACTOR IS RESPONSIBLE FOR ANY AND ALL LOCAL PERMITS REQUIRED.
3. PAVEMENT MARKINGS, IF REQUIRED, SHALL BE IN ACCORDANCE WITH CURRENT NYSDOT PRACTICE FOR THE SIGNAL LOCATION.
4. THE CONTRACTOR IS RESPONSIBLE FOR ARRANGING ELECTRIC SERVICE TO THE SIGNAL.
5. IT IS THE PERMITTEE'S RESPONSIBILITY TO RESTORE ANY DISTURBED AREAS TO THEIR ORIGINAL CONDITION AS PER THE APPROPRIATE SECTIONS OF THE STANDARD SPECIFICATIONS.
6. NYSDOT SHALL PROVIDE A TABLE OF SWITCH PACKS AND TABLE OF INPUT WIRING TO THE PERMITTEE (CONTRACTOR). IT IS THE PERMITTEE'S (CONTRACTOR'S) RESPONSIBILITY TO NOTIFY NYSDOT IN ADVANCE OF WHEN THESE ARE NEEDED.
7. LOOP DETECTORS ARE TO BE WIRED IN PARALLEL IN THE CABINET.
8. ELECTRICAL CABLE SPLICES:
 - a. ALL CABLE SPLICES MADE IN CABLE RUNS TO BE LOCATED BELOW GROUND WILL BE ACCOMPLISHED USING METHOD # 2 (TWO COMPONENT ELECTRICAL INSULATING RESIN REACKETING MATERIAL) AS DESCRIBED IN SECTION 680.3.16 OF THE STANDARDS SPECIFICATIONS.
9. MAINTENANCE AND PROTECTION OF TRAFFIC SHALL BE IN ACCORDANCE WITH THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES NYS SUPPLEMENT AND THE NYSDOT STANDARD SPECIFICATIONS.
10. PULBLOXES:
 - a. UNLESS OTHERWISE SHOWN ON THE PLANS ALL PULBLOXES SHALL BE INSTALLED OUTSIDE OF THE PAVEMENT OR SHOULDER AREA.
 - b. THE FINISHED GROUND SURFACE ON THE BACK SLOPE IN THE VICINITY OF THE PULBLOX SHALL BE ADJUSTED SO THAT THE PULL SHALL BE SPILLED ON THE TOP OF THE BOX AND THE MAXIMUM DISTANCE FROM THE TOP OF THE FINISHED GROUND AT THE BOX SHALL NOT EXCEED 4 INCHES. ALL MATERIALS AND LABOR NECESSARY TO COMPLETE THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR THE PULBLOX.
11. THE CONTRACTOR SHALL REFERENCE NYSDOT STANDARD SPECIFICATIONS 680-1, 680-2, 680-4, 680-5, 680-6, 680-8, 680-9, 680-11, 680-13 AND 680-14, 685-01 FOR THIS INSTALLATION.
12. TRAFFIC SIGNAL CONTROL SHALL BE MAINTAINED UNTIL THE NEW SIGNAL IS IN OPERATION AND ACCEPTED BY THE STATE UNDER ITEM 619.1613 MAINTAIN TRAFFIC SIGNAL EQUIPMENT.
13. THE CLEARANCES BETWEEN ANY SIGNAL EQUIPMENT AND UTILITY LINES SHALL BE 10' FOR PRIMARY, 5.5' SECONDARY AND 2' FOR ALL OTHERS. CONTRACTOR SHALL COORDINATE HIS WORK WITH THE APPROPRIATE UTILITY COMPANY TO ENSURE PROPER CLEARANCES ARE ACHIEVED.
14. IF SOFT CLAY OR ORGANIC DEPOSITS ARE ENCOUNTERED DURING THE FOOTING AUGERING/DIGGING OPERATION, OR IF AUGERING/DIGGING IS UNDERTAKEN IN AREAS HAVING A HIGH WATER TABLE, THE CONTRACTOR SHALL CONSULT THE ENGINEER-IN-CHARGE.
15. CONTRACTOR SHALL CONTACT ALL THE APPROPRIATE PARTIES WITH JURISDICTION OVER THE UTILITIES (OVERHEAD AND UNDERGROUND) ENTERING ON OR NEAR THE PROJECT AREA PRIOR TO ANY TYPE OF CONSTRUCTION ACTIVITIES AND PROVIDE THOSE AGENCIES 72 HOURS NOTIFICATION. CONTRACTOR SHALL BE AWARE THAT OTHER UTILITIES (OVERHEAD AND/OR UNDERGROUND) NOT SHOWN ON THE PLANS MAY BE ENCOUNTERED IN THE FIELD. THE CONTRACTOR SHALL AT HIS/HER OWN EXPENSE, REPAIR OR REPLACE ANY STRUCTURES OR UTILITIES THAT HE/SHE DAMAGES, AND SHALL CONSTANTLY PROCEED WITH CAUTION TO PREVENT UNDUE INTERRUPTION TO UTILITY SERVICES.
16. PRIOR TO COMMENCEMENT OF WORK THE CONTRACTOR SHALL COORDINATE WITH UTILITY COMPANIES IN AREA TO RESOLVE ANY CONFLICTS BETWEEN SIGNAL EQUIPMENT AND UTILITY.
17. AT THE CONCLUSION OF INSTALLATION WORK AND UPON ACCEPTANCE BY THE STATE THE CONTRACTOR SHALL FURNISH AN AS-BUILT DRAWING TO NYSDOT ALONG WITH A LIST OF ALL INSTALLED EQUIPMENT.

TABLE OF SIGNAL POLES										
POLE NO.	LOCATION			ELEV. OF FOOTING CAP	ITEM	MOUNTING HEIGHT	ARM LENGTH	FOOTING MOMENT (FT-KIP)	FOUNDATION	
	CENTERLINE STATION	OFFSET	SIDE						CODE	CY
S-1	6+75.54	33.56	RT	EXIST.	EXIST.	20' (EXIST.)	48' (EXIST.)	EXIST.	EXIST.	
									TOTAL (CY)	EXIST.

TABLE OF PULLBOXES					
PULLBOX NO.	LOCATION			ELEV. OF TOP	680.510501
	CENTERLINE STATION	OFFSET	SIDE		RECTANGULAR 26" X 18" RC
PB-1	6+43.83	27.59'	LT	373.0'±	1
PB-2	6+78.32	29.53'	LT	374.6'±	1
TOTAL					2

TABLE OF SIGNAL HEADS AND CABLES												
HEAD	BRACKET	FACE	MODULES								SECTION	
			680.810101 RED BALL - 12 IN.	680.810103 YELLOW BALL - 12 IN.	680.810105 GREEN BALL - 12 IN.	680.810401 TRAFFIC SIGNAL MODULE, POLYCARBONATE, 12 IN. INDICATION ARROW	680.810301 GREEN BALL - 8 IN.	680.810303 YELLOW BALL - 8 IN.	680.810305 GREEN BALL - 8 IN.	680.810107 TRAFFIC SIGNAL SECTION, TYPE 1 - 12 IN. (EXISTING)	680.810601 TRAFFIC SIGNAL SECTION, POLYCARBONATE TYPE 1 - 12 IN.	680.810701 TRAFFIC SIGNAL SECTION, POLYCARBONATE TYPE 1 - 8 IN.
A	680.81230008	4	1	1	1	-	-	-	-	3	-	
B	680.81230008	5	1	1	1	-	-	-	-	3	-	
C	680.81230008	8	-	-	-	-	1	1	1	-	3	
D	680.81240008 (EX.)	3	EX.	EX.	EX.	EX.	-	-	-	EX.	-	
E	680.81230008	1	1	1	1	-	-	-	-	3	-	
F	680.81230008	2	1	1	1	-	-	-	-	3	-	
G	680.81230008	6	1	1	1	-	-	-	-	3	-	
H	680.81230008	7	-	-	-	-	1	1	1	-	3	
TOTAL (EACH)			5	5	5	-	2	2	2	-	15	6

TABLE OF DETECTORS				
DETECTOR NO.	TYPE	MODE	SIZE	NO. OF TURNS
1, 2, 3	QUAD	PRESENCE	2 - 3' X 40'	EXISTING
11, 12, 13	LOOP	PRESENCE	6' X 40'	EXISTING
23	QUAD	PRESENCE	2 - 3' X 40'	2-3-2



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TRAFFIC SIGNAL PLAN

FOR

STRATTON MILL
SIGNAL

NYS ROUTE 17K
(WARD STREET) &
NYS ROUTE 211
(UNION STREET)

TOWN OF MONTGOMERY
ORANGE COUNTY
NEW YORK



WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

SCALE: AS SHOWN	DATE: 12/17/2020	DRAWN BY: J.F.M.	CHECKED BY: A.P.R.
PROJECT NUMBER: 20006264A		DRAWING NAME: R-PLD1-SGNL	

SHEET TITLE:

TRAFFIC SIGNAL PLAN
(SIGNAL NO. O-159)

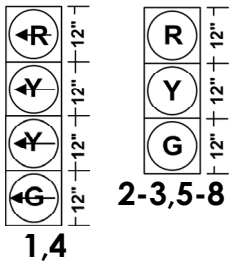
SHEET NUMBER:
2 of 2

O-279
Signal #

STATE OF NEW YORK - DEPARTMENT OF TRANSPORTATION
TRAFFIC AND SAFETY DIVISION
in the Town of MONTGOMERY

Signal: **O-279**
File: 33.31-17K
D/HWP: D264441
PIN: 8005.31

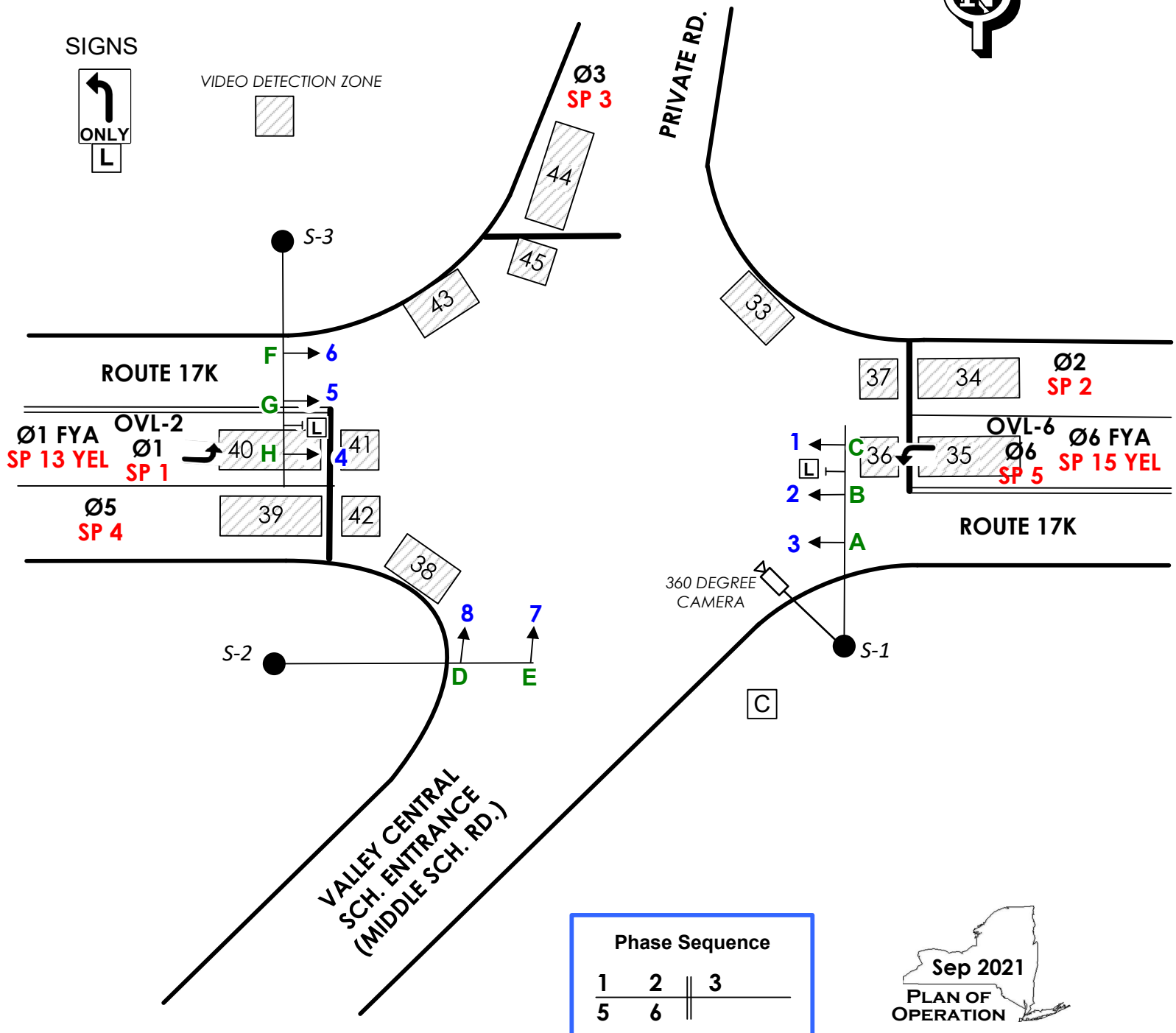
FACES



SIGNS



VIDEO DETECTION ZONE



Sep 2021
PLAN OF
OPERATION

Printed: 1/12/2022

Phase Times [1.1.1]								Coordination Patterns [2.4] and Coordination Split Tables [2.7.1]																				3279			
1	2	3	4	5	6	7	8	Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq				
Min Green	3	10	3		10	5			1					13					25					37							
Gap, Ext	1	2	1		2	1			2					14					26					38							
Max 1	15	30	8		30	30			3					15					27					39							
Max 2	15	45	8		45	60			4					16					28					40							
Yel Clearance	4	4	4		4	4			5					17					29					41							
Red Clearance	2	2	2		2	2			6					18					30					42							
Walk									7					19					31					43							
Ped Clearance									8					20					32					44							
Red Revert									9					21					33					45							
Add Initial									10					22					34					46							
Max Initial									11					23					35					47							
Time B4 Reduct									12					24					36					48							
Cars B4 Reduct									Split		1	2	3	4	5	6	7	8	Split		1	2	3	4	5	6	7	8			
Time To Reduce									1	Coor									13	Coor											
Reduce By																															
Min Gap									2	Coor									14	Coor											
DyMaxLim																															
Max Step									3	Coor									15	Coor											
Options [1.1.2]	1	2	3	4	5	6	7	8																							
Enable	ON	ON	ON		ON	ON			4	Coor									16	Coor											
Min Recall		ON			ON																										
Max Recall									5	Coor									17	Coor											
Ped Recall																															
Soft Recall									6	Coor									18	Coor											
Lock Calls																															
Auto Flash Entry									7	Coor									19	Coor											
Auto Flash Exit																															
Dual Entry		ON		ON		ON		ON	8	Coor									20	Coor											
Enable Simul Gap	ON	ON	ON	ON	ON	ON	ON	ON																							
Gaurantee Passage									9	Coor									21	Coor											
Rest In Walk																															
Conditon Service									10	Coor									22	Coor											
Non-Actuated 1																															
Non-Actuated 2									11	Coor									23	Coor											
Add Init Calc																															
Options+ [1.1.3]	1	2	3	4	5	6	7	8	12	Coor									24	Coor											
Reservice																															
PedClr Thru Yel																															
Skip Red No Call																															
Red Rest																															
Max II																															
Call Phase																															
Conflicting Phase																															
Omit Yellow																															
Ped Delay																															
Grn/Ped Delay																															
3279 RT 17K @ VALLEY CENTRAL SCHOOL ENT								Page#																							
								1 8 Phase Times/Options; Patterns/Splits; Ring Startup; Coord/Flash Mode; Unit Param												MCE Timeout 0											
								1A&1B 16 Phase Times/Options; Patterns/Splits; Ring Startup; Coord/Flash Mode; Unit Param												Feature Profile											
								2 Overlaps; Channel Settings; Coord Alt Table+ (values not associated with time-of-day)												Free Ring Seq 1											
								3 Detection; Sample Time and Unit Parameters related to detection												Auxswitch STOPTM											
								4 Preemption and Alternate Phase Time and Phase Options												SDLC Retry 0											
								5 Annual Schedule												TS2 Det Faults ON											
								6 Day Plans; Action Tables; Coord Alt Table+ (values varied by time-of-day)												Auto Ped Clear OFF											
								7 Communications; Secutiry; I/O Setup												SDLC Retry 0											
								8 Misc - Events/Alarms; Call/Inhibit/Redirect; P/OLAP Auto Flash; CIC; Misc Unit Param												10/25/21 Page 1											

Preemption Times [3.1], Options+ [3.6]

Pre #	Enable	Type	Output	Delay	MinDura
1	ON	RAIL	Dwell		
2	ON	RAIL	Dwell		
3	ON	EMERG	Dwell		
4	ON	EMERG	Dwell		
5	ON	EMERG	Dwell		
6	ON	EMERG	Dwell		

Pre #	MaxPres	MinGrn	MinWlk	PedClr	Co+Pre
1					ON
2					ON
3					ON
4					ON
5					ON
6					ON

Pre #	Track Grn	Min Dwell	Ext Dwell	PedClr+	Yel
1		2			
2		2			
3		2			
4		2			
5		2			
6		2			

Pre #	Red	Pattern	Skip
1			OFF
2			OFF
3			OFF
4			OFF
5			OFF
6			OFF

Low Priority Preempts

Pre #	Type	Min	Max
7	OFF		
8	OFF		
9	OFF		
10	OFF		

Unit Parameters [1.2.1]

Stop Timer Over Preempt	OFF
Preempt or Ext Output	PRE
Max Seek Track Time	
Max Seek Dwell Time	

Channel Parameters [1.8.3]

D Conn Mappings	OFF
Pre Invert Rail Input	None

Track Clear Phases [3.2], Track Clear Overlaps+ [3.5]

Pre #	Track Phases	Track Overlaps
1		
2		
3		
4		
5		
6		

Dwell Phases [3.2] and Overlaps+ [3.5]

Pre #	Phases	Overlaps	Peds
1			
2			
3			
4			
5			
6			

Preemption 1, Options+ [3.6]

Pre #	Exit Phase	Pre #	Lock	Override Auto Fish	Override Higher	Fish Dwell	Link
1		1	ON	ON	ON	OFF	
2		2	ON	ON	ON	OFF	
3		3	ON	ON	ON	OFF	
4		4	ON	ON	ON	OFF	
5		5	ON	ON	ON	OFF	
6		6	ON	ON	ON	OFF	

Alt# 1 Times Table [1.1.6.1]

Column#.. ->	1	2	3	4	5	6	7	8
Assign Ø								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Clr	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Walk								
Ped Clr								

Alt# 2 Times Table [1.1.6.1]

Column#.. ->	1	2	3	4	5	6	7	8
Assign Ø								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Clr	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Walk								
Ped Clr								

Alt# 3 Times Table [1.1.6.1]

Column#.. ->	1	2	3	4	5	6	7	8
Assign Ø								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Clr	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Walk								
Ped Clr								

Alt# 1 Options Table [1.1.6.2]

Column # ->	1	2	3	4	5	6	7	8
Assign Ø								
Lock Calls	ON	ON	ON	ON	ON	ON	ON	ON
Soft Recall								
Dual Entry								
Enabl SimGap	ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage								
Rest In Walk								
Cond Service								
Reservice								
Non-Act 1								
Red Rest								
Max2								
Ped Delay								
Conflicting Ø1								

Day Plans [4.4]									Action Table [4.5]																Coord Alternate Tables - Pat+ [2.6]																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
Day Plan 1				Day Plan 2				Day Plan 3																				Overlap Off																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
	Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act	</

#	Event / Alarm	Ev	Alr
1	Power Up Alarm.	ON	ON
2	Stop Timing	ON	ON
3	TS1 Cabinet Door		
4	Coordination Failure	ON	ON
5	External Alarm # 1	ON	ON
6	External Alarm # 2	ON	ON
7	External Alarm # 3		
8	External Alarm # 4		
9	Closed Loop Disabled	ON	
10	External Alarm # 5		
11	External Alarm # 6		
12	Manual Control Enable	ON	ON
13	Coord Free Input		
14	Local Flash Input	ON	ON
15	MMU Flash		
16	CMU Flash		
17	Cycle Fault	ON	
18	Cycle Failure	ON	
19	Coordination Fault	ON	
20	Controller Fault	ON	ON
21	Detector SDLC Failure		
22	MMU SDLC Failure		
23	Critical SDLC Failure		
24	Reserved		
25	EEPROM CRC Fault	ON	ON
26	Detector Diagnostic Failure		
27	BIU Detector Failure	ON	ON
28	Queue detector alarm	ON	
29	Ped Detector Fault	ON	
30	Coord Diagnostic Fault		
41	TempAlert Probe Ch. A		
42	TempAlert Probe Ch. B		
47	Coord Active		
48	Preempt Active	ON	
49	Preempt 1 Input	ON	
50	Preempt 2 Input	ON	
51	Preempt 3 Input	ON	
52	Preempt 4 Input	ON	
53	Preempt 5 Input	ON	
54	Preempt 6 Input	ON	
55	Preempt 7 Input	ON	
56	Preempt 8 Input	ON	
57	Preempt 9 Input	ON	
58	Preempt 10 Input	ON	
61	In Transition	ON	
81	FIO Status Alarm		

Call Phases[1.1.5]				Redirect Phases[1.1.5]								Inhibit Phases[1.1.5]															
Ø	Phases Called By Ø	From	To	From	To	From	To	From	To	From	To	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1																											
2																											
3																											
4																											
5																											
6																											
7																											
8																											
9																											
10																											
11																											
12																											
13																											
14																											
15																											
16																											

Alt Call & Redirect # 1 [1.1.6.3]				Alt Inhibit Phases # 1 [1.1.6.3]																								
Col	Ø	Phases Called By Ø	From	To	From	To	From	To	From	To	From	To	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1																												
2																												
3																												
4																												
5																												
6																												
7																												
8																												

Alt Call & Redirect # 2 [1.1.6.3]				Alt Inhibit Phases # 2 [1.1.6.3]																								
Col	Ø	Phases Called By Ø	From	To	From	To	From	To	From	To	From	To	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1																												
2																												
3																												
4																												
5																												
6																												
7																												
8																												

Unit Parameters [1.2.1]			
Allow Skip Yellow	OFF	Max Cycle Time	
TOD Dim Enable	OFF	Cycle Fault Action	Alarm
Tone Disable	OFF		
Diamond Mode	4Ph		
Backup Time (s)	900		
Disable Init Ped	OFF		
Cycle Fault Action	Alarm		
Enable Run Timer	ON		

Auto Flash Phase/Olap Settings [1.4.2]			
Yel Ø			
Yel (olaps)			

O-279

Signal #

**MODEL 2070 SIGNAL OPERATION
PROGRAMMABLE FEATURES
SIGNAL OPERATION SPECIFICATION**

Signal: **O-279**










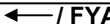
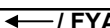
File: 33.31-17K

D/HWP: D264441

PIN: 8005.31

Date: 10/25/2021

TABLE OF SWITCH PACKS

SWITCH PACK	FUNCTION	INDICATIONS	FACE	TERMINAL	WIRE COLOR CODE	FACE	TERMINAL	WIRE COLOR CODE
1 <i>Flash = W</i>	Ø1 OVL-2		1	SP 1 R	14 / 10C - C - R		SP 1 R	
				SP 1 Y	- O		SP 1 Y	
				SP 1 G	- G		SP 1 G	
		Ground Wire		Grnd Bus	- W		Grnd Bus	
2	Ø2	Red	5	SP 2 R	14 / 05C - G - R	6	SP 2 R	14 / 05C - F - R
		Yellow		SP 2 Y	- O		SP 2 Y	- O
		Green		SP 2 G	- G		SP 2 G	- G
		Ground Wire		Grnd Bus	- W		Grnd Bus	- W
3	Ø3	Red	7	SP 3 R	14 / 05C - E - R	8	SP 3 R	14 / 05C - D - R
		Yellow		SP 3 Y	- O		SP 3 Y	- O
		Green		SP 3 G	- G		SP 3 G	- G
		Ground Wire		Grnd Bus	- W		Grnd Bus	- W
4.	Ø5	Red	2	SP 4 R	14 / 05C - B - R	3	SP 4 R	14 / 05C - A - R
		Yellow		SP 4 Y	- O		SP 4 Y	- O
		Green		SP 4 G	- G		SP 4 G	- G
		Ground Wire		Grnd Bus	- W		Grnd Bus	- W
5.	Ø6 OVL-6		4	SP 5 R	14 / 10C - H - R		SP 5 R	
				SP 5 Y	- O		SP 5 Y	
				SP 5 G	- G		SP 5 G	
		Ground Wire		Grnd Bus	- W		Grnd Bus	
6.				SP 6 R			SP 6 R	
				SP 6 Y			SP 6 Y	
				SP 6 G			SP 6 G	
		Ground Wire		Grnd Bus			Grnd Bus	
7.				SP 7 R			SP 7 R	
				SP 7 Y			SP 7 Y	
				SP 7 G			SP 7 G	
		Ground Wire		Grnd Bus			Grnd Bus	
8				SP 8 R			SP 8 R	
				SP 8 Y			SP 8 Y	
				SP 8 G			SP 8 G	
		Ground Wire		Grnd Bus			Grnd Bus	
9				SP 9 R			SP 9 R	
				SP 9 Y			SP 9 Y	
				SP 9 G			SP 9 G	
		Ground Wire		Grnd Bus			Grnd Bus	
10				SP 10 R			SP 10 R	
				SP 10 Y			SP 10 Y	
				SP 10 G			SP 10 G	
		Ground Wire		Grnd Bus			Grnd Bus	
11.				SP 11 R			SP 11 R	
				SP 11 Y			SP 11 Y	
				SP 11 G			SP 11 G	
		Ground Wire		Grnd Bus			Grnd Bus	
12.				SP 12 R			SP 12 R	
				SP 12 Y			SP 12 Y	
				SP 12 G			SP 12 G	
		Ground Wire		Grnd Bus			Grnd Bus	
13	Ø1 FYA	 / FYA	1	SP 13 R	- - - - -		SP 13 R	
				SP 13 Y	14 / 10C - C - O/B		SP 13 Y	
				SP 13 G	FYA Load Resistor		SP 13 G	
		Ground Wire		Grnd Bus	- W/B		Grnd Bus	
14.				SP 14 R			SP 14 R	
				SP 14 Y			SP 14 Y	
				SP 14 G			SP 14 G	
		Ground Wire		Grnd Bus			Grnd Bus	
15	Ø6 FYA	 / FYA	4	SP 15 R	- - - - -		SP 15 R	
				SP 15 Y	14 / 10C - H - O/B		SP 15 Y	
				SP 15 G	FYA Load Resistor		SP 15 G	
		Ground Wire		Grnd Bus	- W/B		Grnd Bus	
16				SP 16 R			SP 16 R	
				SP 16 Y			SP 16 Y	
				SP 16 G			SP 16 G	
		Ground Wire		Grnd Bus			Grnd Bus	

TRAFFIC SIGNAL MONITOR PROGRAMMING

CONFLICT MONITOR DIODES TO BE CUT (SWITCH PACKS TO RUN TOGETHER)			YELLOW DISABLE: WIRE JUMPERS TO BE INSTALLED FOR PEDS		210NYR MONITOR BOARD (SWITCH PACKS TO MONITOR)	
1 - 4	5 - 13		1			
1 - 5	5 - 15		2			
1 - 13			3			
1 - 15	13 - 15		4			
			5			
2 - 4			6			
2 - 5			7			
2 - 13			8			
2 - 15			9			
			10			
4 - 5			11			
4 - 15			12			
			13	FYA= NO JUMPERS		
			14			
			15			
			16			

**CURRENT MONITOR BOARD
(IF USED)**

**CURRENT MONITOR DIODES
TO BE CUT
(SWITCH PACKS TO NOT MONITOR)**

6-16

FYA Mode
H pairings:

1 - 13
5 - 15

Notes:

Dip switches 9 & 11 need to be turned on.

Two load switches will be required.

Date: 10/25/2021

TABLE OF INPUT WIRING

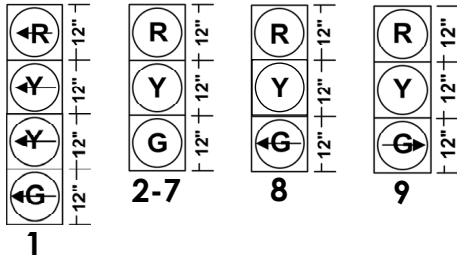
TERM. NUMBER	FUNCTION	DET. ZONE NO.	DET. TYPE	DET. AN OVER	REMARKS
1A, 1B	Ø 2	33	GRIDSMART		COUNT
2A, 2B	Ø 2	34	GRIDSMART		PRESENCE
3A, 3B	Ø 6	35	GRIDSMART		PRESENCE
4A, 4B	Ø 2	36	GRIDSMART		COUNT
5A, 5B	Ø 6	37	GRIDSMART		COUNT
6A, 6B	Ø 5	38	GRIDSMART		COUNT
7A, 7B	Ø 5	39	GRIDSMART		PRESENCE
8A, 8B	Ø 1	40	GRIDSMART		PRESENCE
9A, 9B	Ø 5	41	GRIDSMART		COUNT
10A, 10B	Ø 1	42	GRIDSMART		COUNT
11A, 11B	Ø 3	43	GRIDSMART		COUNT
12A, 12B	Ø 3	44	GRIDSMART		PRESENCE
13A, 13B	Ø 3	45	GRIDSMART		COUNT
14A, 14B					
15A, 15B					
16A, 16B					
17A, 17B					
18A, 18B					
19A, 19B					
20A, 20B					
21A, 21B					
22A, 22B					
23A, 23B					
24A, 24B					
25A, 25B					
26A, 26B					
27A, 27B					
28A, 28B					

O-280
Signal #

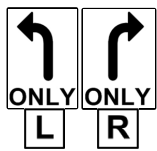
STATE OF NEW YORK - DEPARTMENT OF TRANSPORTATION
TRAFFIC AND SAFETY DIVISION
in the Town of MONTGOMERY

Signal: **O-280**
File: 33.31-17K
D/HWP: D264441
PIN: 8005.31

FACES



SIGNS



VIDEO DETECTION ZONE



ROUTE 17K

Ø2
SP 2

S-3

E → 3
F → 2
G → 1
L

VALLEY CENTRAL
SCH. EXIT

Ø3
SP 3

S-4

#21
PED 1
Ø4
SP 11

ROUTE 17K

Ø5
SP 5

OVL-2 Ø1 FYA
SP 1 SP 13 YEL

360 DEGREE
CAMERA

S-2

7
6
H
I

DOLLAR GENERAL
DWY.

Ø4
SP 4

S-1

Phase Sequence

1	2	3	4
5			

Sep 2021
PLAN OF
OPERATION

Printed: 1/12/2022

Phase Times [1.1.1]								Coordination Patterns [2.4] and Coordination Split Tables [2.7.1]																				3280			
1	2	3	4	5	6	7	8	Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq				
Min Green	5	10	5	3	10				1					13					25					37							
Gap, Ext	1	2	2	1	2				2					14					26					38							
Max 1	15	30	30	15	30				3					15					27					39							
Max 2	15	45	60	15	45				4					16					28					40							
Yel Clearance	4	4	4	4	4				5					17					29					41							
Red Clearance	2	2	2	2	2				6					18					30					42							
Walk				7					7					19					31					43							
Ped Clearance				15					8					20					32					44							
Red Revert									9					21					33					45							
Add Initial									10					22					34					46							
Max Initial									11					23					35					47							
Time B4 Reduct									12					24					36					48							
Cars B4 Reduct									Split		1	2	3	4	5	6	7	8	Split		1	2	3	4	5	6	7	8			
Time To Reduce									1	Coor									13	Coor											
Reduce By																															
Min Gap									2	Coor									14	Coor											
DyMaxLim																															
Max Step									3	Coor									15	Coor											
Options [1.1.2]	1	2	3	4	5	6	7	8																							
Enable	ON	ON	ON	ON	ON				4	Coor									16	Coor											
Min Recall		ON			ON																										
Max Recall									5	Coor									17	Coor											
Ped Recall																															
Soft Recall									6	Coor									18	Coor											
Lock Calls																															
Auto Flash Entry									7	Coor									19	Coor											
Auto Flash Exit																															
Dual Entry		ON		ON		ON		ON	8	Coor									20	Coor											
Enable Simul Gap	ON	ON	ON	ON	ON	ON	ON	ON																							
Gaurantee Passage									9	Coor									21	Coor											
Rest In Walk																															
Conditon Service									10	Coor									22	Coor											
Non-Actuated 1																															
Non-Actuated 2									11	Coor									23	Coor											
Add Init Calc																															
Options+ [1.1.3]	1	2	3	4	5	6	7	8	12	Coor									24	Coor											
Reservice																															
PedClr Thru Yel									Page#																				Red Revert	3	
Skip Red No Call									1	8 Phase Times/Options; Patterns/Splits; Ring Startup; Coord/Flash Mode; Unit Param																			MCE Timeout	0	
Red Rest									1A&1B	16 Phase Times/Options; Patterns/Splits; Ring Startup; Coord/Flash Mode; Unit Param																			Feature Profile		
Max II									2	Overlaps; Channel Settings; Coord Alt Table+ (values not associated with time-of-day)																			Free Ring Seq	1	
Call Phase									3	Detection; Sample Time and Unit Parameters related to detection																			Auxswitch	STOPTM	
Conflicting Phase									4	Preemption and Alternate Phase Time and Phase Options																			SDLC Retry	0	
Omit Yellow									5	Annual Schedule																			TS2 Det Faults	ON	
Ped Delay									6	Day Plans; Action Tables; Coord Alt Table+ (values varied by time-of-day)																			Auto Ped Clear	OFF	
Grn/Ped Delay									7	Communications; Secutiry; I/O Setup																			SDLC Retry	0	
3280 RT 17K @ VALLEY CENTRAL SCHOOL EXIT								8	Misc - Events/Alarms; Call/Inhibit/Redirect; P/OLAP Auto Flash; CIC; Misc Unit Param																			10/25/21		Page 1	

Veh Par 1-64 [5.1]										Veh Par 1-64 [5.1]										Vehicle Options 1-64 [5.2]										Vehicle Options 1-64 [5.2]										Parameters+ 1-64 [5.3]												
Det #	Call Ø	Swi Ø	Delay	Ext	Que	No Act	Max Pres	Err Cnt	Fail Time	Det #	Call Ø	Swi Ø	Delay	Ext	Que	No Act	Max Pres	Err Cnt	Fail Time	Det #	Call	Ext	Que	Add Init	Red Lock	Yell Lock	occ	vol	Det #	vol	occ	Yell Lock	Red Lock	Ext	Add Init	Que	Call	Det #	oc G	oc Y	oc R	Delay 1	Delay 2	Type	Src							
1							45	50		33	2						45	50	20	1	ON	ON		ON					33					ON	ON		ON	1								NORM						
2							45	50		34	2						45	50	20	2	ON	ON		ON					34	ON	ON			ON	ON		ON	2									NORM					
3							45	50		35	2						45	50	20	3	ON	ON		ON					35					ON	ON		ON	3									NORM					
4							45	50		36	3						45	50	10	4	ON	ON		ON					36					ON	ON		ON	4									NORM					
5							45	50		37	3						45	50	10	5	ON	ON		ON					37	ON	ON			ON	ON		ON	5									NORM					
6							45	50		38	3						45	50	10	6	ON	ON		ON					38	ON	ON			ON	ON		ON	6									NORM					
7							45	50		39	3						45	50	10	7	ON	ON		ON					39					ON	ON		ON	7									NORM					
8							45	50		40	3						45	50	10	8	ON	ON		ON					40					ON	ON		ON	8									NORM					
9							45	50		41	5						45	50	20	9	ON	ON		ON					41	ON	ON			ON	ON		ON	9										NORM				
10							45	50		42	1	5					45	50	10	10	ON	ON		ON					42	ON	ON			ON	ON		ON	10										NORM				
11							45	50		43	5						45	50	20	11	ON	ON		ON					43					ON	ON		ON	11										NORM				
12							45	50		44	1	5					45	50	10	12	ON	ON		ON					44					ON	ON		ON	12										NORM				
13							45	50		45	4		5				45	50	10	13	ON	ON		ON					45					ON	ON		ON	13											NORM			
14							45	50		46	4		5				45	50	10	14	ON	ON		ON					46	ON	ON			ON	ON		ON	14												NORM		
15							45	50		47	4		5				45	50	10	15	ON	ON		ON					47					ON	ON		ON	15													NORM	
16							45	50		48							45	50	2	16	ON	ON		ON					48					ON	ON		ON	16												NORM		
17							45	50		49							45	50		17	ON	ON		ON					49					ON	ON		ON	17													NORM	
18							45	50		50							45	50		18	ON	ON		ON					50					ON	ON		ON	18													NORM	
19							45	50		51							45	50		19	ON	ON		ON					51					ON	ON		ON	19													NORM	
20							45	50		52							45	50		20	ON	ON		ON					52					ON	ON		ON	20													NORM	
21							45	50		53							45	50		21	ON	ON		ON					53					ON	ON		ON	21													NORM	
22							45	50		54							45	50		22	ON	ON		ON					54					ON	ON		ON	22													NORM	
23							45	50		55							45	50		23	ON	ON		ON					55					ON	ON		ON	23													NORM	
24							45	50		56							45	50		24	ON	ON		ON					56					ON	ON		ON	24													NORM	
25							45	50		57							45	50		25	ON	ON		ON					57					ON	ON		ON	25													NORM	
26							45	50		58							45	50		26	ON	ON		ON					58					ON	ON		ON	26													NORM	
27							45	50		59							45	50		27	ON	ON		ON					59					ON	ON		ON	27													NORM	
28							45	50		60							45	50		28	ON	ON		ON					60					ON	ON		ON	28													NORM	
29							45	50		61							45	50		29	ON	ON		ON					61					ON	ON		ON	29													NORM	
30							45	50		62							45	50		30	ON	ON		ON					62					ON	ON		ON	30													NORM	
31							45	50		63							45	50		31	ON	ON		ON					63					ON	ON		ON	31													NORM	
32							45	50		64							45	50		32	ON	ON		ON					64					ON	ON		ON	32													NORM	
Parameters+ 1-64 [5.3]										Parameters+ 1-64 [5.3]										Ped Det Parm [5.4]										Unit Paramtrs [1.2.1]																						
Det #	occ Gm	occ Yell	occ Red	Delay 1	Delay 2	Type	Src	Det #	occ Gm	occ Yell	occ Red	Delay 1	Delay 2	Type	Src	Det #	occ Gm	occ Yell	occ Red	Delay 1	Delay 2	Type	Src	Det #	Call Ø	No Act	Max Pres	Err Cnt	TS2 Det Faults					Vol/Occ Report Parm [1.5.8]																		
33						NORM		44						NORM		55						NORM		1	4		15							Vol/Occ Period Minutes					0													
34						NORM		45						NORM		56						NORM		2			15							Vol/Occ Period Minutes					15													
35						NORM		46						NORM		57						NORM		3			15																									
36						NORM		47						NORM		58						NORM		4			15																									
37						NORM		48						NORM		59						NORM		5			15																									
38						NORM		49						NORM		60						NORM		6			15																									
39						NORM		50						NORM		61						NORM		7			15																									
40						NORM		51						NORM		62						NORM		8			15																									
41						NORM		52						NORM		63						NORM																														
42						NORM		53						NORM		64						NORM																														
43						NORM		54						NORM								NORM																														
3280 RT 17K @ VALLEY CENTRAL SCHOOL EXIT																																																				

3280 RT 17K @ VALLEY CENTRAL SCHOOL EXIT

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Preemption Times [3.1], Options+ [3.6]

Pre #	Enable	Type	Output	Delay	MinDura
1	ON	RAIL	Dwell		
2	ON	RAIL	Dwell		
3	ON	EMERG	Dwell		
4	ON	EMERG	Dwell		
5	ON	EMERG	Dwell		
6	ON	EMERG	Dwell		

Pre #	MaxPres	MinGrn	MinWlk	PedClr	Co+Pre
1					ON
2					ON
3					ON
4					ON
5					ON
6					ON

Pre #	Track Grn	Min Dwell	Ext Dwell	PedClr+	Yel
1		2			
2		2			
3		2			
4		2			
5		2			
6		2			

Pre #	Red	Pattern	Skip
1			OFF
2			OFF
3			OFF
4			OFF
5			OFF
6			OFF

Low Priority Preempts

Pre #	Type	Min	Max
7	OFF		
8	OFF		
9	OFF		
10	OFF		

Unit Parameters [1.2.1]

Stop Timer Over Preempt	OFF
Preempt or Ext Output	PRE
Max Seek Track Time	
Max Seek Dwell Time	

Channel Parameters [1.8.3]

D Conn Mappings	OFF
Pre Invert Rail Input	None

Track Clear Phases [3.2], Track Clear Overlaps+ [3.5]

Pre #	Track Phases	Track Overlaps
1		
2		
3		
4		
5		
6		

Dwell Phases [3.2] and Overlaps+ [3.5]

Pre #	Phases	Overlaps	Peds
1			
2			
3			
4			
5			
6			

Preemption 1, Options+ [3.6]

Exit Phases [3.2]	Pre #	Lock	Override Auto Fish	Override Higher	Fish Dwell	Link
1						
2						
3						
4						
5						
6						

Alt# 1 Times Table [1.1.6.1]

Column#.. ->	1	2	3	4	5	6	7	8
Assign Ø								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Clr	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Walk								
Ped Clr								

Alt# 2 Times Table [1.1.6.1]

Column#.. ->	1	2	3	4	5	6	7	8
Assign Ø								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Clr	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Walk								
Ped Clr								

Alt# 3 Times Table [1.1.6.1]

Column#.. ->	1	2	3	4	5	6	7	8
Assign Ø								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Clr	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Walk								
Ped Clr								

Alt# 1 Options Table [1.1.6.2]

Column # ->	1	2	3	4	5	6	7	8
Assign Ø								
Lock Calls	ON	ON	ON	ON	ON	ON	ON	ON
Soft Recall								
Dual Entry								
Enabl SimGap	ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage								
Rest In Walk								
Cond Service								
Reservice								
Non-Act 1								
Red Rest								
Max2								
Ped Delay								
Conflicting Ø1								

[illegible]




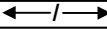
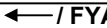
Day Plans [4.4]												Action Table [4.5]																Coord Alternate Tables - Pat+ [2.6]																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
Day Plan 1				Day Plan 2				Day Plan 3																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
	Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min

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

C1-USER IO Map [1.8.9.1 In]			C1-USER IO Map [1.8.9.2 Out]			C1-USER IO Map [1.8.9.2 Out]			IO Logic [1.8.7]																								
I1-1	189	Unused	O1-1	1	Ch1 Red	O7-1	40	Ch16 Yellow	Op1	Result	O1Fcn	Inv1	Src1	IO1	Fun1	O2Fcn	Inv2	Src2	IO2	Fun2	O3Fcn	Inv3	Src3	IO3	Fun3	Dly	Sec						
I1-2	189	Unused	O1-2	49	Ch1 Green	O7-2	16	Ch16 Red	I	0	=	----	-	0	I	0	----	-	0	I	0	----	-	0	I	0	DLY	0					
I1-3	189	Unused	O1-3	2	Ch2 Red	O7-3	64	Ch16 Green	I	0	=	----	-	0	I	0	----	-	0	I	0	----	-	0	I	0	DLY	0					
I1-4	189	Unused	O1-4	26	Ch2 Yellow	O7-4	115	Not Used	I	0	=	----	-	0	I	0	----	-	0	I	0	----	-	0	I	0	DLY	0					
I1-5	189	Unused	O1-5	50	Ch2 Green	O7-5	115	Not Used	I	0	=	----	-	0	I	0	----	-	0	I	0	----	-	0	I	0	DLY	0					
I1-6	189	Unused	O1-6	3	Ch3 Red	O7-6	115	Not Used	I	0	=	----	-	0	I	0	----	-	0	I	0	----	-	0	I	0	DLY	0					
I1-7	189	Unused	O1-7	27	Ch3 Yellow	O7-7	115	Not Used	I	0	=	----	-	0	I	0	----	-	0	I	0	----	-	0	I	0	DLY	0					
I1-8	189	Unused	O1-8	51	Ch3 Green	O7-8	15	Ch15 Red	I	0	=	----	-	0	I	0	----	-	0	I	0	----	-	0	I	0	DLY	0					
I2-1	189	Unused	O2-1	4	Ch4 Red	C11S-USER IO Map [1.8.9.1 In]													I	0	=	----	-	0	I	0	----	-	0	I	0	DLY	0
I2-2	189	Unused	O2-2	52	Ch4 Green	I4-1			I	0	=	----	-	0	I	0	----	-	0	I	0	----	-	0	I	0	DLY	0					
I2-3	189	Unused	O2-3	5	Ch5 Red	I4-2			I	0	=	----	-	0	I	0	----	-	0	I	0	----	-	0	I	0	DLY	0					
I2-4	189	Unused	O2-4	29	Ch5 Yellow	I4-3			Security Access Levels [8.2]																	43		None	Com Parameters [6.1]				
I2-5	189	Unused	O2-5	53	Ch5 Green	I4-4			1	SWLOAD						22	None		44	None	Station ID		3280		Group ID		0						
I2-6	189	Unused	O2-6	6	Ch6 Red	I7-1	189	Unused	2	SECURE						23	None		45	None	Master ID		0		Backup Time		900						
I2-7	189	Unused	O2-7	30	Ch6 Yellow	I7-2	34	Veh Call 34	3	None						24	None		46	None	SysUp Modem [6.1]				Enable Modem		None						
I2-8	189	Unused	O2-8	54	Ch6 Green	I7-3	189	Unused	4	None						25	None		47	None	Idle Time		0		Dial Time		0						
I3-1	189	Unused	O3-1	7	Ch7 Red	I7-4	189	Unused	5	None						26	None		48	None	Tel:												
I3-2	189	Unused	O3-2	55	Ch7 Green	I7-5	37	Veh Call 37	6	None						27	None		49	None	Alt:												
I3-3	189	Unused	O3-3	8	Ch8 Red	I7-6	38	Veh Call 38	7	None						28	None		50	None													
I3-4	189	Unused	O3-4	32	Ch8 Yellow	I7-7	189	Unused	8	None						29	None		51	None													
I3-5	129	Ped Call 1	O3-5	56	Ch8 Green	I7-8	189	Unused	9	None						30	None		52	None													
I3-6	189	Unused	O3-6	9	Ch9 Red	I8-1	41	Veh Call 41	10	None						31	None		53	None													
I3-7	189	Unused	O3-7	33	Ch9 Yellow	I8-2	42	Veh Call 42	11	None						32	None		54	None													
I3-8	189	Unused	O3-8	57	Ch9 Green	I8-3	189	Unused	12	None						33	None		55	None													
I4-1	189		O4-1	10	Ch10 Red	I8-4	189	Unused	13	None						34	None		56	None													
I4-2			O4-2	58	Ch10 Green	I8-5	189	Unused	14	None						35	None		57	None													
I4-3			O4-3	11	Ch11 Red	I8-6	46	Veh Call 46	15	None						36	None		58	None													
I4-4			O4-4	35	Ch11 Yellow	I8-7	189	Unused	16	None						37	None		59	None													
I4-5	189	Unused	O4-5	59	Ch11 Green	I8-8	189	Unused	17	None						38	None		60	None													
I4-6	189	Unused	O4-6	12	Ch12 Red	C11S-USER IO Map [1.8.9.2 Out]			18	None						39	None		61	None													
I4-7	229	33xCMUStop	O4-7	36	Ch12 Yellow	O8-1	115	Not Used	19	None						40	None		62	None													
I4-8	228	33xFlashSns	O4-8	60	Ch12 Green	O8-2	115	Not Used	20	None						41	None		63	None													
I5-1	189	Unused	O5-1	28	Ch4 Yellow	O8-3	115	Not Used	21	None						42	None		64	None													
I5-2	189	Unused	O5-2	34	Ch10 Yellow	O8-4	115	Not Used	2070 IP 1 Addressing [6.5]										2070 IP 2 Addressing [6.5]														
I5-3	189	Unused	O5-3	25	Ch1 Yellow	O8-5	115	Not Used	Addressing				Addr	192	168	0	100	Addressing				Addr	192	168	0	100							
I5-4	189	Unused	O5-4	31	Ch7 Yellow	O8-6	115	Not Used	Mask	255	255	255	0	Mask	255	255	255	0	Mask	255	255	255	0	Mask	255	255	255	0					
I5-5	189	Unused	O5-5	39	Ch15 Yellow	O8-7	115	Not Used	Brdcst	0	0	0	0	Brdcst	0	0	0	0	Brdcst	0	0	0	0	Brdcst	0	0	0	0					
I5-6	189	Unused	O5-6	63	Ch15 Green	O8-8	115	Not Used	GtWay	192	168	0	1	GtWay	192	168	0	1	GtWay	192	168	0	1	GtWay	192	168	0	1					
I5-7	189	Unused	O5-7	115	Not Used	2070 Port Binding Ports [6.6]										2070 Port Binding Functions [6.6]																	
I5-8	189	Unused	O5-8	114	Watchdog	Port	###		Port	Echo	Mode	ASYNC1	OFF	None	0	Function	Channel	Function	Channel	TS2/CV	None	SYSUp	ASYNC2	CMU/MM	None	SYSDown	ASYNC1						
I6-1	189	Unused	O6-1	115	Not Used																												
I6-2	189	Unused	O6-2	115	Not Used																												
I6-3	189	Unused	O6-3	13	Ch13 Red																												
I6-4	189	Unused	O6-4	37	Ch13 Yellow																												
I6-5	189	Unused	O6-5	61	Ch13 Green																												
I6-6	189	Unused	O6-6	14	Ch14 Red																												
I6-7	189	Unused	O6-7	38	Ch14 Yellow																												
I6-8	189	Unused	O6-8	62	Ch14 Green																												
3280 RT 17K @ VALLEY CENTRAL SCHOOL EXIT																																	
																								10/25/21		Page 7							

Date: 10/25/2021

TABLE OF SWITCH PACKS

SWITCH PACK	FUNCTION	INDICATIONS	FACE	TERMINAL	WIRE COLOR CODE	FACE	TERMINAL	WIRE COLOR CODE
1 <i>Flash = W</i>	Ø1 OVL-2		1	SP 1 R	14 / 10C - G - R		SP 1 R	
				SP 1 Y	- O		SP 1 Y	
				SP 1 G	- G		SP 1 G	
		Ground Wire		Grnd Bus	- W		Grnd Bus	
2	Ø2	Red	4	SP 2 R	14 / 05C - B - R	5	SP 2 R	14 / 05C - A - R
		Yellow		SP 2 Y	- O		SP 2 Y	- O
		Green		SP 2 G	- G		SP 2 G	- G
		Ground Wire		Grnd Bus	- W		Grnd Bus	- W
3	Ø3	Red	6	SP 3 R	14 / 05C - I - R	7	SP 3 R	14 / 05C - H - R
		Yellow		SP 3 Y	- O		SP 3 Y	- O
		Green		SP 3 G	- G		SP 3 G	- G
		Ground Wire		Grnd Bus	- W		Grnd Bus	- W
4.	Ø4	Red	8	SP 4 R	14 / 05C - D - R	9	SP 4 R	14 / 05C - C - R
		Yellow		SP 4 Y	- O		SP 4 Y	- O
				SP 4 G	- G		SP 4 G	- G
		Ground Wire		Grnd Bus	- W		Grnd Bus	- W
5.	Ø5	Red	2	SP 5 R	14 / 05C - F - R	3	SP 5 R	14 / 05C - E - R
		Yellow		SP 5 Y	- O		SP 5 Y	- O
		Green		SP 5 G	- G		SP 5 G	- G
		Ground Wire		Grnd Bus	- W		Grnd Bus	- W
6.				SP 6 R			SP 6 R	
				SP 6 Y			SP 6 Y	
				SP 6 G			SP 6 G	
		Ground Wire		Grnd Bus			Grnd Bus	
7.				SP 7 R			SP 7 R	
				SP 7 Y			SP 7 Y	
				SP 7 G			SP 7 G	
		Ground Wire		Grnd Bus			Grnd Bus	
8				SP 8 R			SP 8 R	
				SP 8 Y			SP 8 Y	
				SP 8 G			SP 8 G	
		Ground Wire		Grnd Bus			Grnd Bus	
9				SP 9 R			SP 9 R	
				SP 9 Y			SP 9 Y	
				SP 9 G			SP 9 G	
		Ground Wire		Grnd Bus			Grnd Bus	
10				SP 10 R			SP 10 R	
				SP 10 Y			SP 10 Y	
				SP 10 G			SP 10 G	
		Ground Wire		Grnd Bus			Grnd Bus	
11.	PED-1 Ø4	HAND	21	SP 11 R	14 / 05C - 1P - R		SP 11 R	
		-----		SP 11 Y	-----		SP 11 Y	
		MAN		SP 11 G	- G		SP 11 G	
		Ground Wire		Grnd Bus	- W		Grnd Bus	
12.				SP 12 R			SP 12 R	
				SP 12 Y			SP 12 Y	
				SP 12 G			SP 12 G	
		Ground Wire		Grnd Bus			Grnd Bus	
13	Ø1 FYA	 / FYA	1	SP 13 R	-----		SP 13 R	
				SP 13 Y	14 / 10C - G - O/B		SP 13 Y	
				SP 13 G	-----		SP 13 G	
		Ground Wire		Grnd Bus	- W/B		Grnd Bus	
14.				SP 14 R			SP 14 R	
				SP 14 Y			SP 14 Y	
				SP 14 G			SP 14 G	
		Ground Wire		Grnd Bus			Grnd Bus	
15				SP 15 R			SP 15 R	
				SP 15 Y			SP 15 Y	
				SP 15 G			SP 15 G	
		Ground Wire		Grnd Bus			Grnd Bus	
16				SP 16 R			SP 16 R	
				SP 16 Y			SP 16 Y	
				SP 16 G			SP 16 G	
		Ground Wire		Grnd Bus			Grnd Bus	

TRAFFIC SIGNAL MONITOR PROGRAMMING

CONFLICT MONITOR DIODES TO BE CUT (SWITCH PACKS TO RUN TOGETHER)			YELLOW DISABLE: WIRE JUMPERS TO BE INSTALLED FOR PEDS		210NYR MONITOR BOARD (SWITCH PACKS TO MONITOR)	
1 - 5			1			
1 - 13			2			
			3			
2 - 5			4			
2 - 13			5			
			6			
4 - 11			7			
			8			
5 - 13			9			
			10			
			11	X		
			12			
			13	FYA= NO JUMPERS		
			14			
			15			
			16			

**CURRENT MONITOR BOARD
(IF USED)**

CURRENT MONITOR DIODES
TO BE CUT
(SWITCH PACKS TO NOT MONITOR)

4, 6-16

FYA Mode
H pairings:
1 - 13

Notes:

Dip switch 9 needs to be turned on.

Date: 10/25/2021

TABLE OF INPUT WIRING

TERM. NUMBER	FUNCTION	DET. ZONE NO.	DET. TYPE	DET. AN OVER	REMARKS
1A, 1B	Ø 2	33	GRIDSMART		COUNT
2A, 2B	Ø 2	34	GRIDSMART		PRESENCE
3A, 3B	Ø 2	35	GRIDSMART		COUNT
4A, 4B	Ø 3	36	GRIDSMART		COUNT
5A, 5B	Ø 3	37	GRIDSMART		PRESENCE
6A, 6B	Ø 3	38	GRIDSMART		PRESENCE
7A, 7B	Ø 3	39	GRIDSMART		COUNT
8A, 8B	Ø 3	40	GRIDSMART		COUNT
9A, 9B	Ø 5	41	GRIDSMART		PRESENCE
10A, 10B	Ø 1	42	GRIDSMART		PRESENCE
11A, 11B	Ø 5	43	GRIDSMART		COUNT
12A, 12B	Ø 1	44	GRIDSMART		COUNT
13A, 13B	Ø 4	45	GRIDSMART		COUNT
14A, 14B	Ø 4	46	GRIDSMART		PRESENCE
15A, 15B	Ø 4	47	GRIDSMART		COUNT
16A, 16B					
17A, 17B					
18A, 18B					
19A, 19B					
20A, 20B					
21A, 21B	PED 1 - Ø 4	21	BUTTON		PEDESTRIAN
22A, 22B					
23A, 23B					
24A, 24B					
25A, 25B					
26A, 26B					
27A, 27B					
28A, 28B					

Traffic Impact Study

Appendix G | Public Transportation Data



Date

26 Jun 2023

ORIGIN ZONE: Rt 17K & Rt 208 - Scotts Corners - Montgomery, NY

DESTINATION ZONE: Railroad Ave - Middletown Terminal - Middletown, NY

ISSUING OPR: ShortLine Hudson (20-30 - Middletown - Newburgh Local)

Stop Name	01:04 PM	- 0hr 34min -	01:38 PM	Arrival Time
Rt 17K & Rt 208 - Scotts Corners - Montgomery, NY				1:04 PM
Union St & Ward St - Montgomery - Montgomery, NY				1:08 PM
Commercial Ave - Michigan Corners - Montgomery, NY				1:18 PM
Galleria Dr - Galleria Mall - Middletown, NY				1:23 PM
Orange Plaza - Middletown, NY				1:30 PM
Wallkill Plaza - Middletown, NY				1:35 PM
Railroad Ave - Middletown Terminal - Middletown, NY				1:38 PM



Date

26 Jun 2023

ORIGIN ZONE: Rt 17K & Rt 208 - Scotts Corners - Montgomery, NY

DESTINATION ZONE: Railroad Ave - Middletown Terminal - Middletown, NY

ISSUING OPR: ShortLine Hudson (20-30 - Middletown - Newburgh Local)

Stop Name	03:09 PM	- 0hr 34min -	03:43 PM	Arrival Time
Rt 17K & Rt 208 - Scotts Corners - Montgomery, NY				3:09 PM
Union St & Ward St - Montgomery - Montgomery, NY				3:13 PM
Commercial Ave - Michigan Corners - Montgomery, NY				3:25 PM
Galleria Dr - Galleria Mall - Middletown, NY				3:28 PM
Orange Plaza - Middletown, NY				3:35 PM
Wallkill Plaza - Middletown, NY				3:40 PM
Railroad Ave - Middletown Terminal - Middletown, NY				3:43 PM



Date

26 Jun 2023

ORIGIN ZONE: Rt 17K & Rt 208 - Scotts Corners - Montgomery, NY

DESTINATION ZONE: Railroad Ave - Middletown Terminal - Middletown, NY

ISSUING OPR: ShortLine Hudson (20-30 - Middletown - Newburgh Local)

Stop Name	05:47 PM	- 0hr 44min -	06:31 PM	Arrival Time
Orchard St & Walnut St - Walden - Walden, NY				5:51 PM
Rt 17K & Rt 208 - Scotts Corners - Montgomery, NY				5:57 PM
Union St & Ward St - Montgomery - Montgomery, NY				6:01 PM
Commercial Ave - Michigan Corners - Montgomery, NY				6:11 PM
Galleria Dr - Galleria Mall - Middletown, NY				6:16 PM
Orange Plaza - Middletown, NY				6:23 PM
Wallkill Plaza - Middletown, NY				6:28 PM
Railroad Ave - Middletown Terminal - Middletown, NY				6:31 PM



Date

26 Jun 2023

ORIGIN ZONE: Rt 17K & Rt 208 - Scotts Corners - Montgomery, NY

DESTINATION ZONE: Railroad Ave - Middletown Terminal - Middletown, NY

ISSUING OPR: ShortLine Hudson (20-30 - Middletown - Newburgh Local)

Stop Name	07:59 AM	- 0hr 51min -	08:50 AM	Arrival Time
Orchard St & Walnut St - Walden - Walden, NY				8:07 AM
Rt 17K & Rt 208 - Scotts Corners - Montgomery, NY				8:14 AM
Union St & Ward St - Montgomery - Montgomery, NY				8:19 AM
Commercial Ave - Michigan Corners - Montgomery, NY				8:27 AM
Galleria Dr - Galleria Mall - Middletown, NY				8:31 AM
Orange Plaza - Middletown, NY				8:38 AM
Wallkill Plaza - Middletown, NY				8:41 AM
Railroad Ave - Middletown Terminal - Middletown, NY				8:50 AM



Date

26 Jun 2023

ORIGIN ZONE: Rt 17K & Rt 208 - Scotts Corners - Montgomery, NY

DESTINATION ZONE: Railroad Ave - Middletown Terminal - Middletown, NY

ISSUING OPR: ShortLine Hudson (20-30 - Middletown - Newburgh Local)

Stop Name	08:14 AM	- 0hr 36min -	08:50 AM	Arrival Time
Rt 17K & Rt 208 - Scotts Corners - Montgomery, NY				8:14 AM
Union St & Ward St - Montgomery - Montgomery, NY				8:19 AM
Commercial Ave - Michigan Corners - Montgomery, NY				8:27 AM
Galleria Dr - Galleria Mall - Middletown, NY				8:31 AM
Orange Plaza - Middletown, NY				8:38 AM
Wallkill Plaza - Middletown, NY				8:41 AM
Railroad Ave - Middletown Terminal - Middletown, NY				8:50 AM



Date

26 Jun 2023

ORIGIN ZONE: Rt 17K & Rt 208 - Scotts Corners - Montgomery, NY

DESTINATION ZONE: Railroad Ave - Middletown Terminal - Middletown, NY

ISSUING OPR: ShortLine Hudson (20-30 - Middletown - Newburgh Local)

Stop Name	10:31 AM	- 0hr 34min -	11:05 AM	Arrival Time
Rt 17K & Rt 208 - Scotts Corners - Montgomery, NY				10:31 AM
Union St & Ward St - Montgomery - Montgomery, NY				10:35 AM
Commercial Ave - Michigan Corners - Montgomery, NY				10:45 AM
Galleria Dr - Galleria Mall - Middletown, NY				10:50 AM
Orange Plaza - Middletown, NY				10:57 AM
Wallkill Plaza - Middletown, NY				11:02 AM
Railroad Ave - Middletown Terminal - Middletown, NY				11:05 AM



Date
26 Jun 2023

ORIGIN ZONE: Rt 17K & Rt 208 - Scotts Corners - Montgomery, NY
DESTINATION ZONE: Railroad Ave - Middletown Terminal - Middletown, NY
ISSUING OPR: ShortLine Hudson (20-30 - Middletown - Newburgh Local)

Stop Name	12:54 PM	- 0hr 44min -	01:38 PM	Arrival Time
Orchard St & Walnut St - Walden - Walden, NY				12:58 PM
Rt 17K & Rt 208 - Scotts Corners - Montgomery, NY				1:04 PM
Union St & Ward St - Montgomery - Montgomery, NY				1:08 PM
Commercial Ave - Michigan Corners - Montgomery, NY				1:18 PM
Galleria Dr - Galleria Mall - Middletown, NY				1:23 PM
Orange Plaza - Middletown, NY				1:30 PM
Wallkill Plaza - Middletown, NY				1:35 PM
Railroad Ave - Middletown Terminal - Middletown, NY				1:38 PM



Date

26 Jun 2023

ORIGIN ZONE: Rt 17K & Rt 208 - Scotts Corners - Montgomery, NY

DESTINATION ZONE: Newburgh ShortLine Transportation Center - Newburgh, NY

ISSUING OPR: ShortLine Hudson (20-30 - Middletown - Newburgh Local)

Stop Name	02:24 PM	- 0hr 19min -	02:43 PM	Arrival Time
Rt 17K & Rt 208 - Scotts Corners - Montgomery, NY				2:24 PM
Rt 17K - Coldenham - Coldenham, NY				2:27 PM
Rt 17K - FedEx - Newburgh, NY				2:33 PM
Rt 17K & Governor Dr - Stewart Industrial Park - Newburgh, NY				2:34 PM
Corporate Blvd - Newburgh Distribution Center - Newburgh, NY				2:38 PM
Rt 17K & Corporate Blvd - NE Business Center - Newburgh, NY				2:39 PM
Rt 17K - Air National Guard - Newburgh, NY				2:41 PM
Newburgh ShortLine Transportation Center - Newburgh, NY				2:43 PM



Date
26 Jun 2023

ORIGIN ZONE: Rt 17K & Rt 208 - Scotts Corners - Montgomery, NY

DESTINATION ZONE: Newburgh ShortLine Transportation Center - Newburgh, NY

ISSUING OPR: ShortLine Hudson (20-30 - Middletown - Newburgh Local)

Stop Name	04:34 PM	- 0hr 29min -	05:03 PM	Arrival Time
Orchard St & Walnut St - Walden - Walden, NY				4:38 PM
Rt 17K & Rt 208 - Scotts Corners - Montgomery, NY				4:44 PM
Rt 17K - Coldenham - Coldenham, NY				4:47 PM
Rt 17K - FedEx - Newburgh, NY				4:53 PM
Rt 17K & Governor Dr - Stewart Industrial Park - Newburgh, NY				4:54 PM
Corporate Blvd - Newburgh Distribution Center - Newburgh, NY				4:58 PM
Rt 17K & Corporate Blvd - NE Business Center - Newburgh, NY				4:59 PM
Rt 17K - Air National Guard - Newburgh, NY				5:01 PM
Newburgh ShortLine Transportation Center - Newburgh, NY				5:03 PM
Broadway & Lake St - Newburgh, NY				5:11 PM

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Date
26 Jun 2023

ORIGIN ZONE: Rt 17K & Rt 208 - Scotts Corners - Montgomery, NY

DESTINATION ZONE: Newburgh ShortLine Transportation Center - Newburgh, NY

ISSUING OPR: ShortLine Hudson (20-30 - Middletown - Newburgh Local)

Stop Name	06:54 AM	- 0hr 33min -	07:27 AM	Arrival Time
Orchard St & Walnut St - Walden - Walden, NY				7:01 AM
Rt 17K & Rt 208 - Scotts Corners - Montgomery, NY				7:09 AM
Rt 17K - Coldenham - Coldenham, NY				7:12 AM
Rt 17K - FedEx - Newburgh, NY				7:15 AM
Rt 17K & Governor Dr - Stewart Industrial Park - Newburgh, NY				7:19 AM
Corporate Blvd - Newburgh Distribution Center - Newburgh, NY				7:22 AM
Rt 17K & Corporate Blvd - NE Business Center - Newburgh, NY				7:24 AM
Rt 17K - Air National Guard - Newburgh, NY				7:25 AM
Newburgh ShortLine Transportation Center - Newburgh, NY				7:27 AM
Broadway & Lake St - Newburgh, NY				7:32 AM

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Date

26 Jun 2023

ORIGIN ZONE: Rt 17K & Rt 208 - Scotts Corners - Montgomery, NY

DESTINATION ZONE: Newburgh ShortLine Transportation Center - Newburgh, NY

ISSUING OPR: ShortLine Hudson (20-30 - Middletown - Newburgh Local)

Stop Name	09:34 AM	- 0hr 19min -	09:53 AM	Arrival Time
Rt 17K & Rt 208 - Scotts Corners - Montgomery, NY				9:34 AM
Rt 17K - Coldenham - Coldenham, NY				9:37 AM
Rt 17K - FedEx - Newburgh, NY				9:43 AM
Rt 17K & Governor Dr - Stewart Industrial Park - Newburgh, NY				9:44 AM
Corporate Blvd - Newburgh Distribution Center - Newburgh, NY				9:48 AM
Rt 17K & Corporate Blvd - NE Business Center - Newburgh, NY				9:49 AM
Rt 17K - Air National Guard - Newburgh, NY				9:51 AM
Newburgh ShortLine Transportation Center - Newburgh, NY				9:53 AM



Date
26 Jun 2023

ORIGIN ZONE: Rt 17K & Rt 208 - Scotts Corners - Montgomery, NY

DESTINATION ZONE: Newburgh ShortLine Transportation Center - Newburgh, NY

ISSUING OPR: ShortLine Hudson (20-30 - Middletown - Newburgh Local)

Stop Name	11:59 AM	- 0hr 29min -	12:28 PM	Arrival Time
Orchard St & Walnut St - Walden - Walden, NY				12:03 PM
Rt 17K & Rt 208 - Scotts Corners - Montgomery, NY				12:09 PM
Rt 17K - Coldenham - Coldenham, NY				12:12 PM
Rt 17K - FedEx - Newburgh, NY				12:18 PM
Rt 17K & Governor Dr - Stewart Industrial Park - Newburgh, NY				12:19 PM
Corporate Blvd - Newburgh Distribution Center - Newburgh, NY				12:23 PM
Rt 17K & Corporate Blvd - NE Business Center - Newburgh, NY				12:24 PM
Rt 17K - Air National Guard - Newburgh, NY				12:26 PM
Newburgh ShortLine Transportation Center - Newburgh, NY				12:28 PM

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Traffic Impact Study

Appendix H | Other Development Traffic Volume Data

TABLE NO. OD-1
SUMMARY OF OTHER DEVELOPMENT TRAFFIC
VOLUMES BY PROJECT

				915 Route 17K Warehouse (CME Study - MYP 086)			Quick Check (Atlantic Traffic Study)			Bracken 20		
				AM	PM	SAT	AM	PM	SAT	AM	PM	SAT
1 NYS ROUTE 17K & NYS ROUTE 208	EB	L	1	0	0	0	28	24	21	0	0	0
		T	2	7	2	0	-11	-10	-9	0	0	0
		R	3	0	0	0	0	0	0	1	0	0
	WB	L	4	0	0	0	23	20	18	0	0	0
		T	5	2	7	0	-9	-9	-8	0	0	0
		R	6	1	2	0	0	0	0	0	0	0
	NB	L	7	0	0	0	26	23	21	0	1	0
		T	8	0	0	0	-13	-13	-10	1	1	0
		R	9	0	0	0	21	21	19	0	0	0
	SB	L	10	2	1	0	0	0	0	0	0	0
		T	11	0	0	0	14	11	10	1	1	0
		R	12	0	0	0	0	0	0	0	0	0
2 NYS ROUTE 17K & BAILEY ROAD/SITE ACCESS	EB	L	13	0	0	0	0	0	0	0	0	0
		T	14	7	2	0	15	12	11	1	0	0
		R	15	0	0	0	0	0	0	0	0	0
	WB	L	16	0	0	0	0	0	0	0	0	0
		T	17	2	7	0	15	12	11	0	1	0
		R	18	0	0	0	2	2	2	0	0	0
	NB	L	19	0	0	0	0	0	0	0	0	0
		T	20	0	0	0	0	0	0	0	0	0
		R	21	0	0	0	0	0	0	0	0	0
	SB	L	22	0	0	0	2	2	2	0	0	0
		T	23	0	0	0	0	0	0	0	0	0
		R	24	0	0	0	0	0	0	0	0	0
3 NYS ROUTE 17K & VALLEY CENTRAL EXIT/ DOLLAR GENERAL	EB	L	25	0	0	0	0	0	0	0	0	0
		T	26	7	2	0	15	12	11	1	0	0
		R	27	2	7	0	15	12	11	0	1	0
	WB	T	27	2	7	0	15	12	11	0	1	0
		R	28	0	0	0	0	0	0	0	0	0
		L	29	0	0	0	0	0	0	0	0	0
	NB	L	29	0	0	0	0	0	0	0	0	0
		T	30	0	0	0	0	0	0	0	0	0
		R	31	0	0	0	0	0	0	0	0	0
	SB	L	32	0	0	0	0	0	0	0	0	0
		R	33	0	0	0	0	0	0	0	0	0
4 NYS ROUTE 17K & VALLEY CENTRAL ENTRY	EB	L	34	0	0	0	0	0	0	0	0	0
		T	35	7	2	0	15	12	11	1	0	0
		R	36	0	0	0	0	0	0	0	0	0
	WB	L	37	0	0	0	0	0	0	0	0	0
		T	38	2	7	0	15	12	11	0	1	0
		R	39	0	0	0	0	0	0	0	0	0
	SB	L	40	0	0	0	0	0	0	0	0	0
		T	41	0	0	0	0	0	0	0	0	0
		R	42	0	0	0	0	0	0	0	0	0

TABLE NO. OD-1
SUMMARY OF OTHER DEVELOPMENT TRAFFIC
VOLUMES BY PROJECT

				915 Route 17K Warehouse (CME Study - MYP 086)			Quick Check (Atlantic Traffic Study)			Bracken 20		
				AM	PM	SAT	AM	PM	SAT	AM	PM	SAT
5 NYS ROUTE 17K & UNION STREET (NYS ROUTE 211)/ DRIVEWAY	EB	L	43	0	0	0	0	0	0	0	0	0
		T	44	5	2	0	11	9	9	1	0	0
		R	45	0	0	0	0	0	0	0	0	0
	WB	L	46	0	2	0	4	3	2	0	0	0
		T	47	2	5	0	11	9	9	0	1	0
		R	48	0	0	0	0	0	0	0	0	0
	NB	L	49	0	0	0	0	0	0	0	0	0
		T	50	0	0	0	0	0	0	0	0	0
		R	51	2	0	0	4	3	2	0	0	0
	SB	L	52	0	0	0	0	0	0	0	0	0
6 NYS ROUTE 17K & SITE ACCESS		T	53	0	0	0	0	0	0	0	0	0
		R	54	0	0	0	0	0	0	0	0	0
	EB	T	55	7	2	0	15	12	11	1	0	0
		R	56	0	0	0	0	0	0	0	0	0
	WB	L	57	0	0	0	0	0	0	0	0	0
		T	58	2	7	0	15	12	11	0	1	0
	NB	L	59	0	0	0	0	0	0	0	0	0
		R	60	0	0	0	0	0	0	0	0	0

TABLE NO. OD-1
SUMMARY OF OTHER DEVELOPMENT TRAFFIC
VOLUMES BY PROJECT

				Bracken 4.3			RDM Bracken Road (21006838A)			Hawkins Apartments (CME Study)		
				AM	PM	SAT	AM	PM	SAT	AM	PM	SAT
1 NYS ROUTE 17K & NYS ROUTE 208	EB	L	1	0	0	0	0	0	0	0	0	0
		T	2	1	0	0	10	2	0	0	0	0
		R	3	0	0	0	0	0	0	0	0	0
	WB	L	4	0	0	0	0	0	0	1	2	2
		T	5	0	1	0	2	9	0	0	0	0
		R	6	0	1	0	1	6	0	0	0	0
	NB	L	7	0	0	0	1	1	0	0	0	0
		T	8	0	0	0	1	1	0	4	2	2
		R	9	0	0	0	1	1	0	2	1	1
	SB	L	10	1	0	0	6	1	0	0	0	0
		T	11	0	0	0	0	0	0	1	4	4
		R	12	0	0	0	0	0	0	0	0	0
2 NYS ROUTE 17K & BAILEY ROAD/SITE ACCESS	EB	L	13	0	0	0	0	0	0	0	0	0
		T	14	1	0	0	9	2	0	0	0	0
		R	15	0	0	0	0	0	0	0	0	0
	WB	L	16	0	0	0	0	0	0	0	0	0
		T	17	0	1	0	2	9	0	0	0	0
		R	18	0	0	0	0	1	0	0	0	0
	NB	L	19	0	0	0	0	0	0	0	0	0
		T	20	0	0	0	0	0	0	0	0	0
		R	21	0	0	0	0	0	0	0	0	0
	SB	L	22	0	0	0	1	0	0	0	0	0
		T	23	0	0	0	0	0	0	0	0	0
		R	24	0	0	0	0	0	0	0	0	0
3 NYS ROUTE 17K & VALLEY CENTRAL EXIT/ DOLLAR GENERAL	EB	L	25	0	0	0	0	0	0	0	0	0
		T	26	1	0	0	9	2	0	0	0	0
		R	27	0	1	0	2	9	0	0	0	0
	WB	L	28	0	0	0	0	0	0	0	0	0
		T	29	0	0	0	0	0	0	0	0	0
		R	30	0	0	0	0	0	0	0	0	0
	NB	L	31	0	0	0	0	0	0	0	0	0
		T	32	0	0	0	0	0	0	0	0	0
		R	33	0	0	0	0	0	0	0	0	0
	SB	L	34	0	0	0	0	0	0	0	0	0
		T	35	1	0	0	9	2	0	0	0	0
		R	36	0	0	0	0	0	0	0	0	0
4 NYS ROUTE 17K & VALLEY CENTRAL ENTRY	WB	L	37	0	0	0	0	0	0	0	0	0
		T	38	0	1	0	2	9	0	0	0	0
		R	39	0	0	0	0	0	0	0	0	0
	SB	L	40	0	0	0	0	0	0	0	0	0
		T	41	0	0	0	0	0	0	0	0	0
		R	42	0	0	0	0	0	0	0	0	0

TABLE NO. OD-1
SUMMARY OF OTHER DEVELOPMENT TRAFFIC
VOLUMES BY PROJECT

				Bracken 4.3			RDM Bracken Road (21006838A)			Hawkins Apartments (CME Study)		
				AM	PM	SAT	AM	PM	SAT	AM	PM	SAT
5 NYS ROUTE 17K & UNION STREET (NYS ROUTE 211)/ DRIVEWAY	EB	L	43	0	0	0	0	0	0	0	0	0
		T	44	1	0	0	6	2	0	0	0	0
		R	45	0	0	0	0	0	0	0	0	0
	WB	L	46	0	0	0	0	1	0	0	0	0
		T	47	0	1	0	1	5	0	0	0	0
		R	48	0	0	0	0	0	0	0	0	0
	NB	L	49	0	0	0	0	0	0	0	0	0
		T	50	0	0	0	0	0	0	0	0	0
		R	51	0	0	0	1	0	0	0	0	0
	SB	L	52	0	0	0	0	0	0	0	0	0
6 NYS ROUTE 17K & SITE ACCESS		T	53	0	0	0	0	0	0	0	0	0
		R	54	0	0	0	0	0	0	0	0	0
	EB	T	55	1	0	0	10	3	0	0	0	0
		R	56	0	0	0	0	0	0	0	0	0
	WB	L	57	0	0	0	0	0	0	0	0	0
		T	58	0	1	0	2	10	0	0	0	0
	NB	L	59	0	0	0	0	0	0	0	0	0
		R	60	0	0	0	0	0	0	0	0	0

TABLE NO. OD-1
SUMMARY OF OTHER DEVELOPMENT TRAFFIC
VOLUMES BY PROJECT

				I-84 Logistics Center (CED# 22003567A)			Hawkins Drive Flex Space (Engineering Properties)			Neelytown Business Park (CED Job # 21000327A)		
				AM	PM	SAT	AM	PM	SAT	AM	PM	SAT
1 NYS ROUTE 17K & NYS ROUTE 208	EB	L	1	0	0	0	0	0	0	0	0	0
		T	2	0	0	0	0	0	0	0	0	0
		R	3	1	1	0	0	0	0	0	0	0
	WB	L	4	1	1	0	0	0	0	19	3	11
		T	5	0	0	0	2	0	0	0	0	0
		R	6	0	0	0	0	0	0	0	0	0
	NB	L	7	1	0	0	0	0	0	0	0	0
		T	8	5	3	0	0	4	0	3	20	28
		R	9	1	1	0	0	2	0	2	16	9
	SB	L	10	0	0	0	0	0	0	0	0	0
		T	11	5	6	0	4	1	0	21	6	34
		R	12	0	0	0	0	0	0	0	0	0
2 NYS ROUTE 17K & BAILEY ROAD/SITE ACCESS	EB	L	13	0	0	0	0	0	0	0	0	0
		T	14	1	1	0	0	0	0	0	0	0
		R	15	0	0	0	0	0	0	0	0	0
	WB	L	16	0	0	0	0	0	0	0	0	0
		T	17	1	0	0	0	0	0	0	0	0
		R	18	0	0	0	0	0	0	0	0	0
	NB	L	19	0	0	0	0	0	0	0	0	0
		T	20	0	0	0	0	0	0	0	0	0
		R	21	0	0	0	0	0	0	0	0	0
	SB	L	22	0	0	0	0	0	0	0	0	0
		T	23	0	0	0	0	0	0	0	0	0
		R	24	0	0	0	0	0	0	0	0	0
3 NYS ROUTE 17K & VALLEY CENTRAL EXIT/ DOLLAR GENERAL	EB	L	25	0	0	0	0	0	0	0	0	0
		T	26	1	1	0	0	0	0	0	0	0
		R	27	1	0	0	0	0	0	0	0	0
	WB	T	27	1	0	0	0	0	0	0	0	0
		R	28	0	0	0	0	0	0	0	0	0
		L	29	0	0	0	0	0	0	0	0	0
	NB	L	29	0	0	0	0	0	0	0	0	0
		T	30	0	0	0	0	0	0	0	0	0
		R	31	0	0	0	0	0	0	0	0	0
	SB	L	32	0	0	0	0	0	0	0	0	0
		R	33	0	0	0	0	0	0	0	0	0
4 NYS ROUTE 17K & VALLEY CENTRAL ENTRY	EB	L	34	0	0	0	0	0	0	0	0	0
		T	35	1	1	0	0	0	0	0	0	0
		R	36	0	0	0	0	0	0	0	0	0
	WB	L	37	0	0	0	0	0	0	0	0	0
		T	38	1	0	0	0	0	0	0	0	0
		R	39	0	0	0	0	0	0	0	0	0
	SB	L	40	0	0	0	0	0	0	0	0	0
		T	41	0	0	0	0	0	0	0	0	0
		R	42	0	0	0	0	0	0	0	0	0

TABLE NO. OD-1
SUMMARY OF OTHER DEVELOPMENT TRAFFIC
VOLUMES BY PROJECT

				I-84 Logistics Center (CED# 22003567A)			Hawkins Drive Flex Space (Engineering Properties)			Neelytown Business Park (CED Job # 21000327A)		
				AM	PM	SAT	AM	PM	SAT	AM	PM	SAT
5 NYS ROUTE 17K & UNION STREET (NYS ROUTE 211)/ DRIVEWAY	EB	L	43	0	0	0	0	0	0	0	0	0
		T	44	1	1	0	0	0	0	0	0	0
		R	45	0	0	0	0	0	0	0	0	0
	WB	L	46	0	0	0	0	0	0	0	0	0
		T	47	1	0	0	0	0	0	0	0	0
		R	48	0	0	0	0	0	0	0	0	0
	NB	L	49	0	0	0	0	0	0	0	0	0
		T	50	0	0	0	0	0	0	0	0	0
		R	51	0	0	0	0	0	0	0	0	0
	SB	L	52	0	0	0	0	0	0	0	0	0
		T	53	0	0	0	0	0	0	0	0	0
		R	54	0	0	0	0	0	0	0	0	0
6 NYS ROUTE 17K & SITE ACCESS	EB	T	55	1	1	0	0	0	0	0	0	0
		R	56	0	0	0	0	0	0	0	0	0
	WB	L	57	0	0	0	0	0	0	0	0	0
		T	58	1	0	0	0	0	0	0	0	0
	NB	L	59	0	0	0	0	0	0	0	0	0
		R	60	0	0	0	0	0	0	0	0	0

TABLE NO. OD-1
SUMMARY OF OTHER DEVELOPMENT TRAFFIC
VOLUMES BY PROJECT

				Cardinal Health Expansion (CED# 20005244B)			Rowley Colonel Foster Drive			Forest Fun Aerial Park (23012697A)		
				AM	PM	SAT	AM	PM	SAT	AM	PM	SAT
1 NYS ROUTE 17K & NYS ROUTE 208	EB	L	1	0	0	0	0	0	0	0	8	43
		T	2	0	0	0	9	1	0	0	0	0
		R	3	0	0	0	0	0	0	0	0	0
	WB	L	4	0	0	0	0	3	0	0	0	0
		T	5	0	0	0	1	8	0	0	0	0
		R	6	0	0	0	0	0	0	0	11	57
	NB	L	7	0	0	0	0	0	0	0	0	0
		T	8	1	2	0	0	0	0	0	34	170
		R	9	0	0	0	3	0	0	0	0	0
	SB	L	10	0	0	0	0	0	0	0	17	41
		T	11	3	1	0	0	0	0	0	50	123
		R	12	0	0	0	0	0	0	0	13	31
2 NYS ROUTE 17K & BAILEY ROAD/SITE ACCESS	EB	L	13	0	0	0	0	0	0	0	0	0
		T	14	0	0	0	9	1	0	0	8	43
		R	15	0	0	0	0	0	0	0	0	0
	WB	L	16	0	0	0	0	0	0	0	0	0
		T	17	0	0	0	1	8	0	0	13	31
		R	18	0	0	0	0	0	0	0	0	0
	NB	L	19	0	0	0	0	0	0	0	0	0
		T	20	0	0	0	0	0	0	0	0	0
		R	21	0	0	0	0	0	0	0	0	0
	SB	L	22	0	0	0	0	0	0	0	0	0
		T	23	0	0	0	0	0	0	0	0	0
		R	24	0	0	0	0	0	0	0	0	0
3 NYS ROUTE 17K & VALLEY CENTRAL EXIT/ DOLLAR GENERAL	EB	L	25	0	0	0	0	0	0	0	0	0
		T	26	0	0	0	9	1	0	0	8	43
		R	27	0	0	0	1	8	0	0	13	31
	WB	L	28	0	0	0	0	0	0	0	0	0
		T	29	0	0	0	0	0	0	0	0	0
		R	30	0	0	0	0	0	0	0	0	0
	NB	L	31	0	0	0	0	0	0	0	0	0
		T	32	0	0	0	0	0	0	0	0	0
		R	33	0	0	0	0	0	0	0	0	0
4 NYS ROUTE 17K & VALLEY CENTRAL ENTRY	EB	L	34	0	0	0	0	0	0	0	0	0
		T	35	0	0	0	9	1	0	0	8	43
		R	36	0	0	0	0	0	0	0	0	0
	WB	L	37	0	0	0	0	0	0	0	0	0
		T	38	0	0	0	1	8	0	0	13	31
		R	39	0	0	0	0	0	0	0	0	0
	SB	L	40	0	0	0	0	0	0	0	0	0
		T	41	0	0	0	0	0	0	0	0	0
		R	42	0	0	0	0	0	0	0	0	0

TABLE NO. OD-1
SUMMARY OF OTHER DEVELOPMENT TRAFFIC
VOLUMES BY PROJECT

				Cardinal Health Expansion (CED# 20005244B)			Rowley Colonel Foster Drive			Forest Fun Aerial Park (23012697A)		
				AM	PM	SAT	AM	PM	SAT	AM	PM	SAT
5 NYS ROUTE 17K & UNION STREET (NYS ROUTE 211)/ DRIVEWAY	EB	L	43	0	0	0	0	0	0	0	0	0
		T	44	0	0	0	6	1	0	0	4	23
		R	45	0	0	0	0	0	0	0	0	0
	WB	L	46	0	0	0	0	0	0	0	2	4
		T	47	0	0	0	1	5	0	0	7	16
		R	48	0	0	0	0	0	0	0	0	0
	NB	L	49	0	0	0	0	0	0	0	0	0
		T	50	0	0	0	0	0	0	0	0	0
		R	51	0	0	0	0	0	0	0	1	6
	SB	L	52	0	0	0	0	0	0	0	0	0
		T	53	0	0	0	0	0	0	0	0	0
		R	54	0	0	0	0	0	0	0	0	0
6 NYS ROUTE 17K & SITE ACCESS	EB	T	55	0	0	0	0	0	0	0	8	43
		R	56	0	0	0	0	0	0	0	0	0
	WB	L	57	0	0	0	0	0	0	0	0	0
		T	58	0	0	0	0	0	0	0	13	31
	NB	L	59	0	0	0	0	0	0	0	0	0
		R	60	0	0	0	0	0	0	0	0	0

TABLE NO. OD-1
SUMMARY OF OTHER DEVELOPMENT TRAFFIC
VOLUMES BY PROJECT

				Dinosaur Park			Grunbaum Warehouse (22010719A)			KSH Development		
				AM	PM	SAT	AM	PM	SAT	AM	PM	SAT
1 NYS ROUTE 17K & NYS ROUTE 208	EB	L	1	0	0	0	0	0	0	3	10	0
		T	2	0	4	19	0	1	0	3	10	0
		R	3	0	0	0	0	0	0	4	15	0
	WB	L	4	0	22	55	0	0	0	0	0	0
		T	5	0	6	14	1	0	0	10	3	0
		R	6	0	6	14	0	0	0	0	0	0
	NB	L	7	0	0	0	0	0	0	15	7	0
		T	8	0	0	0	0	0	0	0	0	0
		R	9	0	15	75	0	0	0	0	0	0
	SB	L	10	0	4	19	0	0	0	0	0	0
		T	11	0	0	0	0	0	0	0	0	0
		R	12	0	0	0	0	0	0	10	3	0
2 NYS ROUTE 17K & BAILEY ROAD/SITE ACCESS	EB	L	13	0	0	0	0	0	0	0	0	0
		T	14	0	4	19	0	1	0	9	34	0
		R	15	0	0	0	0	0	0	0	0	0
	WB	L	16	0	0	0	0	0	0	0	0	0
		T	17	0	6	14	1	0	0	34	12	0
		R	18	0	0	0	0	0	0	0	0	0
	NB	L	19	0	0	0	0	0	0	0	0	0
		T	20	0	0	0	0	0	0	0	0	0
		R	21	0	0	0	0	0	0	0	0	0
	SB	L	22	0	0	0	0	0	0	0	0	0
		T	23	0	0	0	0	0	0	0	0	0
		R	24	0	0	0	0	0	0	0	0	0
3 NYS ROUTE 17K & VALLEY CENTRAL EXIT/ DOLLAR GENERAL	EB	L	25	0	0	0	0	0	0	0	0	0
		T	26	0	4	19	0	1	0	9	34	0
		R	27	0	6	14	1	0	0	34	12	0
	WB	L	28	0	0	0	0	0	0	0	0	0
		T	29	0	0	0	0	0	0	0	0	0
		R	30	0	0	0	0	0	0	0	0	0
	NB	L	31	0	0	0	0	0	0	0	0	0
		T	32	0	0	0	0	0	0	0	0	0
		R	33	0	0	0	0	0	0	0	0	0
	SB	L	34	0	0	0	0	0	0	0	0	0
		T	35	0	4	19	0	1	0	9	34	0
		R	36	0	0	0	0	0	0	0	0	0
4 NYS ROUTE 17K & VALLEY CENTRAL ENTRY	WB	L	37	0	0	0	0	0	0	0	0	0
		T	38	0	6	14	1	0	0	34	12	0
		R	39	0	0	0	0	0	0	0	0	0
	SB	L	40	0	0	0	0	0	0	0	0	0
		T	41	0	0	0	0	0	0	0	0	0
		R	42	0	0	0	0	0	0	0	0	0

TABLE NO. OD-1
SUMMARY OF OTHER DEVELOPMENT TRAFFIC
VOLUMES BY PROJECT

				Dinosaur Park			Grunbaum Warehouse (22010719A)			KSH Development		
				AM	PM	SAT	AM	PM	SAT	AM	PM	SAT
5 NYS ROUTE 17K & UNION STREET (NYS ROUTE 211)/ DRIVEWAY	EB	L	43	0	0	0	0	0	0	9	34	0
		T	44	0	3	15	0	0	0	0	0	0
		R	45	0	0	0	1	0	0	0	0	0
	WB	L	46	0	1	3	0	1	0	0	0	0
		T	47	0	4	11	0	0	0	0	0	0
		R	48	0	0	0	0	0	0	4	15	0
	NB	L	49	0	0	0	0	1	0	14	5	0
		T	50	0	0	0	0	0	0	0	0	0
		R	51	0	1	4	0	1	0	34	12	0
	SB	L	52	0	0	0	0	0	0	0	0	0
		T	53	0	0	0	0	0	0	0	0	0
		R	54	0	0	0	0	0	0	0	0	0
6 NYS ROUTE 17K & SITE ACCESS	EB	T	55	0	4	19	0	1	0	9	34	0
		R	56	0	0	0	0	0	0	0	0	0
	WB	L	57	0	0	0	0	0	0	0	0	0
		T	58	0	6	14	1	0	0	34	12	0
	NB	L	59	0	0	0	0	0	0	0	0	0
		R	60	0	0	0	0	0	0	0	0	0

TABLE NO. OD-1
SUMMARY OF OTHER DEVELOPMENT TRAFFIC
VOLUMES BY PROJECT

				Chandler Lane PDD			Galaxy Maybrook Warehouse (CME Study)			Total Other Dev.		
				AM	PM	SAT	AM	PM	SAT	AM	PM	SAT
1 NYS ROUTE 17K & NYS ROUTE 208	EB	L	1	3	5	5	0	0	0	34	47	68
		T	2	6	9	9	0	0	0	25	19	19
		R	3	0	0	0	0	0	0	6	16	0
	WB	L	4	0	0	0	3	15	0	48	66	86
		T	5	7	5	5	0	0	0	16	30	11
		R	6	0	0	0	0	0	0	2	26	71
	NB	L	7	0	0	0	0	3	0	43	34	21
		T	8	0	0	0	32	8	0	34	61	190
		R	9	0	0	0	15	3	0	45	60	105
	SB	L	10	0	0	0	0	0	0	9	23	60
		T	11	0	0	0	6	30	0	56	109	170
		R	12	3	2	2	0	0	0	13	18	33
2 NYS ROUTE 17K & BAILEY ROAD/SITE ACCESS	EB	L	13	0	0	0	0	0	0	0	0	0
		T	14	9	14	14	0	0	0	62	80	86
		R	15	0	0	0	0	0	0	0	0	0
	WB	L	16	0	0	0	0	0	0	0	0	0
		T	17	10	7	7	0	0	0	66	75	63
		R	18	0	0	0	0	0	0	2	3	2
	NB	L	19	0	0	0	0	0	0	0	0	0
		T	20	0	0	0	0	0	0	0	0	0
		R	21	0	0	0	0	0	0	0	0	0
	SB	L	22	0	0	0	0	0	0	3	2	2
		T	23	0	0	0	0	0	0	0	0	0
		R	24	0	0	0	0	0	0	0	0	0
3 NYS ROUTE 17K & VALLEY CENTRAL EXIT/ DOLLAR GENERAL	EB	L	25	0	0	0	0	0	0	0	0	0
		T	26	9	14	14	0	0	0	62	80	86
		R	27	10	7	7	0	0	0	66	75	63
	WB	L	28	0	0	0	0	0	0	0	0	0
		T	29	0	0	0	0	0	0	0	0	0
		R	30	0	0	0	0	0	0	0	0	0
	NB	L	31	0	0	0	0	0	0	0	0	0
		T	32	0	0	0	0	0	0	0	0	0
		R	33	0	0	0	0	0	0	0	0	0
	SB	L	34	0	0	0	0	0	0	0	0	0
		T	35	9	14	14	0	0	0	62	80	86
		R	36	0	0	0	0	0	0	0	0	0
4 NYS ROUTE 17K & VALLEY CENTRAL ENTRY	WB	L	37	0	0	0	0	0	0	0	0	0
		T	38	10	7	7	0	0	0	66	75	63
		R	39	0	0	0	0	0	0	0	0	0
	SB	L	40	0	0	0	0	0	0	0	0	0
		T	41	0	0	0	0	0	0	0	0	0
		R	42	0	0	0	0	0	0	0	0	0

TABLE NO. OD-1
SUMMARY OF OTHER DEVELOPMENT TRAFFIC
VOLUMES BY PROJECT

				Chandler Lane PDD			Galaxy Maybrook Warehouse (CME Study)			Total Other Dev.		
				AM	PM	SAT	AM	PM	SAT	AM	PM	SAT
5 NYS ROUTE 17K & UNION STREET (NYS ROUTE 211)/ DRIVEWAY	EB	L	43	0	0	0	0	0	0	9	34	0
		T	44	0	0	0	0	0	0	31	22	47
		R	45	15	11	11	0	0	0	16	11	11
	WB	L	46	10	7	7	0	0	0	15	17	16
		T	47	0	0	0	0	0	0	16	38	36
		R	48	0	0	0	0	0	0	4	15	0
	NB	L	49	13	20	20	0	0	0	28	26	20
		T	50	0	0	0	0	0	0	0	0	0
		R	51	9	14	14	0	0	0	50	32	25
	SB	L	52	0	0	0	0	0	0	0	0	0
		T	53	0	0	0	0	0	0	0	0	0
		R	54	0	0	0	0	0	0	0	0	0
6 NYS ROUTE 17K & SITE ACCESS	EB	T	55	0	0	0	0	0	0	45	65	72
		R	56	0	0	0	0	0	0	0	0	0
	WB	L	57	0	0	0	0	0	0	0	0	0
		T	58	0	0	0	0	0	0	55	61	56
	NB	L	59	0	0	0	0	0	0	0	0	0
		R	60	0	0	0	0	0	0	0	0	0

915 Route 17K Warehouse

June 3, 2019 (revision #1)

Mr. Lance Gorney, PE
NYS Department of Transportation
4 Burnett Boulevard
Poughkeepsie, NY 12603

RE: NYSDOT SEQRA No. 19-029; Proposed Warehouse, 915 NYS Route 17K, Town of Montgomery, Orange County, New York; CM Project No. 118-257

Dear Mr. Gorney,

Creighton Manning Engineering, LLP (CM) is in receipt of the Department's February 25, 2019 letter in connection with the proposed warehouse project located at the southwest quadrant of NYS Route 17K and Bracken Road in the Town of Montgomery. As requested, CM has completed a Traffic Impact Study, Left-Turn Lane Warrant Analysis, and Traffic Signal Warrant Analysis, which are contained herein. These evaluations are based on the Site Plan prepared by Mercurio-Norton-Tarolli-Marshall (MNTM), last revised March 19, 2019 (Revision #2) located in Attachment A. However, the allowable turning movements at the proposed driveway on NYS Route 17K were modified since the issuance of this Site Plan, as noted herein.

1.0 Project Description

The subject property is presently developed with an abandoned residential dwelling and shed and has two gravel driveways on NYS Route 17K. These structures would be removed to accommodate the proposed project, which consists of two warehouse buildings—59,640 square feet and 74,050 square feet—totaling 133,690 square feet and one office building totaling 1,000 square feet. The site will be supported by 116 off-street parking spaces. Following the acceptance of the proposed subdivision, the subject property would comprise three lots with interconnectivity such that travel between the three buildings would not require use of the adjacent public roadways. Access is proposed via three driveways as summarized below:

- One right-in/right-out driveway on NYS Route 17K in the vicinity of one of the existing gravel driveways, approximately 360 feet west of Bracken Road
 - This driveway is designed and intended to accommodate passenger vehicles only
- Two full-movement driveways on Bracken Road situated approximately 700 feet and 1200 feet south of NYS Route 17K
 - These driveways are designed and intended to accommodate passenger vehicles and trucks (including tractor trailers)

The proposed project is expected to be completed and occupied in 2021. A map illustrating the project location and adjacent roadway network is shown on Figure 1.

included under Attachment B.

Automatic Traffic Recorders (ATRs) were installed on NYS Route 17K at Bracken Road, on NYS Route 208 at Bracken Road, and on Bracken Road at NYS Route 17K and NYS Route 208 to evaluate two-way traffic continuously from Monday, April 22, 2019, to Thursday, April 25, 2019. The data obtained from the ATRs provided a basis for calibration as well as the traffic signal and left-turn lane warrant analyses discussed in Section 3.0. The raw ATR data is included under Attachment B.

3.0 Traffic Assessment

Trip Generation – Proposed Conditions

As previously stated, the proposed development consists of two warehouse buildings totaling 133,690 square feet and a 1,000-square-foot office building. Trip generation determines the quantity of traffic expected to travel to/from a given site. The Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 10th Edition, is the industry-standard resource for estimating trip generation for proposed land uses based on data collected at similar uses. Specifically, ITE Land Use 150 "Warehousing" and ITE Land Use 712 "Small Office Building" were cited. Table 1 summarizes the potential trip generation estimate during the AM and PM peak hours.

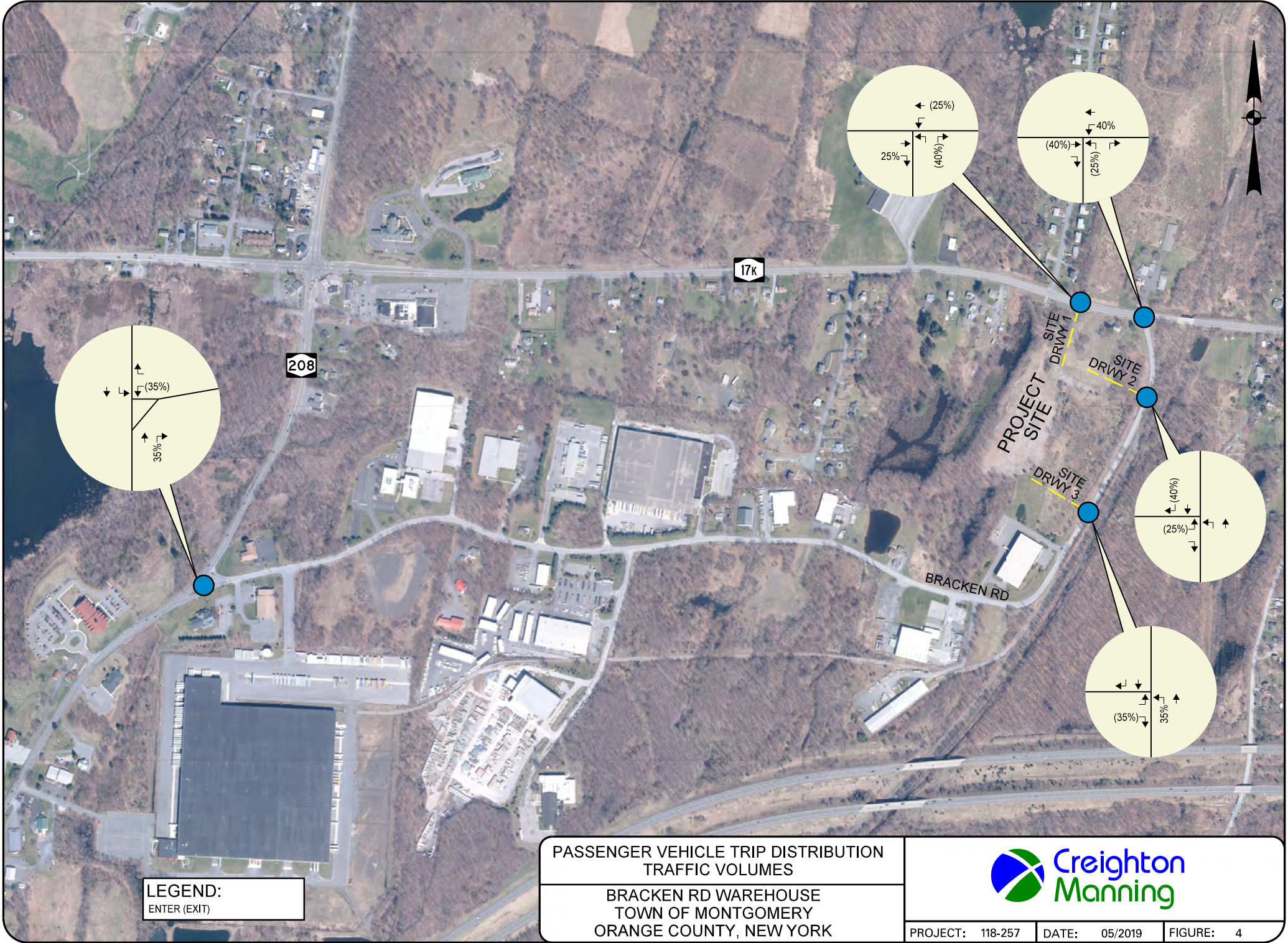
Table 1 – Trip Generation Summary of Proposed Warehouse

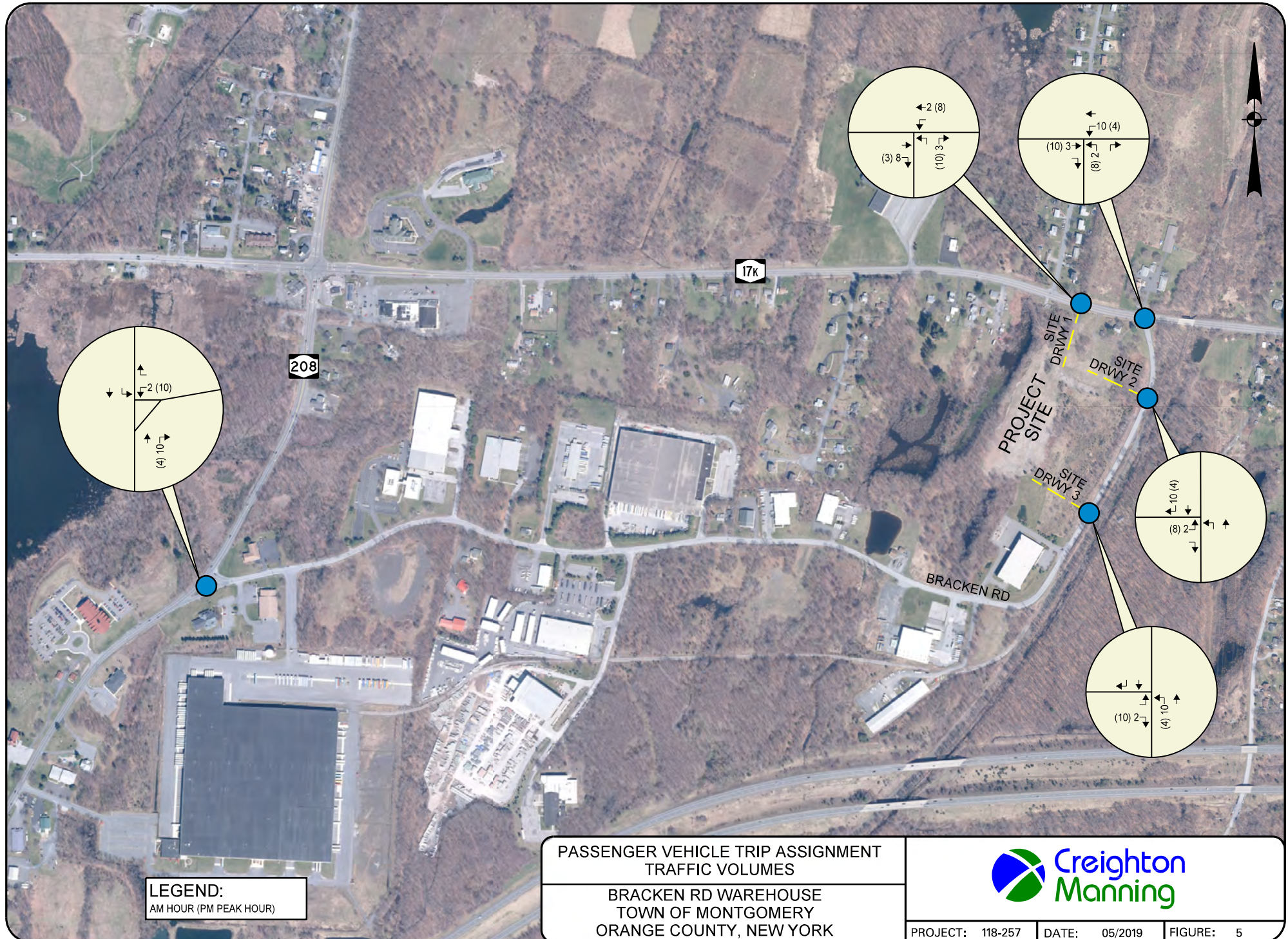
Land Use	LU	Size	AM Peak Hour			PM Peak Hour		
			Enter	Exit	Total	Enter	Exit	Total
Warehousing	150	133.690 KSF	32	9	41	12	32	44
Small Office Building	712	1.000 KSF	2	0	2	0	2	2
Total Trips			34	9	43	12	34	46

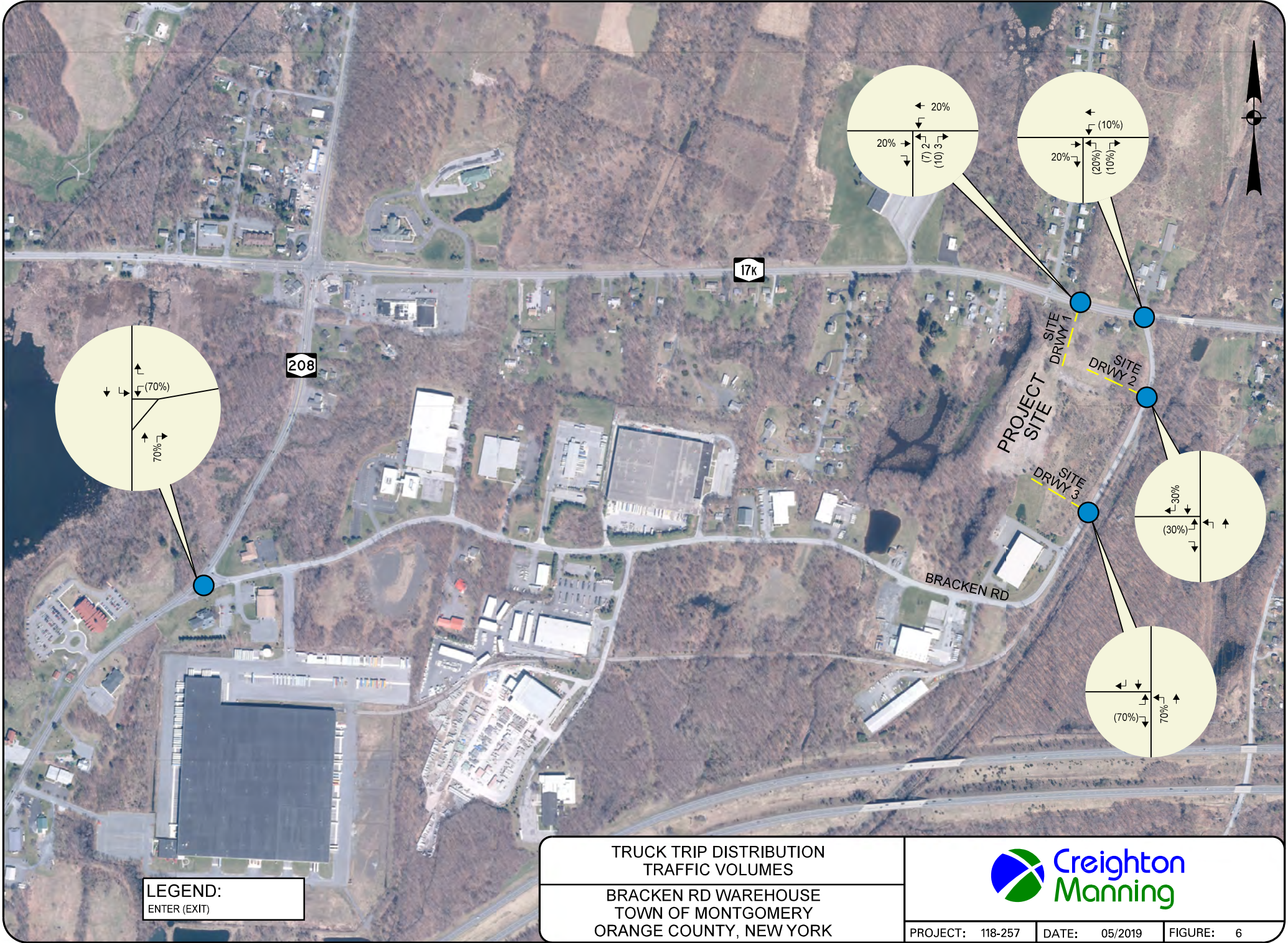
It is important to note that there is no "pass-by" component of the traffic associated with the proposed warehouse development. Table 1 shows that the development is expected to generate 43 total trips during the weekday morning peak hour and 46 total trips during the weekday evening peak hour. Since these trips will be distributed throughout the roadway network, the trip increase at an intersection or on an approach is expected to be less. Based on *Transportation Impact Analysis for Site Development*, published by ITE, an increase of fewer than 100 vehicle trips will likely not change the level of service of the roadway system or appreciably increase the volume-to-capacity ratio of an intersection approach.

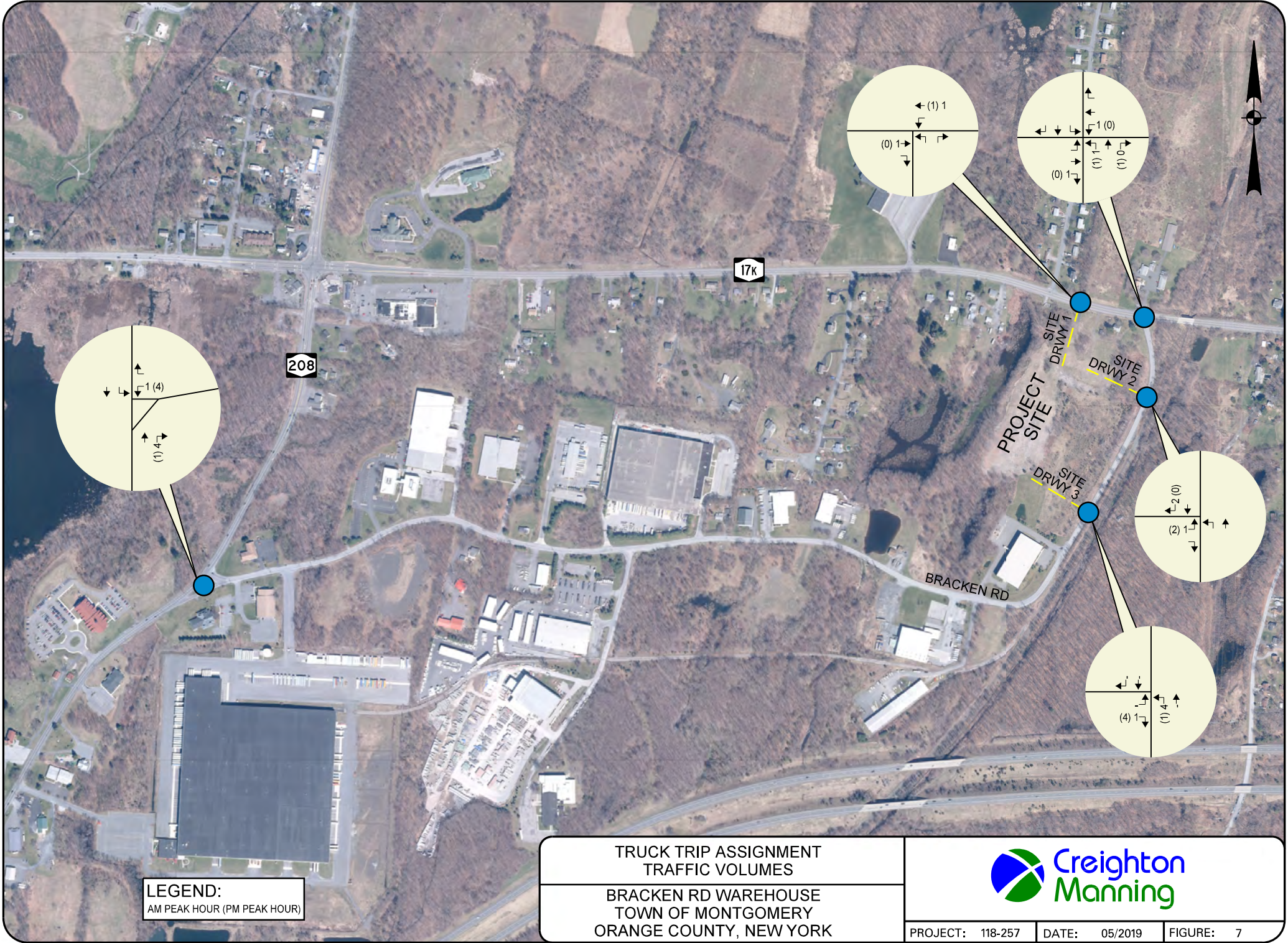
Future Traffic Volumes

To evaluate the impact of the proposed development, traffic projections were prepared for the expected year of completion—2021. In order to forecast the 2021 traffic volumes, a 2% growth rate was applied to the 2019 existing traffic volumes and compounded annually for two years. Additionally, in consultation with the Town of Montgomery and the town's traffic consultant, Maser Consulting, CM identified several ongoing development projects that, if approved and constructed, could potentially increase traffic within the study area. Table 2 summarizes the other planned development projects that are directly considered in this analysis.









Quick Check

TRAFFIC IMPACT ANALYSIS **for**

DBC Partners, LLC

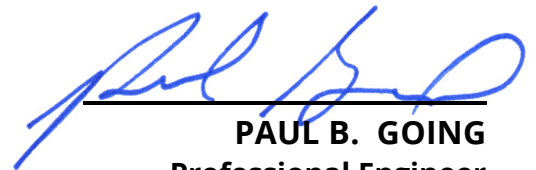
Proposed Gas Station with Convenience Store

Section 30, Block 1, Lots 1, 6.1 & 6.2

2209-2211 NYS Route 208 @ NYS Route 17K

Town of Montgomery

Orange County, New York



PAUL B. GOING
Professional Engineer
N.Y. License No. 76261



ETHAN B. SCHUKOSKE
Professional Engineer
N.Y. License No. 102520

N.Y. Certificate of Authorization No. 0015202

March 18, 2021

Crash summary data for the signalized intersection of NYS Route 17K and NYS Route 208 was obtained from NYSDOT for the most recent available 36-month period. The data covers the period starting November of 2017 and ending October of 2020.

DATA REVIEW

In the 36-month period a total of 25 crashes were recorded in the study area. The general crash locations, date and time, crash severity and contributing factor as recorded by the responding officer(s) are summarized in **Table A** in **Appendix C**.

The data is summarized by crash type and year in **Table B** in **Appendix C**. The crashes are mapped by year and type in attached **Figures A, B** and **C** in **Appendix C**.

Severity

- There were no fatalities, no crashes involving pedestrians, and no crashes involving bicyclists.
- Most of the crashes (16 or 64%) were non-reportable or resulted in property damage only.
- 9 crashes resulted in injury. While the number isn't necessarily a concern, the proportion of crashes resulting in injury indicates that excessive speeds may be an issue.
- Almost half of the crashes that resulted in injury were rear-end collisions.

Crash Type

- 15 of the 25 crashes, or 60%, were rear-end crashes. This was by far the most prevalent type of crash. Just under 50% of the crashes that resulted in injury were rear-end crashes.
- Only 3 rear-end crashed occurred in the westbound direction. Visibility of the traffic signal is constrained by a crest curve on the

westbound approach; however the westbound approach is equipped with a W3-3 Signal Ahead (symbol) sign.

- › The second most prevalent crash type were left-turn crashes where the 2 vehicles were traveling in opposite directions. Three (3) were recorded, representing 12% of the total.

Apparent Factors

- › "Failure to yield to the right of way" was cited in the police reports in 8 cases, including all of the left turn collisions and right angle collisions.
- › "Following too closely" was cited in 7 cases, all of which were rear-end crashes.
- › "Driver inattention" was indicated in 5 cases, including 4 rear-end crashes.
- › Environmental factors such as lighting conditions, precipitation, ice, etc. generally were not indicated as the causal factors. Obstructed vision was cited for 1 crash.

FINDINGS

The most significant crash issue is the high incidence of rear-end crashes, which is not surprising. Rear-end type crashes are typical of signalized intersections, due to the nature of their operation.

RECOMMENDATIONS

While the incidence of rear-end crashes is not surprising and is not attributable to the proposed project, there are measures that may reduce the number of rear end crashes.

- › 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.

PROPOSED DEVELOPMENT TRAFFIC CHARACTERISTICS

TRIP GENERATION

The next step in the analysis procedure is to project the future traffic volumes that would patronize the proposed gas station with convenience store. For analysis purposes, complete project approval, development, and occupancy are assumed to occur within 2 years.

Trip generation for the proposed 6,730 square foot gas station with convenience store was calculated using data published by ITE in the 10th Edition of *Trip Generation*, 2017.

Specifically, Land Use Code 960: "*Super Convenience Market/Gas Station*" was used to calculate the trips for the proposed project. This land use was first introduced in the 10th edition and applies to developments with stores over 3,000 square feet that also have 10 or more fueling positions. **Table 2** summarizes the projected peak hour trip generation.

Table 2
ITE Trip Generation
Proposed 6,730 square foot Gas Station with Convenience Store

Peak Hour	Enter	Exit	Total
Weekday Morning	279	278	557
Weekday Evening	232	232	464
Saturday Midday	214	213	427

A significant portion of the site-generated traffic at a gas station with convenience store is "pass-by" in nature, particularly in the peak hours. Pass-by trips are defined as diverted movements into the site from adjacent flows of traffic (i.e., one stop made in a series of linked "errand" type trips to multiple retail locations or made by a commuter on the way to work or home).

The Institute of Transportation Engineers publishes pass-by rates for a wide variety of land uses in the *Trip Generation Handbook*, 3rd Edition, September

2017. For the proposed use, the average peak hour pass-by rates during both the weekday morning and weekday evening peak hour is 76%; i.e. 3 out of 4 customers during these hours are simply making a stop along a trip they would be making anyway.

Table 3 shows the site-generated traffic for the proposed gas station with convenience store in terms of newly generated traffic and pass-by traffic.

Table 3
ITE Trip Generation with Consideration of Pass-By
Proposed 6,730 square foot Gas Station with Convenience Store

Peak Hour		Enter	Exit	Total
Weekday Morning	New	68	67	135
	Pass-By	211	211	422
	Total	279	278	557
Weekday Evening	New	56	56	112
	Pass-By	176	176	352
	Total	232	232	464
Saturday Midday	New	52	51	103
	Pass-By	162	162	324
	Total	214	213	427

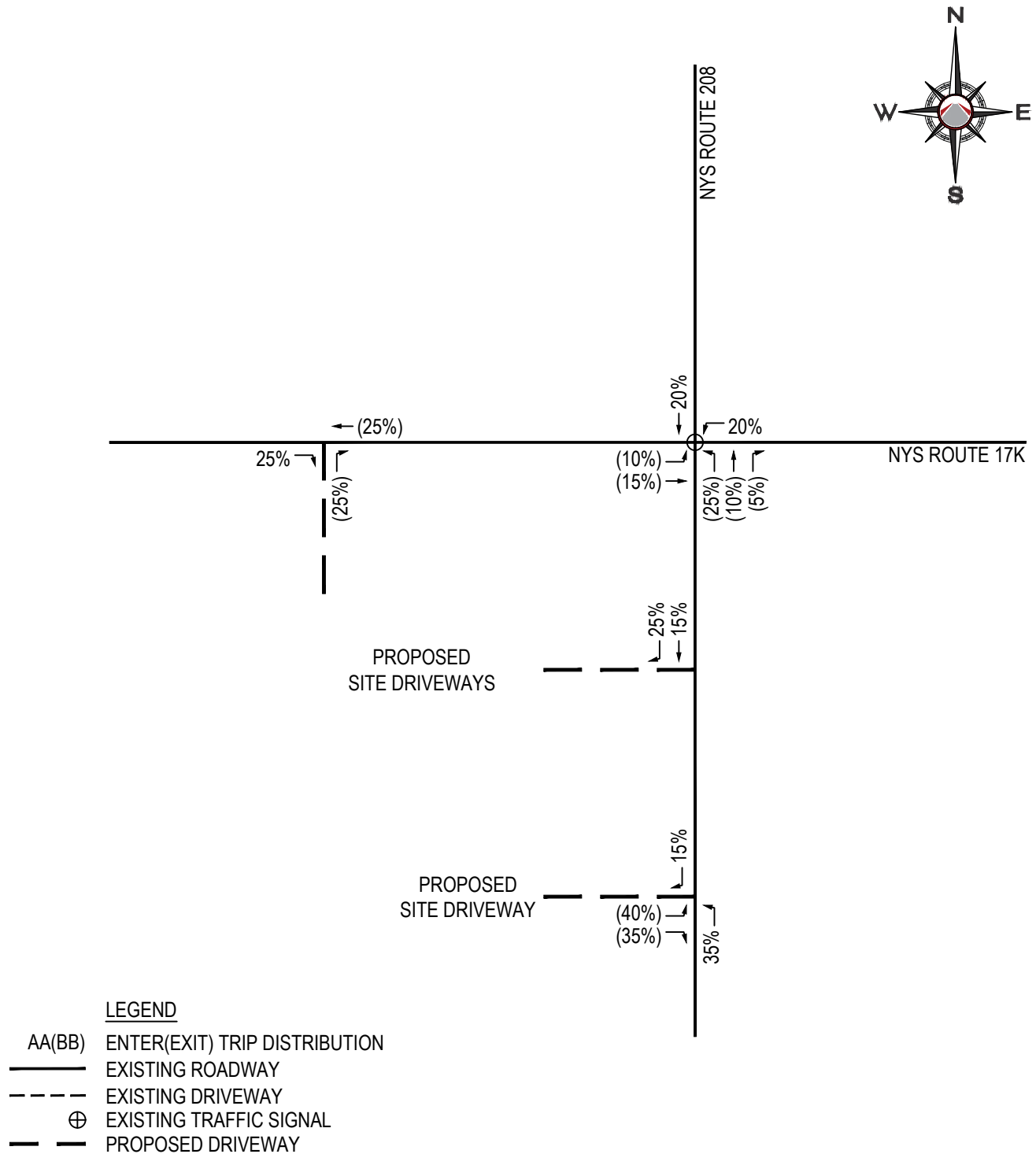
TRIP DISTRIBUTION

The site-generated traffic attributed to the proposed gas station with convenience store has been assigned to the adjacent roadways based on the existing travel patterns identified from the traffic counts collected and the anticipated directional utilization of each driveway.

The new and pass-by distributions for the proposed gas station with convenience store are shown on **Figures 4 and 5 in Appendix A**, respectively. The new and pass-by site-generated volumes are shown of **Figures 6 and 7 in Appendix A**, respectively. The total site generated volumes are illustrated on **Figure 8 in Appendix A**. Note, negative volumes reflect the "pass-by" site traffic.

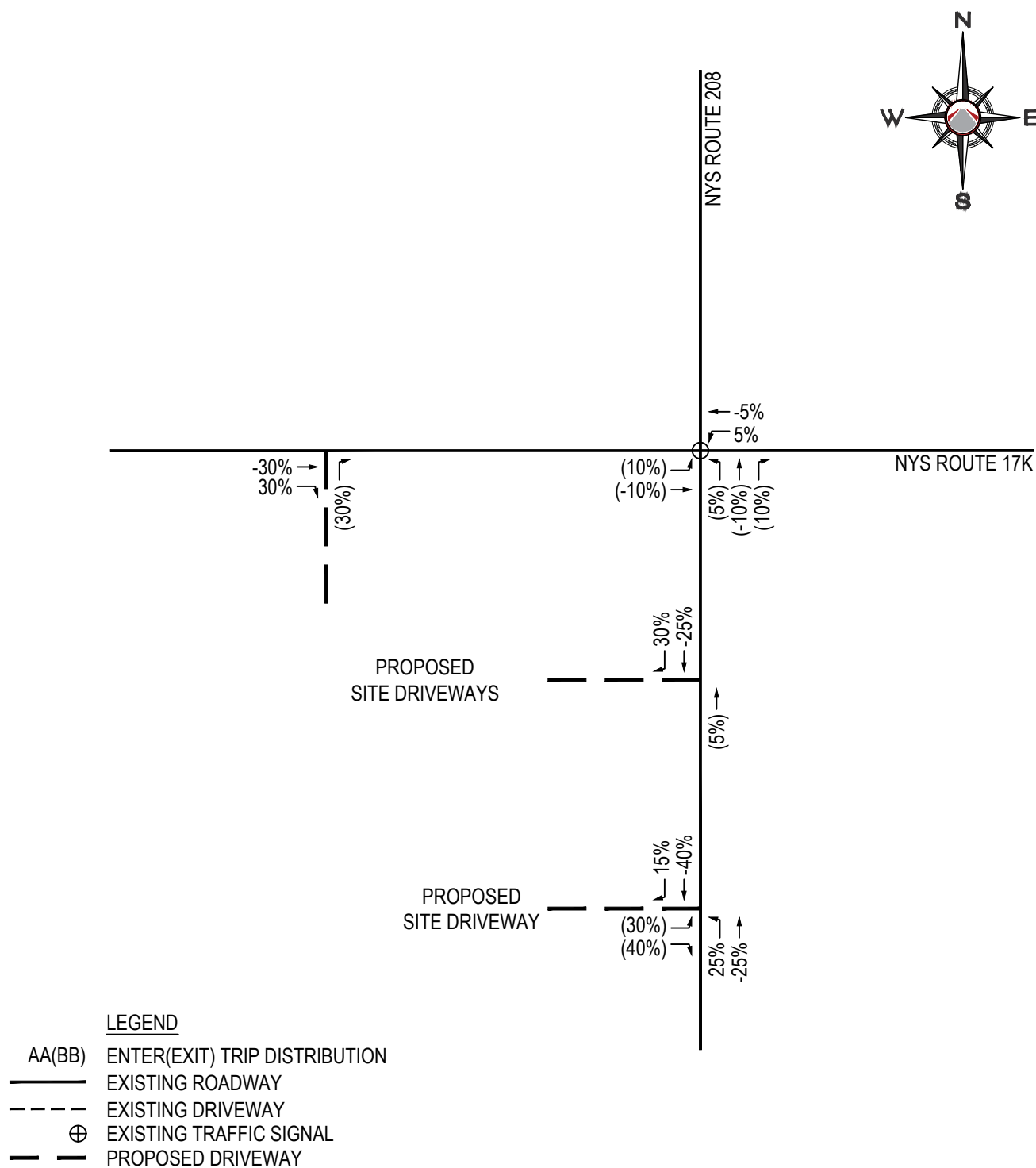
PROPOSED QUICKCHEK WITH FUEL STATION
TOWN OF MONTGOMERY
ORANGE COUNTY, NEW YORK

DISTRIBUTION OF NEW PROJECT-GENERATED TRIPS



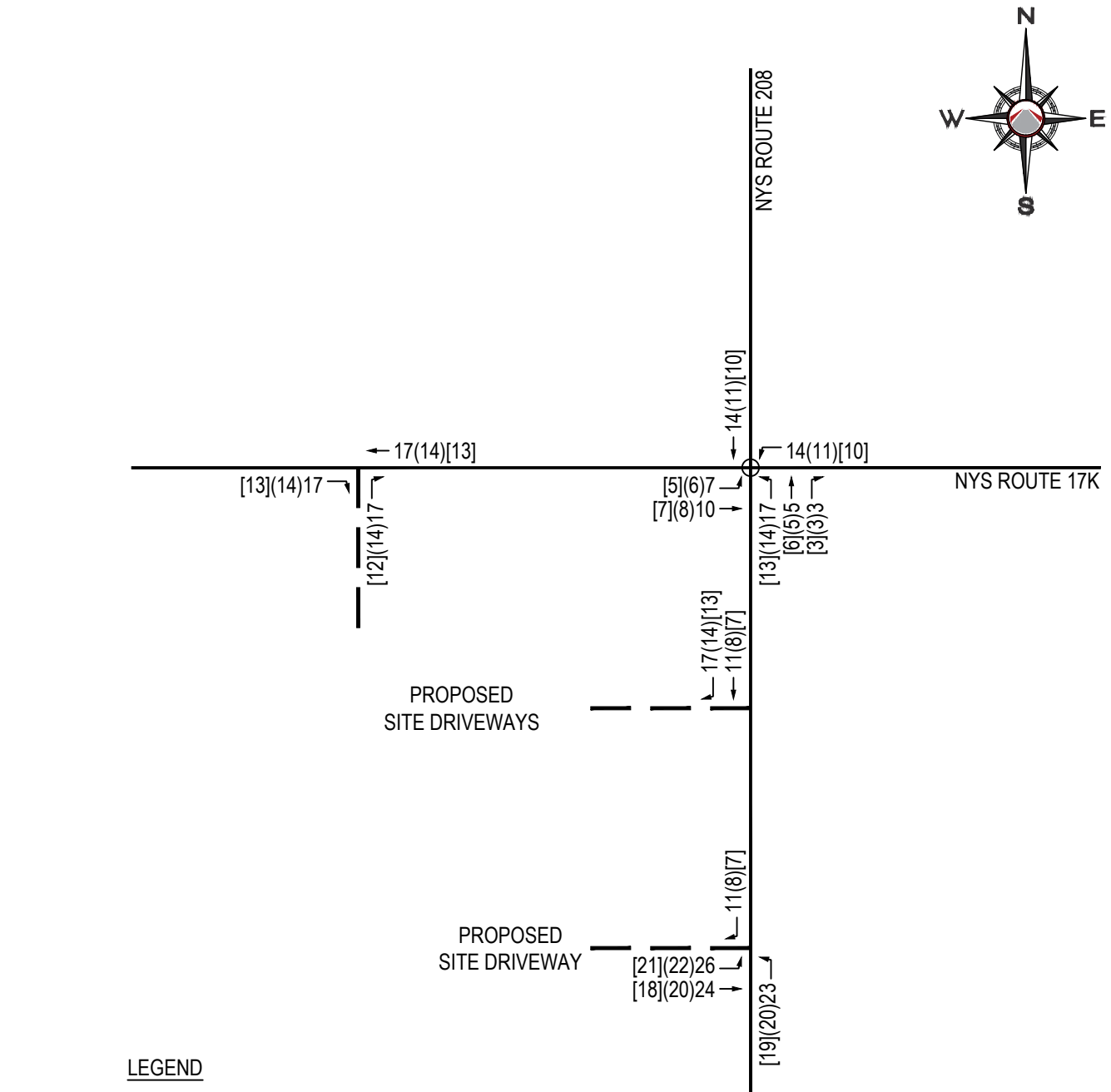
PROPOSED QUICKCHEK WITH FUEL STATION
TOWN OF MONTGOMERY
ORANGE COUNTY, NEW YORK

DISTRIBUTION OF PASS-BY PROJECT-GENERATED TRIPS



PROPOSED QUICKCHEK WITH FUEL STATION
TOWN OF MONTGOMERY
ORANGE COUNTY, NEW YORK

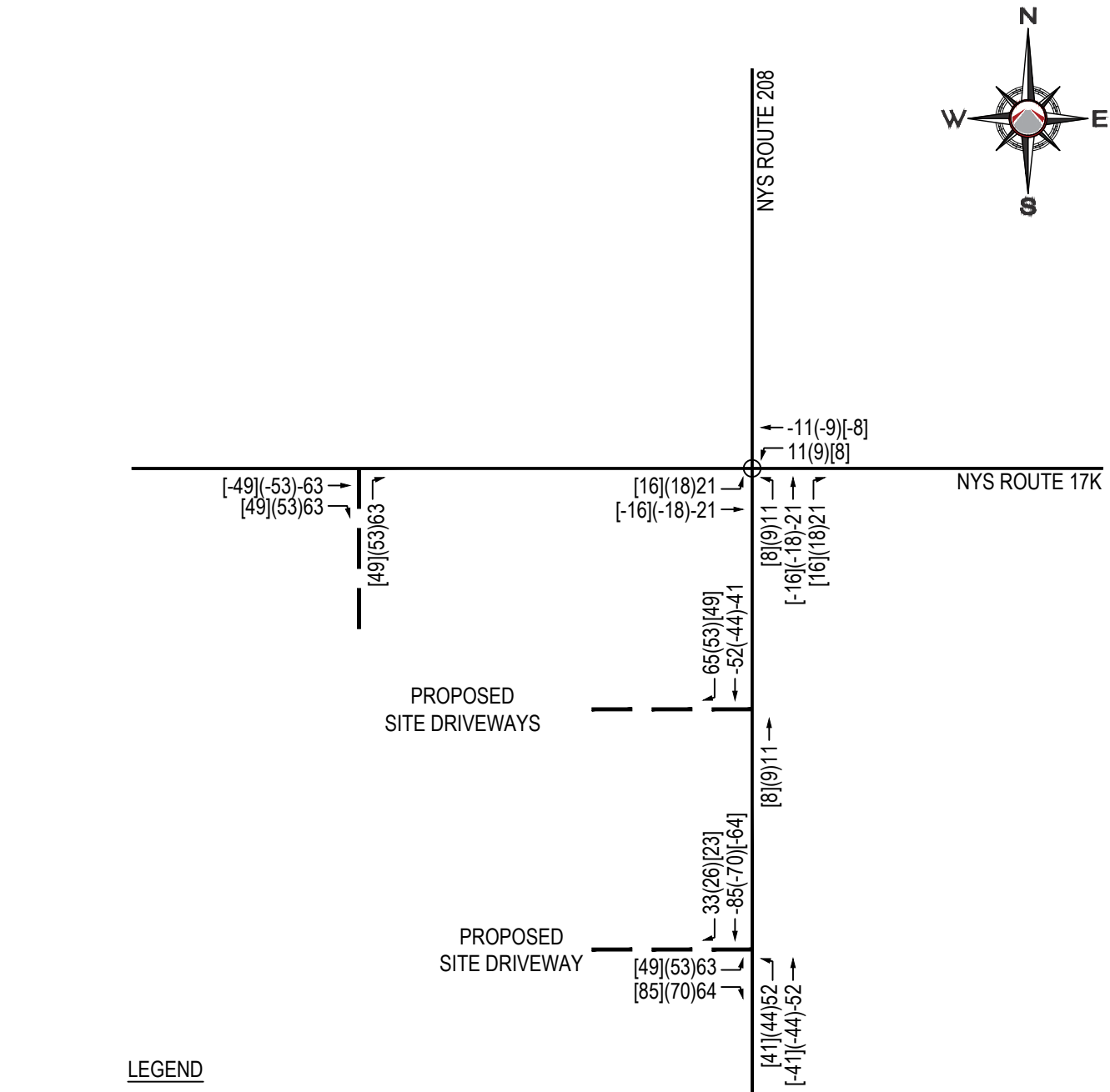
PROJECT-GENERATED NEW TRAFFIC VOLUMES



PEAK HOUR	ENTER	EXIT	TOTAL
AM	68	67	135
PM	56	56	112
SAT	52	51	103

PROPOSED QUICKCHEK WITH FUEL STATION
TOWN OF MONTGOMERY
ORANGE COUNTY, NEW YORK

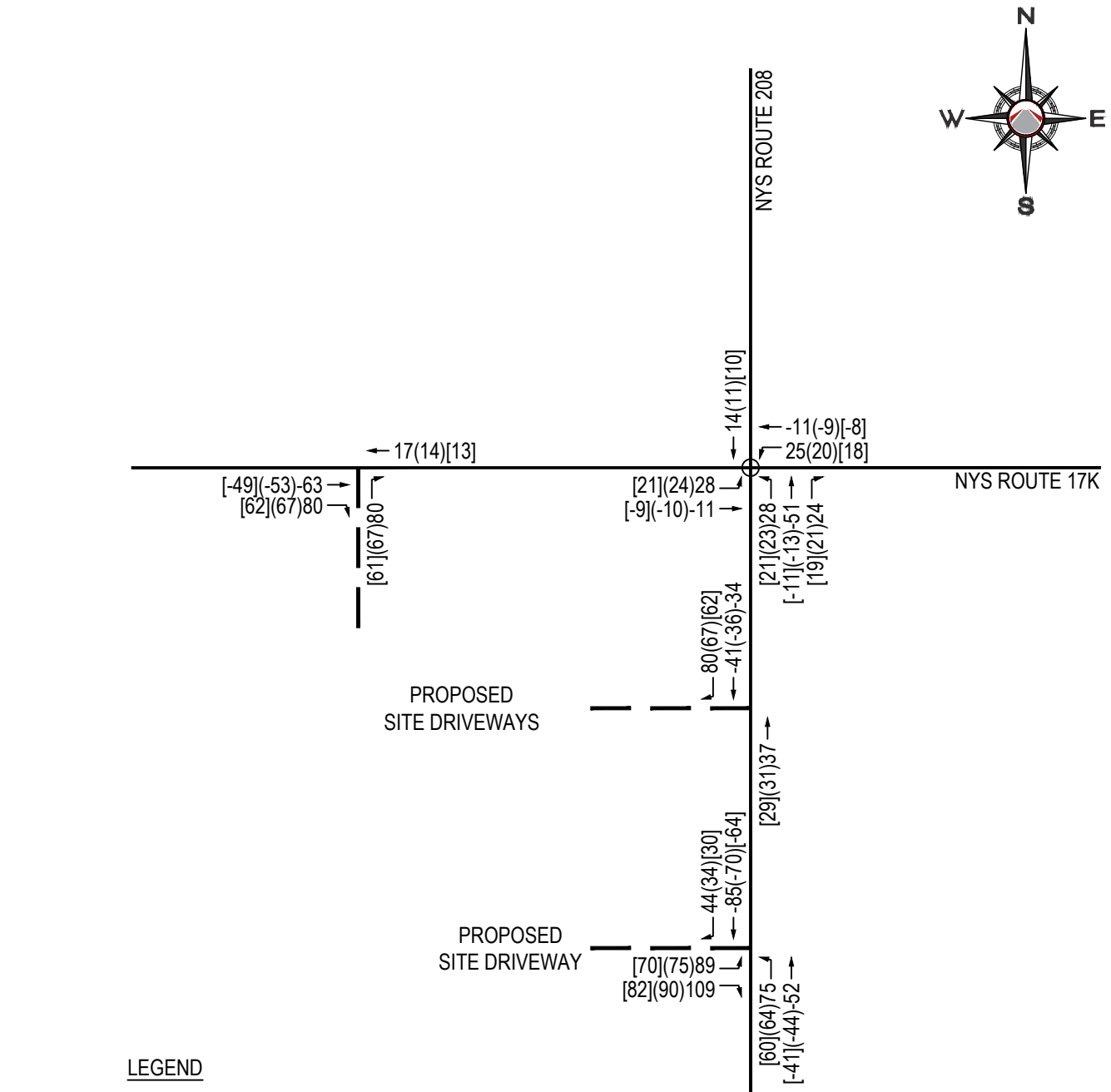
PROJECT-GENERATED PASS-BY TRAFFIC VOLUMES



PEAK HOUR	ENTER	EXIT	TOTAL
AM	211	211	422
PM	176	176	352
SAT	162	162	324

PROPOSED QUICKCHEK WITH FUEL STATION
TOWN OF MONTGOMERY
ORANGE COUNTY, NEW YORK

TOTAL PROJECT-GENERATED TRAFFIC VOLUMES



PEAK HOUR	ENTER	EXIT	TOTAL
AM	279	278	557
PM	232	232	464
SAT	214	213	427

Bracken 4.3 & Bracken 20

Project No.: 21006838A
 Location: Town of Montgomery, Orange County, New York
 Date: 12/28/2021

Build Year: 2025
 Existing Year: 2022
 Growth Rate: 1.00% Per year
 Growth Factor: 1.03

				Other Dev. 2 Bracken 20			Other Dev. 5 Bracken 4.3		
				AM	PM	SAT	AM	PM	SAT
Layer		A		-	-	-	-	-	-
Figure No.				-	-	-	-	-	-
1 NYS Route 17K & Bracken Road	EB	L	1	0	0		0	0	
		T	2	0	0		0	0	
		R	3	0	0		2	0	
	WB	L	4	23	9		3	1	
		T	5	0	0		0	0	
		R	6	0	0		0	0	
	NB	L	7	0	0		0	2	
		T	8	0	0		0	0	
		R	9	7	23		1	3	
	SB	L	10	0	0		0	0	
		T	11	0	0		0	0	
		R	12	0	0		0	0	
2 NYS Route 208 & Bracken Road	WB	L	13	4	14		1	2	
		R	14	1	2		0	0	
	NB	T	15	0	0		0	0	
		R	16	14	5		2	1	
	SB	L	17	2	1		0	0	
		T	18	0	0		0	0	
3 Bracken Road & Site Access	EB	L	19	0	0		0	0	
		T	20	0	0		0	0	
		R	21	0	0		0	0	
	WB	L	22	0	0		0	0	
		T	23	0	0		0	0	
		R	24	0	0		0	0	
	NB	L	25	0	0		0	0	
		T	26	7	23		1	5	
		R	27	0	0		0	0	
	SB	L	28	0	0		0	0	
		T	29	23	9		5	1	
		R	30	0	0		0	0	

31 Bracken Road Warehouse

May 14, 2024

Jason Brenner
Assistant Engineer
New York State Department of Transportation, Hudson Valley
Traffic & Safety Group
4 Burnett Boulevard, Poughkeepsie, NY 12603

SEQR 19-234 Barron Road Warehouse
Town of Montgomery, Orange County, New York
Colliers Engineering & Design Project No. 21006838A

Dear Mr. Brenner,

We are writing on behalf of the Applicant in response to your comments contained in your email dated April 3, 2024. The following provides detailed responses to your comments.

1. With the additional left turns at the intersection of Route 17K and Bracken Road a left turn lane will be warranted. However due to the limitations with the bridge to the east can a left turn lane be built? Please provided the NYSDOT if a left turn lane can be built and if not NYSDOT will need a Non-Standard justification on why it cannot be built.

Response: *The existing bridge located approximately 175-ft. east of Bracken Road (BIN 1014510), which carries NYS Route 17K over the Middletown & New Jersey Railroad right of way, has an approximate total width of 35 to 36-ft. In order to accommodate a left turn lane in this area with 5-ft. minimum shoulders this bridge would need to be widened to a minimum of 45-ft., which is beyond the scope of this Project. Furthermore, it is also noted that prior correspondence from the Department associated with the 915 Route 17K Project (NYSDOT SEQR# 19-029) acknowledged the inability to widen the roadway to provide a left turn lane on Route 17K at this location. The June 17, 2019 letter on that Project is provided in Appendix A for reference.*

Based on the above, a non-standard feature justification form has been completed and is provided in Appendix A.

It should also be noted that the project's SEQRA Negative Declaration and site plan approval granted by the Town of Montgomery Planning Board prohibits trucks from making a right turn onto Bracken Road from the project's site driveway and using the Route 17k/Bracken Road intersection. This will reduce impacts to this intersection.

2. Please provide an accident history for the past five years at the intersections of Route 17K and Route 208 where they intersect with Bracken Road.

Response: *Accident data was requested from the NYSDOT for the 6-year period between January 1, 2018 and December 31, 2023. The requested data covered the following locations:*

- *Bracken Road between NYS Route 208 & NYS Route 17K*
- *NYS Route 208 beginning approximately 500 ft. south of Bracken Road and ending approximately 500 ft. north of Bracken Road*
- *NYS Route 17K between Lake Vue Drive & Barron Road*

The accident data was reviewed and summarized in Table A-1 (Appendix B), which summarizes the data by location, date, time of day, type of accident and contributing factors. Based on the data collision diagrams (Appendix B) were prepared and average accident rates calculated as summarized in Table A-2 (Appendix B) for the intersections of NYS Route 208 at Bracken Road and NYS Route 17K at Bracken Road.

A total of 6 accidents were found to have occurred at the Route 17K/Bracken Road intersection over the 6-year study period. Three of the accidents were found to be attributable to left turn maneuvers onto Bracken Road.

A total of 8 accidents were found to have occurred at the Route 208/Bracken Road intersection, two of which were collisions with animals and two of which are attributable to left turn maneuvers onto Bracken Road. The accident data indicates just one accident in the 6-year period that was attributable to left turns from Bracken Road onto Route 208.

3. What is the status of the Town of Montgomery funding for the signal at Route 208 and Bracken Road? In the design of the signal was a left turn lane proposed for the intersection?

Response: *The Town of Montgomery continues to collect SEQRA mitigation fees from projects that receive building permits along Bracken Road. This money will be used towards the installation of a traffic signal, other improvements and/or further studies that may be required in the future at the Route 208/Bracken Road intersection. The site plan approval and SEQRA Negative Declaration for the RDM Bracken Road Warehouse Project also requires the payment of this fee to the Town to contribute to this fund. As noted in the traffic study, the RDM project contributes only 2% of the total build traffic volume to this intersection.*

A preliminary signal design was previously prepared for the intersection by our office (formerly John Collins Engineers). That signal plan, which did not include a left turn lane on Route 208 is provided in Appendix C for reference. It is our understanding that there are right-of-way, wetlands and other restrictions along Route 208 that currently prohibit a left turn lane at this location.

4. With more truck traffic being routed to the intersection of Route 17K/208 what is the impact to the intersection? Please updated the TIS to included the intersection of Route 17K/208.

Response: *A supplemental analysis of the intersection of NYS Route 17K/NYS Route 208 has been conducted. Existing conditions traffic volume data previously collected for the intersection on Thursday January 5, 2023, as part of the Traffic Impact Study prepared by our office for the Sheffield Gardens project. The updated traffic volume figures identifying the Existing, Project, Other Development, No-Build, Site Generated and Build conditions traffic volumes are provided in Appendix D. Table No. 2 from the Traffic Impact Study has been updated to include the capacity analysis results for the intersection (See Table No. 2R contained in Appendix D). The detailed Synchro analysis printouts are also provided in Appendix D along with the updated electronic Synchro files, which are enclosed with this submission.*

As shown in Table No. 2R, the additional Project generated traffic through the NYS Route 17K/NYS Route 208 is not expected to result in any significant changes in operating conditions during the Weekday AM or Weekday PM Peak Hours.

5. With stormwater being released into Wetland A and B, are there any culverts underneath Route I-84 that will see an increase in runoff?

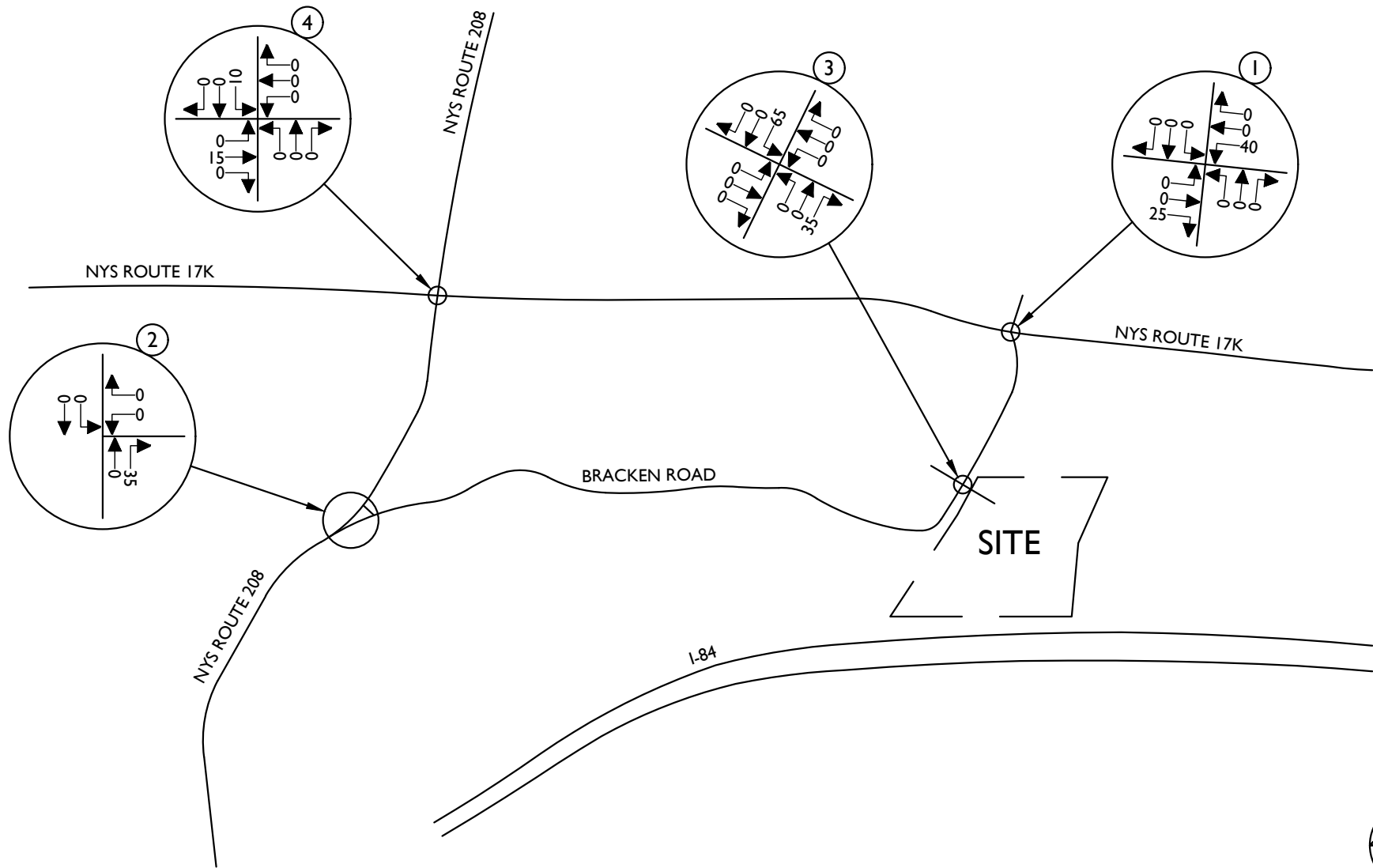
Response: *The project is required by the NY state stormwater regulations to reduce the quantity and intensity of run-off at all areas of the site by utilizing infiltration and detention practices within the development to achieve this goal. Under these regulations, the post development run-off from the site must be the same or less than the pre-development run-off. As such, the I-84 culverts will not receive any additional run-off as a result of the project. During a field inspection of the property, Town officials did identify that there is a NYSDOT culvert below I-84 that appears to be clogged or partially blocked. On 3/5/2024 a representative from Colliers (Justin Ferrazzano) provided an email request that the NYSDOT inspect and maintain said culvert. Please accept this note as a reminder and second request for the NYSDOT to perform inspection and maintenance of the clogged culvert beneath I-84.*

Sincerely,

Colliers Engineering & Design, Architecture, Landscape Architecture, Surveying, CT P.C.



Richard D'Andrea, P.E., PTOE
Department Manager



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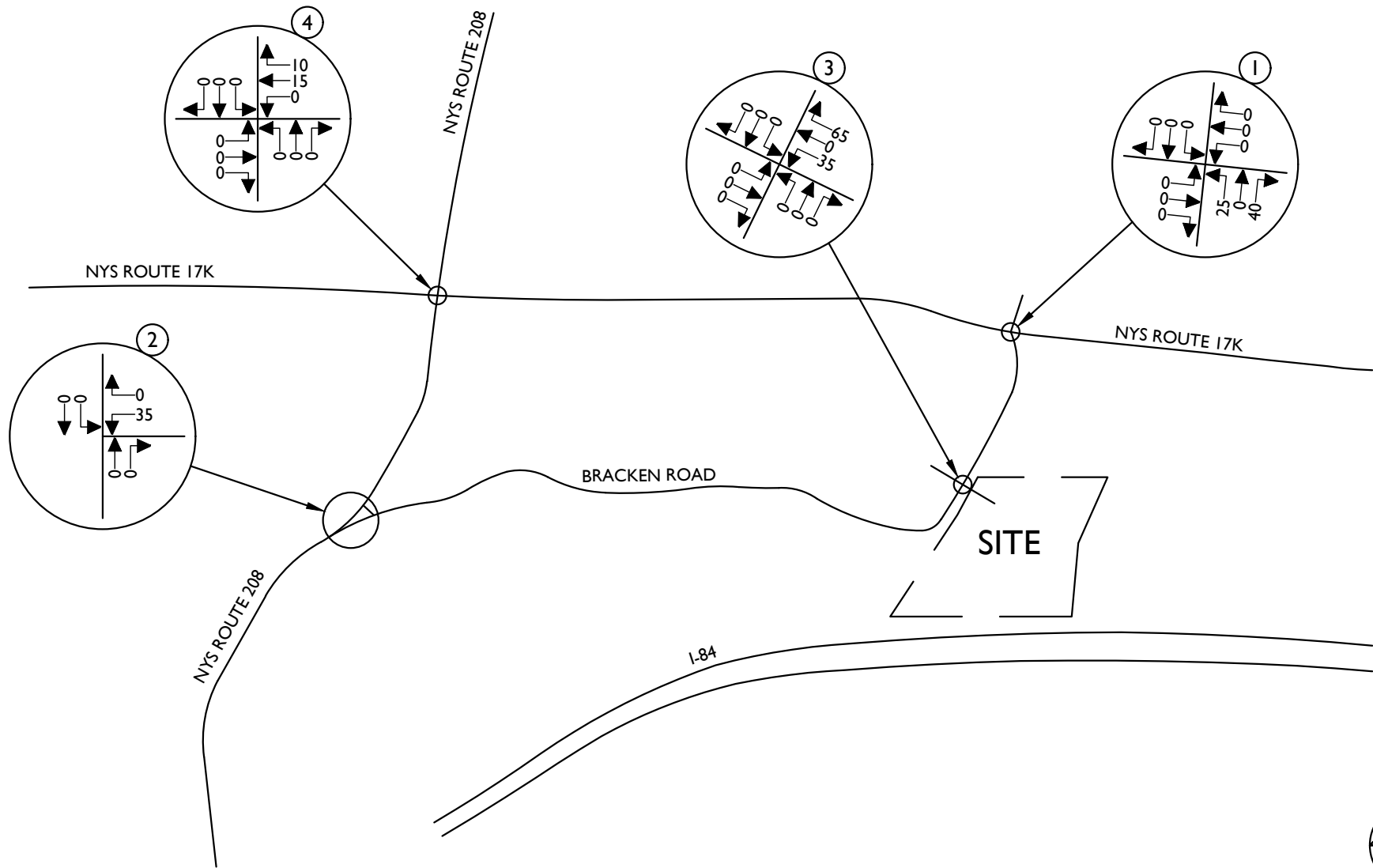
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21006838A	240423RGD_FIGURES_DOT		

SHEET TITLE:
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SHEET NUMBER:

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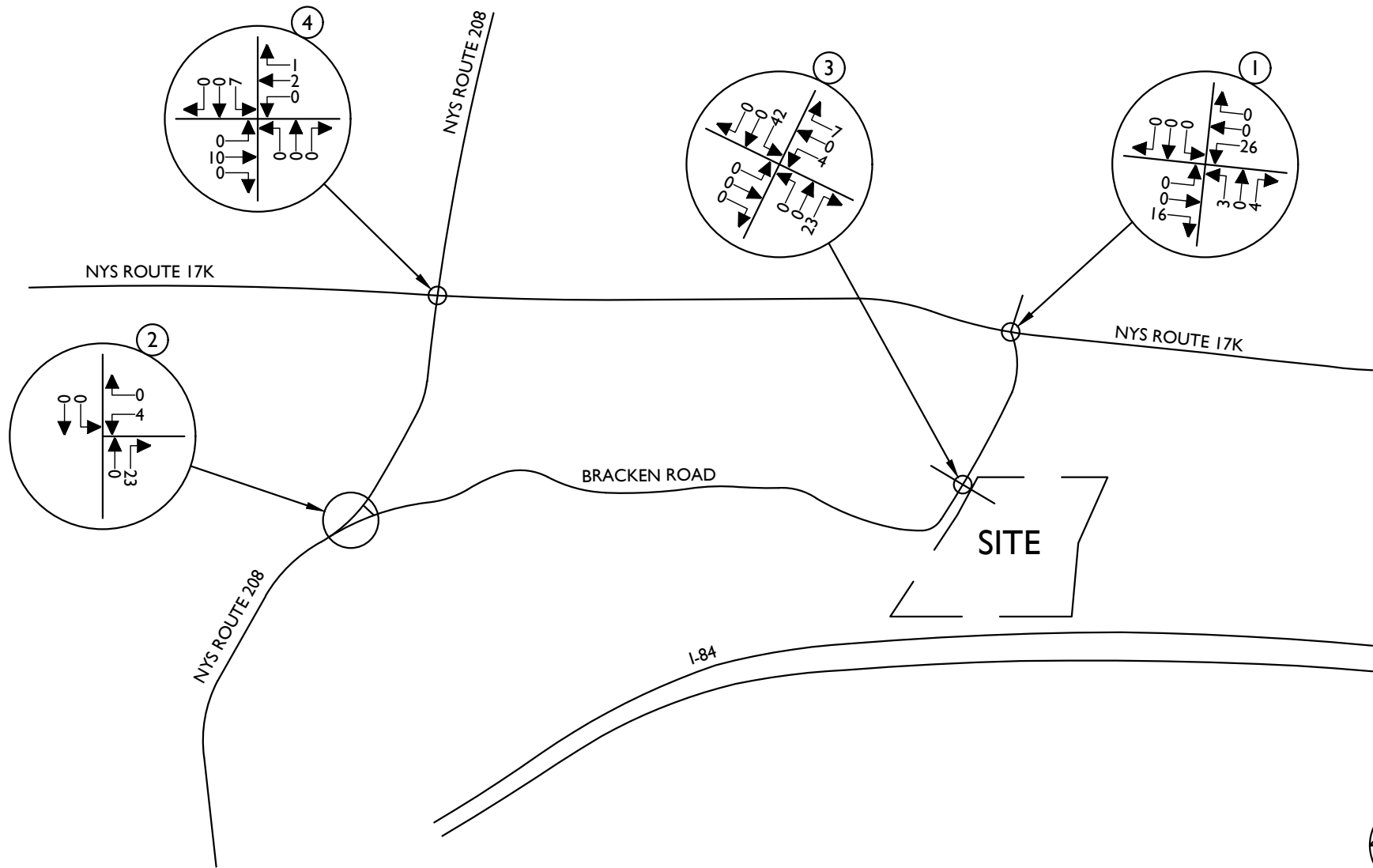
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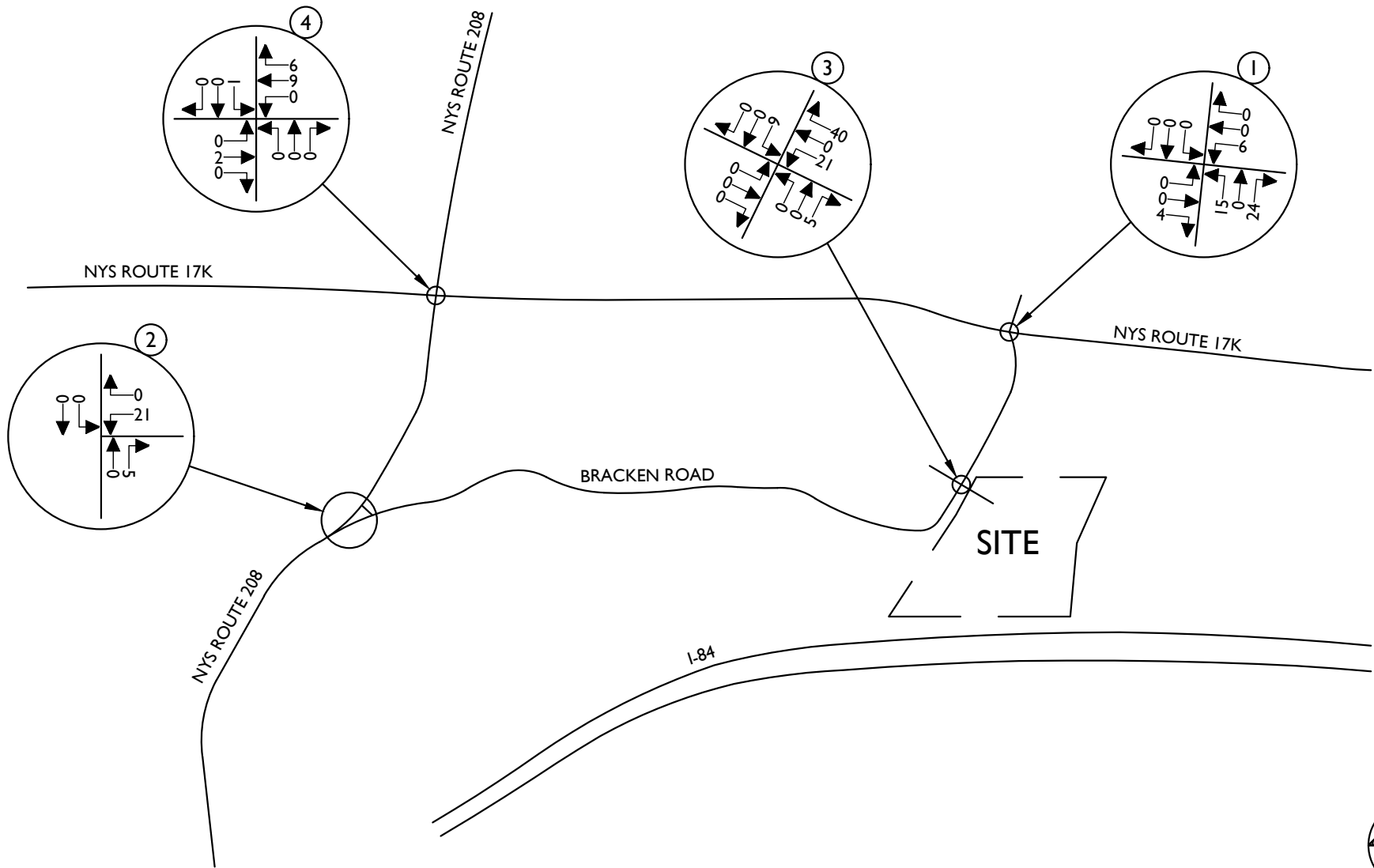
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SITE GENERATED TRAFFIC VOLUMES
PASSENGER VEHICLES
WEEKDAY PEAK AM HOUR

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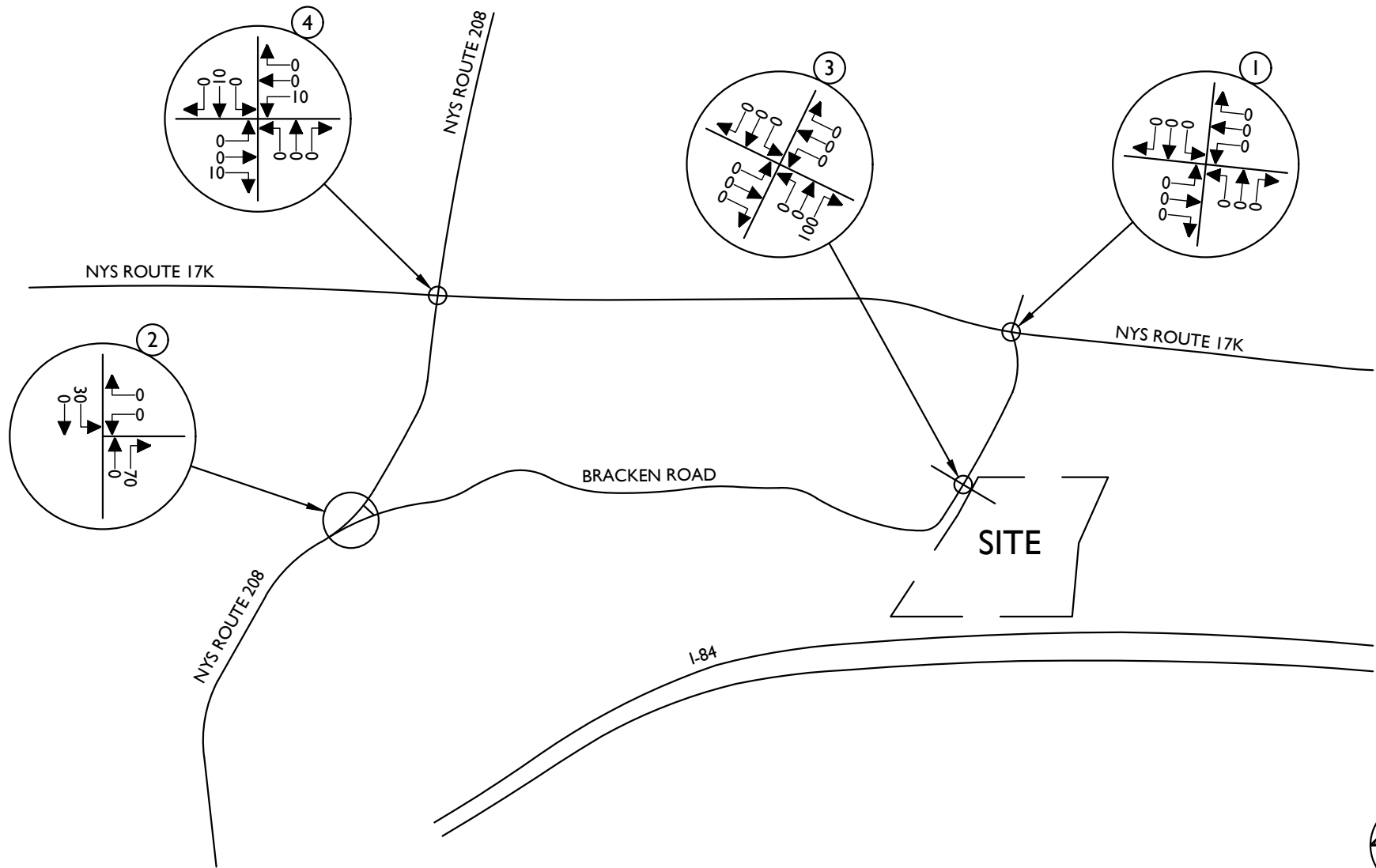
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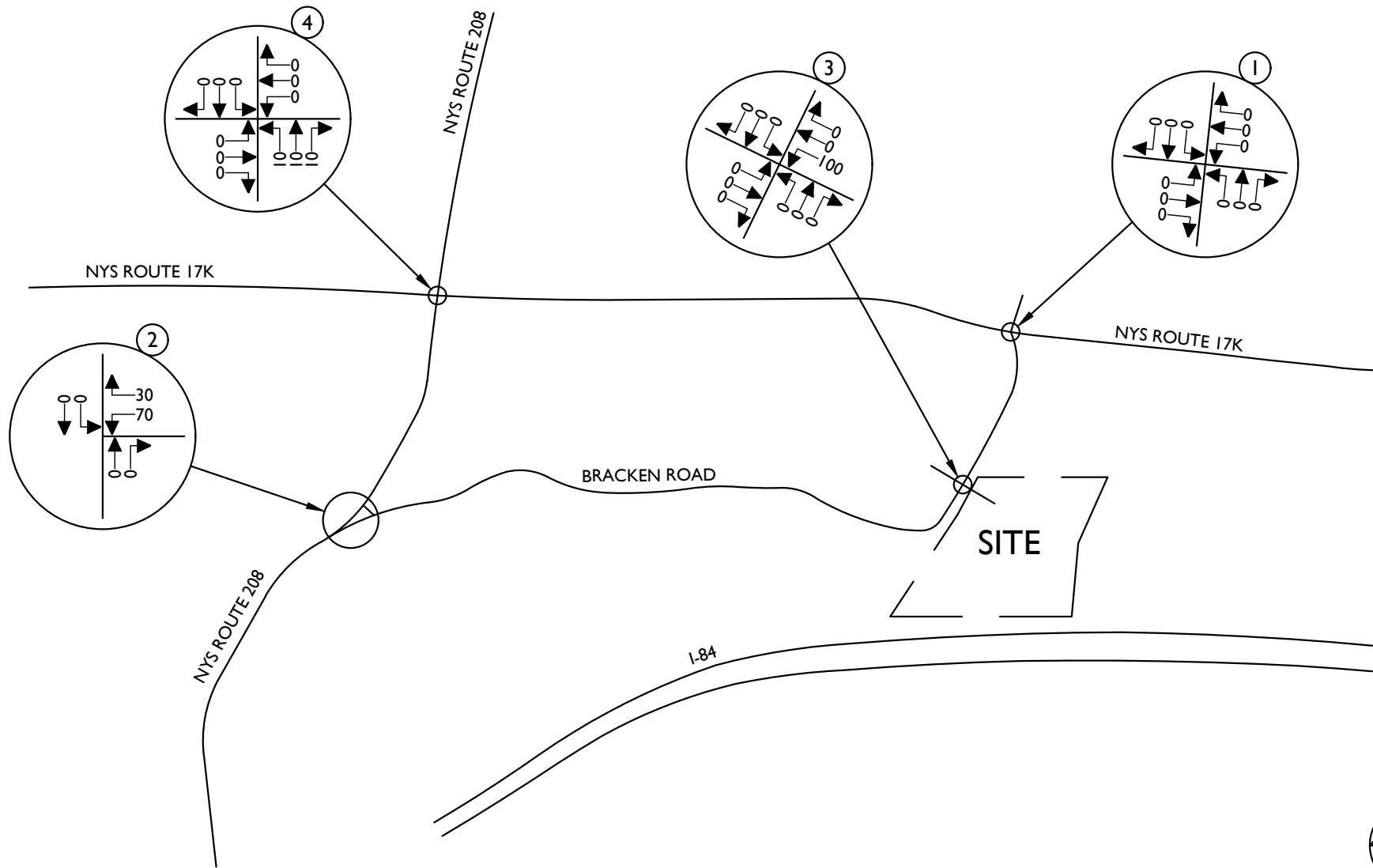
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SHEET TITLE:
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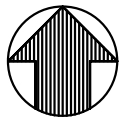
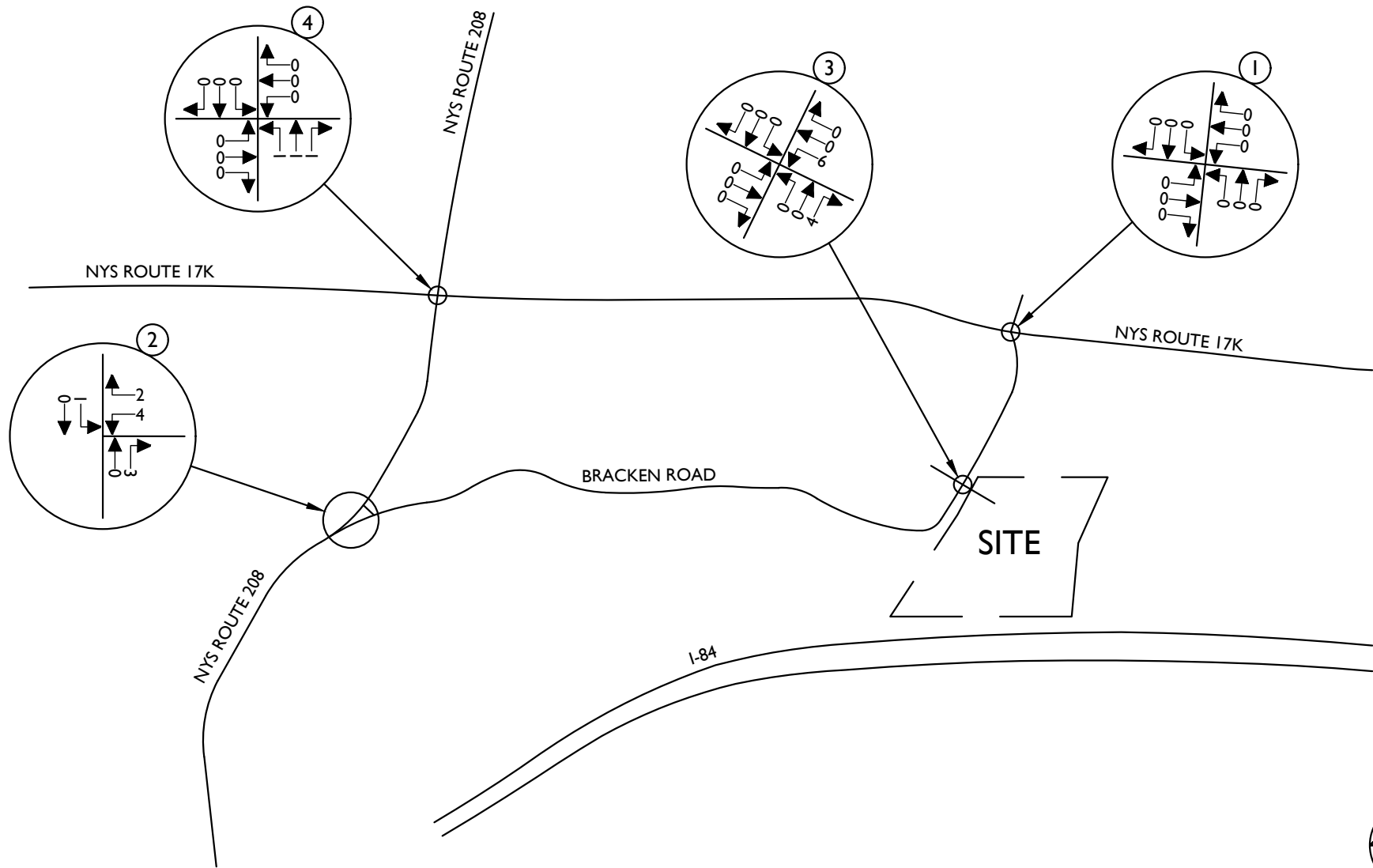
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PROJECT NUMBER:	21006838A	DRAWING NAME:	240423RGD_FIGURES_DOT RESPONSE

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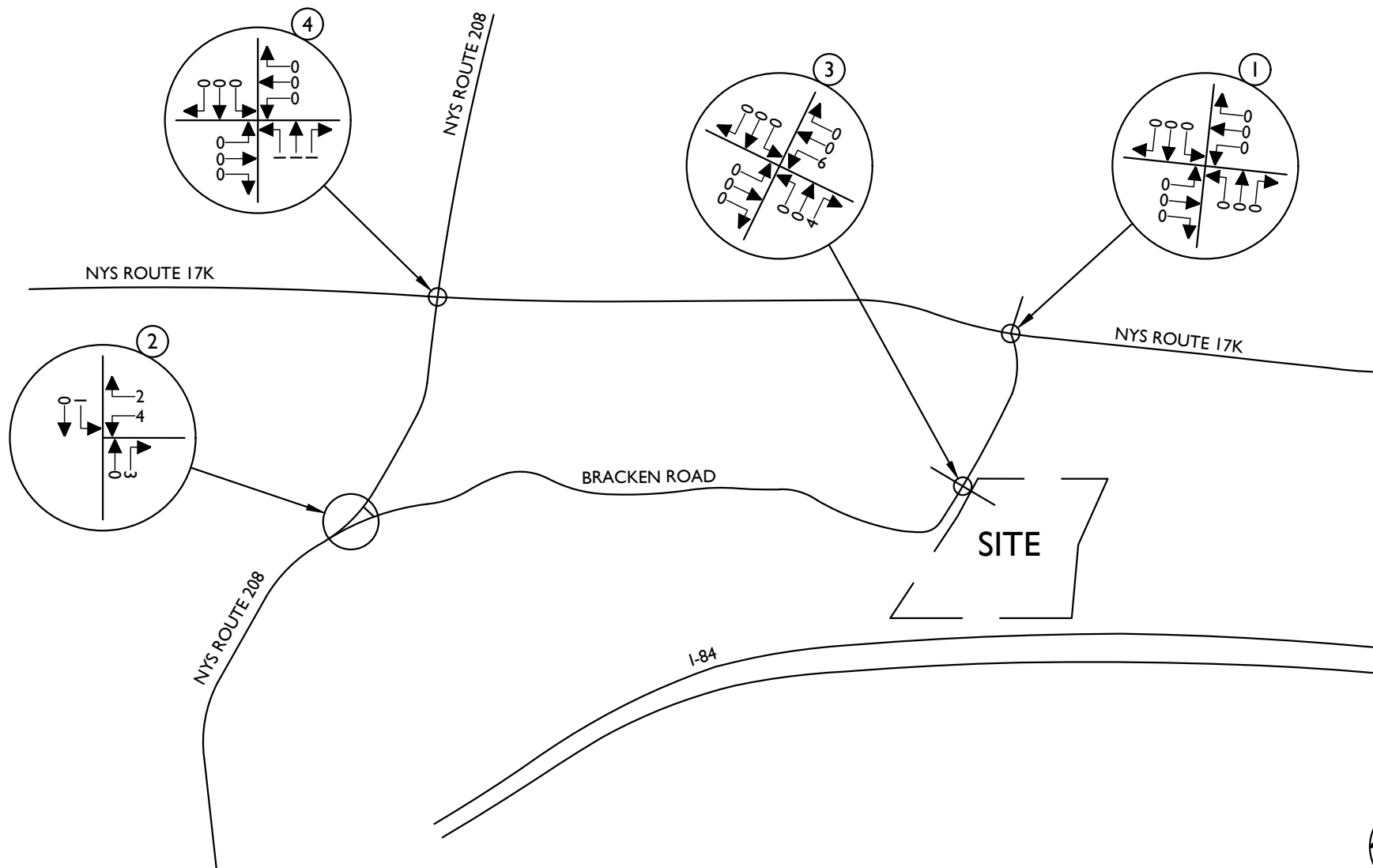
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PROJECT NUMBER:	DRAWING NAME:	RESPONSE	
21006838A	240423RGD_FIGURES_DOT		

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SITE GENERATED TRAFFIC VOLUMES
TRUCKS
WEEKDAY PEAK AM HOUR

SHEET NUMBER:

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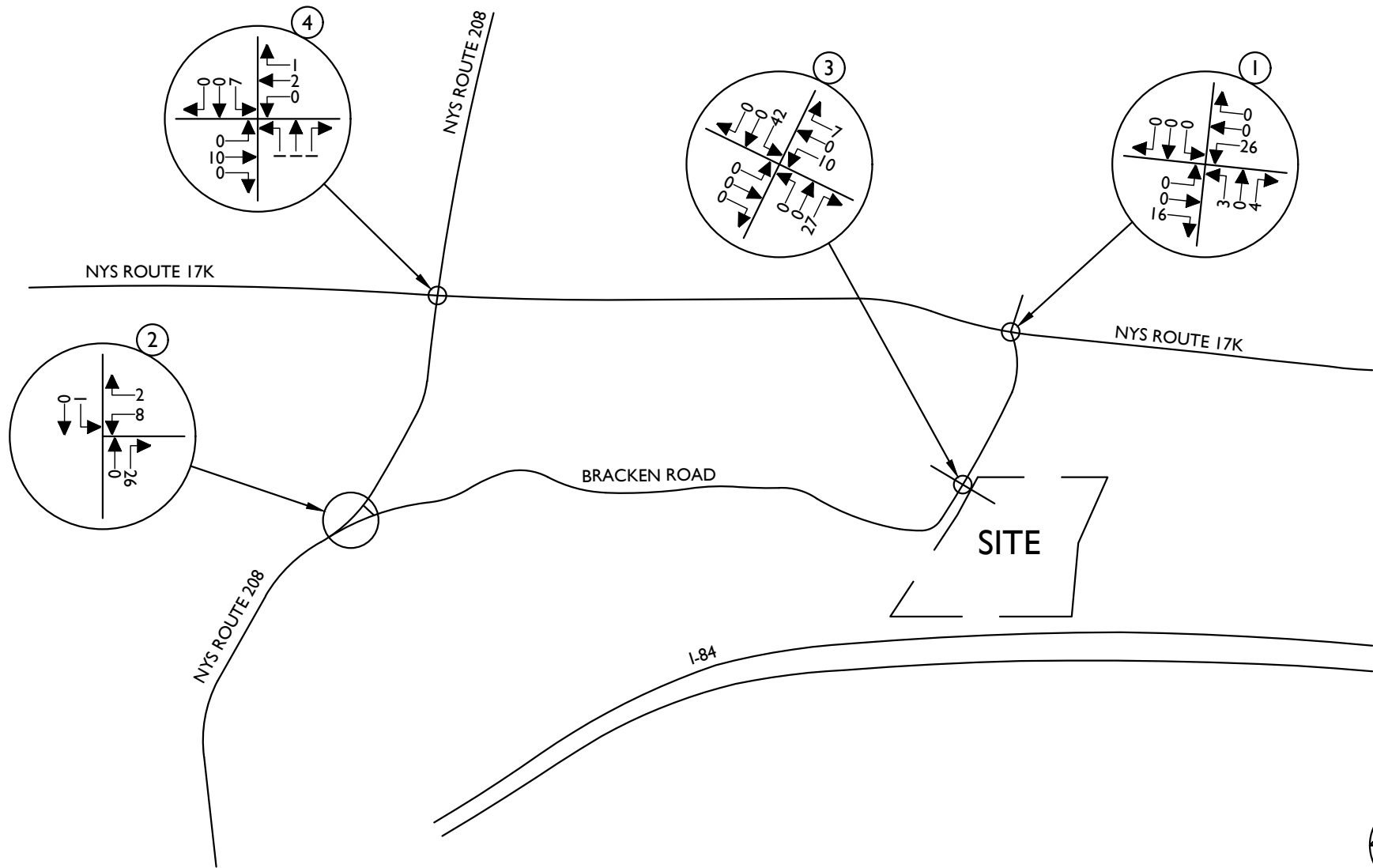
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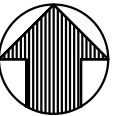
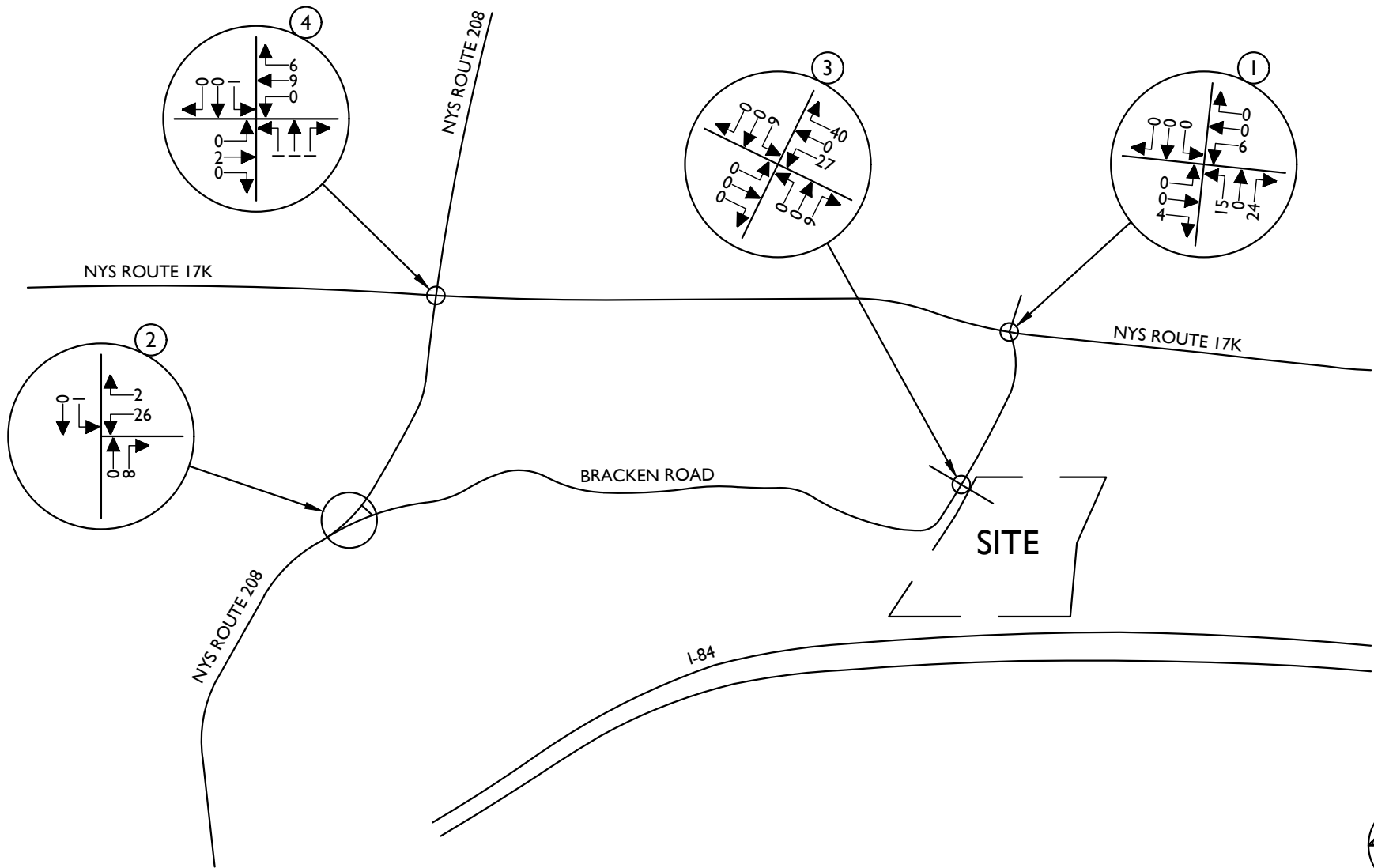
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PROJECT NUMBER:	21006838A	DRAWING NAME:	240423RGD_FIGURES_DOT RESPONSE

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TOTAL SITE GENERATED
TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER:

Hawkins Apartments

December 14, 2021

Mr. Jonah Mandelbaum
Warwick Properties, Inc
2 Liberty Court
Warwick, NY 10940

**RE: Traffic Assessment for Hawkins Apartments, Hawkins Dr, Town of Montgomery, NY;
CM Project No. 121-373**

Dear Mr. Mandelbaum:

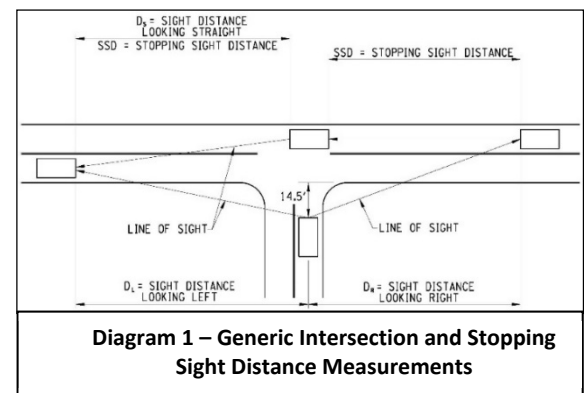
Creighton Manning Engineering, LLP (CM) has conducted a traffic assessment for the proposed Hawkins Drive Apartment project located on Hawkins Drive, opposite the Montgomery Town Square (Shop Rite), in the Town of Montgomery, Orange County, New York. This evaluation is based on the "Site Plan" prepared by Pietrzak & Pfau last revised October 13, 2021, included under Attachment A.

A. Introduction and Background

The proposed project includes the construction of 80 apartments, seventy three (73) one-bedroom, six (6) two-bedroom units, and one (1) three-bedroom unit (for the full-time on-site caretaker), on a 3.77-acre parcel with frontage to Old Neelytown Road, Goodwill Road. The project does not have direct frontage to Hawkins Drive, but the site has a deeded right to cross the sliver of land between the site and Hawkins Drive for access. The project is similar to other facilities operated by the applicant in that the apartments are affordable, supportive, veteran and senior friendly.

B. Sight Distance

The available intersection sight distance from the proposed Site Driveway intersection was measured from the perspective of a vehicle looking in both directions along Hawkins Drive to determine if adequate sight lines are provided. The intersection sight distance looking straight ahead for vehicles traveling east on Hawkins Drive turning left into the proposed Site Driveways was also measured, as illustrated in Diagram 1. The available intersection sight distance on a side street or driveway should provide drivers a sufficient view of the intersecting highway to allow vehicles to enter or exit the intersection without excessively slowing vehicles traveling at or near the operating speed on the intersecting mainline.



Stopping sight distance (the length of roadway ahead that is visible to the driver) was also measured on Hawkins Drive at the proposed Site Driveway intersection. The available stopping sight distance on a roadway should be of sufficient length to enable a vehicle traveling at or near the operating speed to stop before reaching a stationary object in its path.

The posted speed limit is 30-mph. Travel speed data collected on Wednesday November 3, 2021 indicates that the measured 85th percentile operating speed on Hawkins Drive is 32-mph in both directions near the project site. The detailed speed data is included under Attachment A. The available sight distances shown in Table 1 are compared to the guidelines presented in AASHTO's *A Policy on Geometric Design of Highways*

and Streets, 2018 and NYSDOT design guidance (EB 17-007) for the applicable 35-mph operating speed on Hawkins Drive.

Table 1 – Sight Distance Summary (Feet)

Intersection		Intersection Sight Distance ¹				Stopping Sight Distance ²	
		Right Turn from Site Driveway (D _L)	Left Turn from Site Driveway		Left Turn from Hawkins Drive (D _S)	SSD _{EB}	SSD _{WB}
			Looking Left (D _L)	Looking Right (D _R)			
Hawkins Drive/ East Site Driveway	Available	628	628	400	670	283	645
	Recommended ³	335	390	390	285	225	225

¹ = Intersection sight distance is measured at an eye height of 3.5-ft and object height of 3.5-ft.

² = SSD_{EB, WB} = Stopping sight distance measured for a 2-foot object located in the path of vehicles traveling eastbound and westbound on Hawkins Drive.

³ = Sight distance measurements are compared to AASHTO recommended distances for a 35-mph operating speed on Hawkins Drive.

The available intersection sight distance and stopping sight distances for a passenger car at the proposed Hawkins Drive/Site Driveway intersection meet AASHTO guidelines for the measured 35-mph operating speed.

C. Trip Generation

Trip generation determines the quantity of traffic expected to travel to and from a given site. The Institute of Transportation Engineers (ITE) collects actual traffic counts from similar land uses and publishes them in *Trip Generation, 11th Edition*, which is the industry standard used for estimating trip generation for a proposed land use. The trip generation was estimated for the proposed project based on ITE Land Use Code 220 – Multifamily Housing, but also on traffic counts of two area facilities. Montgomery Manor (4 Brescia Way, Montgomery), is an 87-unit senior housing development owned by the applicant, about two miles from the project site. It is 100% occupied with a waiting list. Oakridge Apartments (544 E. Main St), is a 78-unit multifamily housing development, in Wallkill (also owned by the applicant). Traffic counts were conducted of the Montgomery Manor facility on November 3, and 4, 2021. Montgomery Manor generated trips at a rate of 0.07 trips per unit in the AM peak hour of adjacent street traffic (8-9 AM) and 0.22 trips per unit in the PM peak hour of adjacent street traffic (4-5 PM). Traffic counts were conducted for the Oakridge Apartment facility on November 18, and 19, 2020. Oakridge Apartments generated trips at a rate of 0.18 trips per unit in the AM peak hour of adjacent street traffic (7:15-8:15 AM) and 0.41 trips per unit in the PM peak hour of adjacent street traffic (3-4 PM). Those trip rates were applied to the Hawkins Drive project and estimated below in Table 2.

Table 2 –Trip Generation Summary

Land Use	AM Peak Hour				PM Peak Hour			
	Enter	Exit	Total	Rate	Enter	Exit	Total	Rate
Montgomery Manor (87 units)	4 (67%)	2 (33%)	6	0.07	11 (58%)	8 (42%)	19	0.22
Oakridge Apartments (78 units)	6 (43%)	8 (57%)	14	0.18	13 (41%)	19 (59%)	32	0.41
Hawkins Dr (based on Montgomery Manor)	4	2	6	0.07	10	8	18	0.22
Hawkins Dr (based on Oakridge Apartments)	6	8	14	0.18	13	20	33	0.41
Hawkins Dr (based on ITE)	11	37	48	0.40	35	20	55	0.51

The trip generation summary shows that the Hawkins Drive project will generate approximately 48 trips in the AM peak hour and 55 trips in the PM peak hour based on ITE rates. Although the project is not age-

restricted, the nearby Montgomery Manor is and has a long waiting list; therefore, if the site were occupied by mostly seniors, we expected about 6 trips to be generated in the AM peak hour, 18 trips in the PM peak hour. Oakridge Apartments have a similar bedroom mix, being mostly one-bedroom. Based on the Oakridge apartments the Hawkins Drive project will generate 14 trips in the AM peak hour and 33 trips in the PM.

Based on the variety of sources, the ITE rates are the most conservative, although we project that the project likely will generate volumes somewhere between the rates of Oakridge and ITE. Regardless of the source of the data, the trips generated will be very low. Traffic counts collected at the Route 208/Hawkins Drive/Walgreens Driveway in 2018 indicate that the intersection serves about 1,410 vehicle per hour (vph) during the AM peak hour.¹ Based on hourly variations on Route 208, the PM peak hour volume at the intersection is estimated at 1,737 vph. In comparison, the project will only add about ½ to 1% traffic to the intersection during the AM peak hour and 1 to 2% during the PM peak hour based on the observed rates of Montgomery Manor, Oakridge and ITE. If we consider the ITE rates, 3.4% and 3.2% will be added to the intersection during the respective AM and PM peak hours.

The magnitude of the new vehicle trips generated at the site is less than the NYSDOT and ITE threshold of 100 site-generated vehicles on any one intersection approach for needing off-site intersection analysis. This guidance was developed as a tool to identify locations where the magnitude of traffic generated has the potential to impact operations at off site intersections and screen out locations from requiring detailed analysis that do not reach the 100-vehicle threshold indicating that additional detailed intersection analysis is not needed and that the site generated traffic will be accommodated by the existing roadway network.

D. Parking Generation

Parking generation is similar to trip generation; it describes the amount of parking that is generated by a particular use. Parking counts of Montgomery Manor and Oakridge Apartments were conducted to determine the peak parking demand. Based on the counts, the peak parking demand for Montgomery Manor was between 7:00 and 9:00 PM, when the lot had approximately 64 vehicles parked, equating to a parking demand of 0.74 spaces per unit. The peak parking demand for Oakridge Apartments was between 2:00 and 3:00 PM, when the lot had approximately 51 vehicles parked, equating to a parking demand of 0.65 spaces per unit. These peak periods are likely a combination of residents and visitors, as the parking demand was slightly less in the overnight hours and less during the mid-day hours. Applying the peak parking rates to Hawkins Drive, it is estimated that the project will have a parking demand of 52 to 60 spaces. In comparison to ITE *Parking Generation*, 5th Edition, the project is estimated to generate a parking demand of 97 spaces.

Table 3 –Trip Generation Summary

Land Use	Parking Demand	
	Peak (Veh)	Rate (Veh/Unit)
Montgomery Manor (87 units)	64	0.74
Oakridge (78 units)	51	0.65
Hawkins Dr (80 units, based on Montgomery Manor)	60	0.74
Hawkins Dr (80 units, based on Oakridge)	52	0.65
Hawkins Dr (80 units, based on ITE)	97	1.21

The site plan proposes a total of 84 spaces to meet zoning codes, but proposes to initially construct 59 spaces and bank 21 spaces (for later construction if needed). We recommend providing more parking than the bare minimum; therefore, we suggest the applicant construct 66 spaces (10% over demand) to allow for less searching for parking and provide flexibility as parking demand changes. The ITE rates suggest the need for 97 spaces; with an additional 10%, 107 spaces should be constructed. Based on the actual parking counts conducted locally, the ITE rates may be overestimating the demand and fewer spaces should be considered unless demand proves otherwise.

E. Conclusions

The project proposes construction of 80 apartment units with access provided to Hawkins Drive. The following is noted regarding the proposed project:

- The project is expected to generate 6 to 48 trips during the AM peak hour and 18 to 55 trips during the PM peak hour. This is an approximate 0.4% to 3.4% increase in traffic at the Route 208/Hawkins Dr/Walgreens intersection.
- The magnitude of the new vehicle trips generated at the site is less than the NYSDOT and ITE threshold of 100 site-generated vehicles on any one intersection approach for needing off-site intersection analysis; therefore, no significant traffic impacts are expected.
- Parking demand is estimate at 52 to 97 vehicles; constructing at least 66 spaces is recommended to cover the expected demand based on local conditions, and avoid providing an over-supply of spaces.
- Sight distances at the site driveway along Hawkins Drive meet or exceed AASHTO guidelines for a 35 mph operating speed.

If you have any questions regarding the above analysis, please feel free to contact our office.

Respectfully submitted,
Creighton Manning Engineering, LLP



Kenneth Wersted, P.E., PTOE
Associate

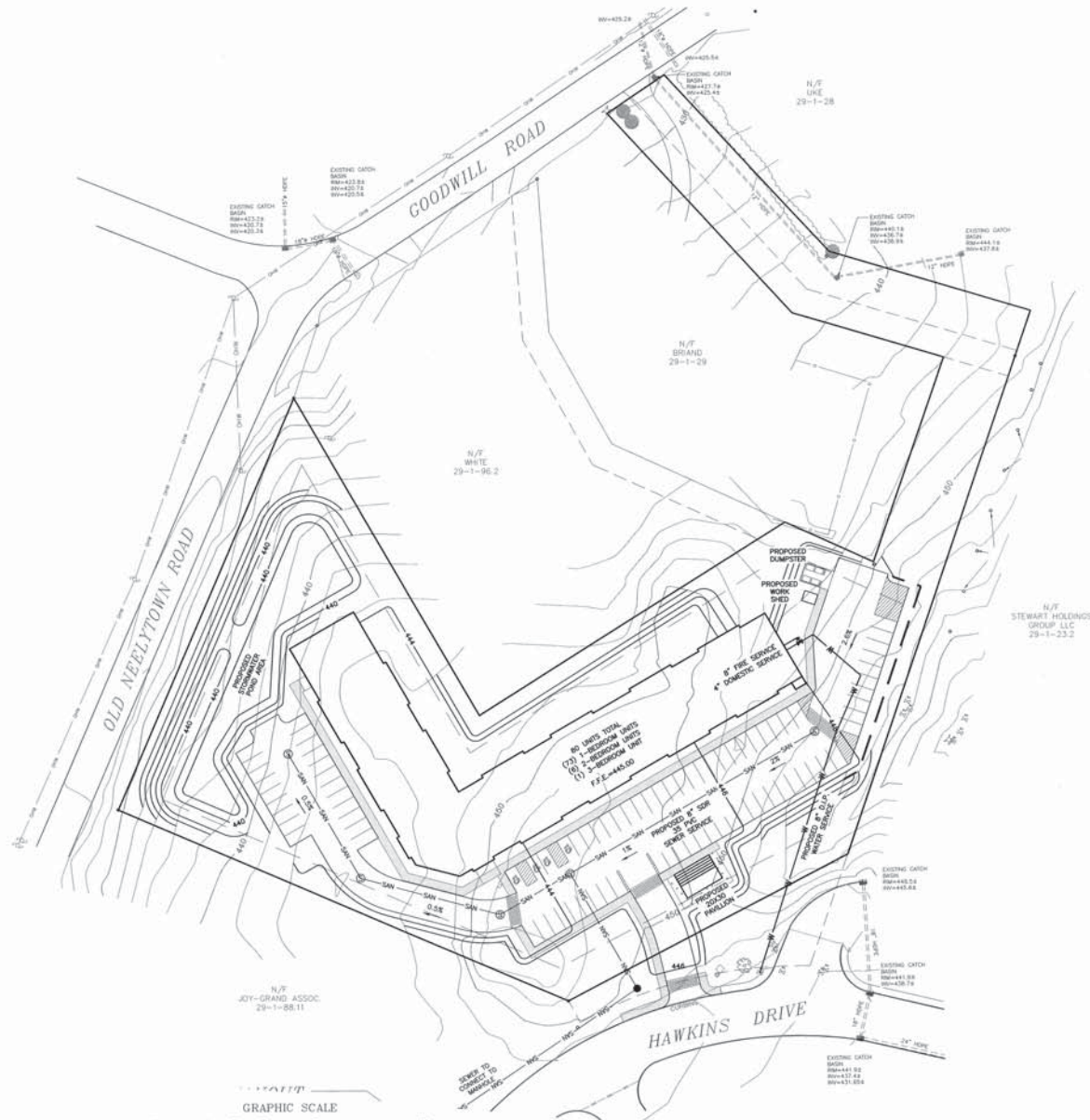
C: Vince Pietrzak

Attachments

N:\Projects\2021\121-373 Warwick - Hawkins Apts\Working\Traffic\Reports\2021-12-14_Hawkins_Traffic Assessment_121-373.docx

Attachment A
Site Plan

Hawkins Apartments
Town of Montgomery, New York



GRAPHIC SCALE

(IN FEET)
1 inch = 40 ft.

1 inch = 40 ft.

-  SANITARY MANHOLE
-  CATCH BASIN
-  WATER VALVE
-  HYDRANT
-  STREET SIGN
-  UTILITY POLE * / OVERHEAD UTILITIES
-  EVERGREEN TREE
-  DECIDUOUS TREE

[illegible]

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Traffic Impact Study

December 19, 2022

I-84 Logistics Center
Town of Montgomery, Orange County, New York

Prepared for:

Hawkins Drive LLC
121 Morton Street
Suite 2
New York, NY 10014

Prepared by:

A handwritten signature in blue ink, appearing to read "A. Peter Russillo".

A. Peter Russillo, P.E., PTOE
Senior Project Manager
New York Professional Engineer
License No. 059969

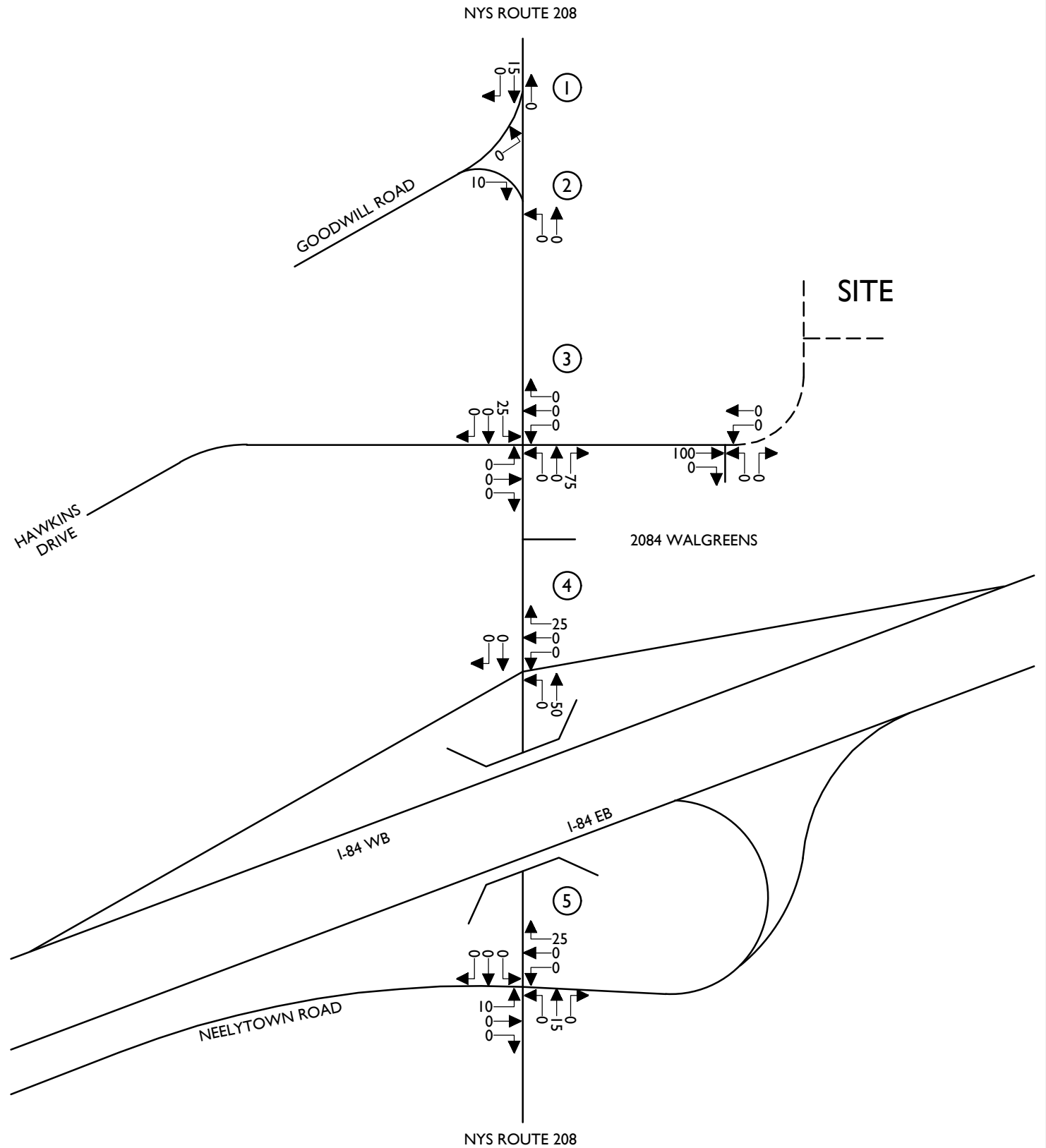
A handwritten signature in blue ink, appearing to read "Ronald P. Rieman".

Ronald P. Rieman
Project manager

Colliers Engineering & Design

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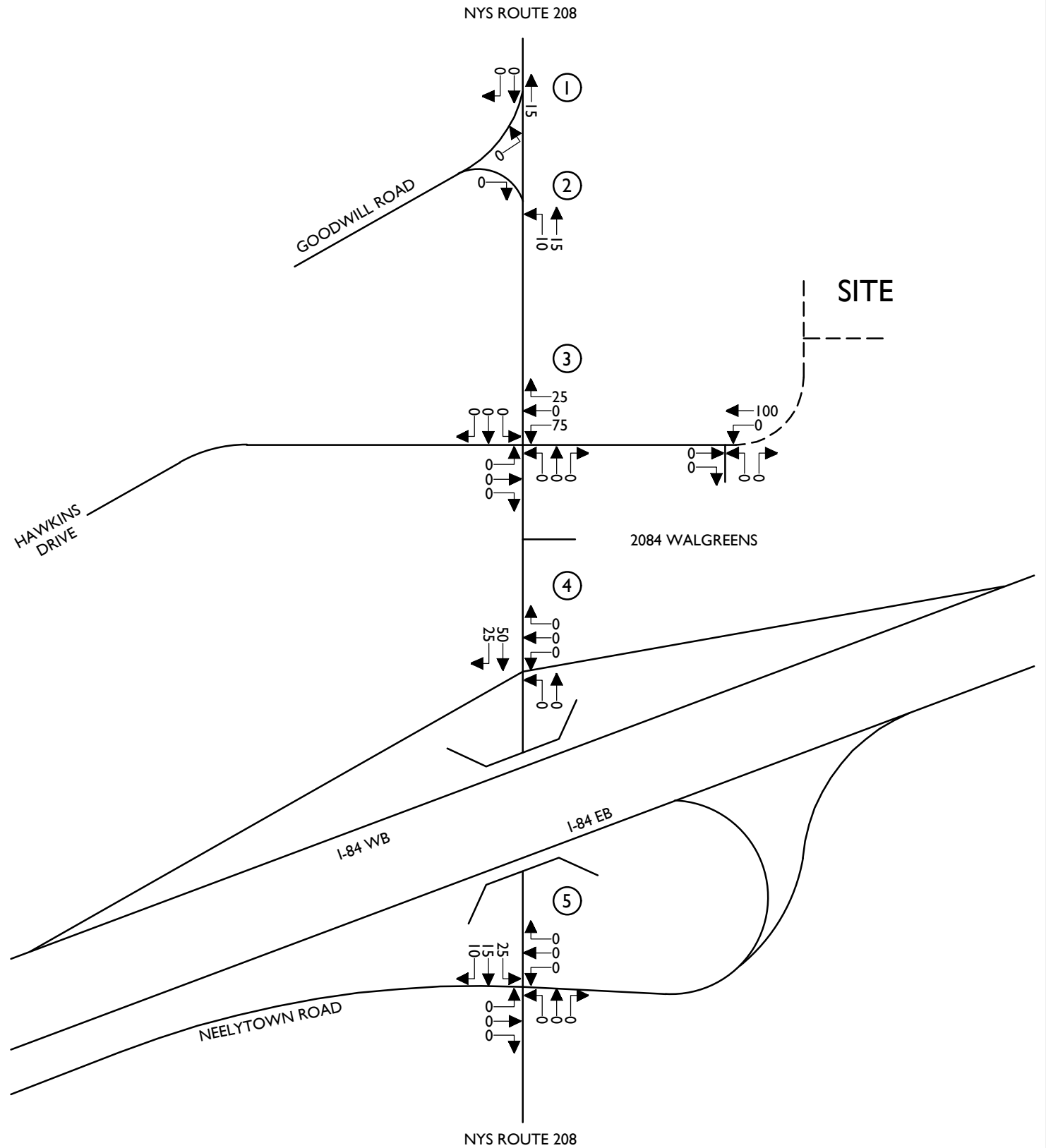
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ARRIVAL DISTRIBUTION % PASSENGER CARS

SHEET NUMBER:
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SHEET NUMBER:

11

NYS ROUTE 208

GOODWILL ROAD

SITE

HAWKINS DRIVE

2084 WALGREENS

I-84 WB

I-84 EB

NEELYTOWN ROAD

NYS ROUTE 208

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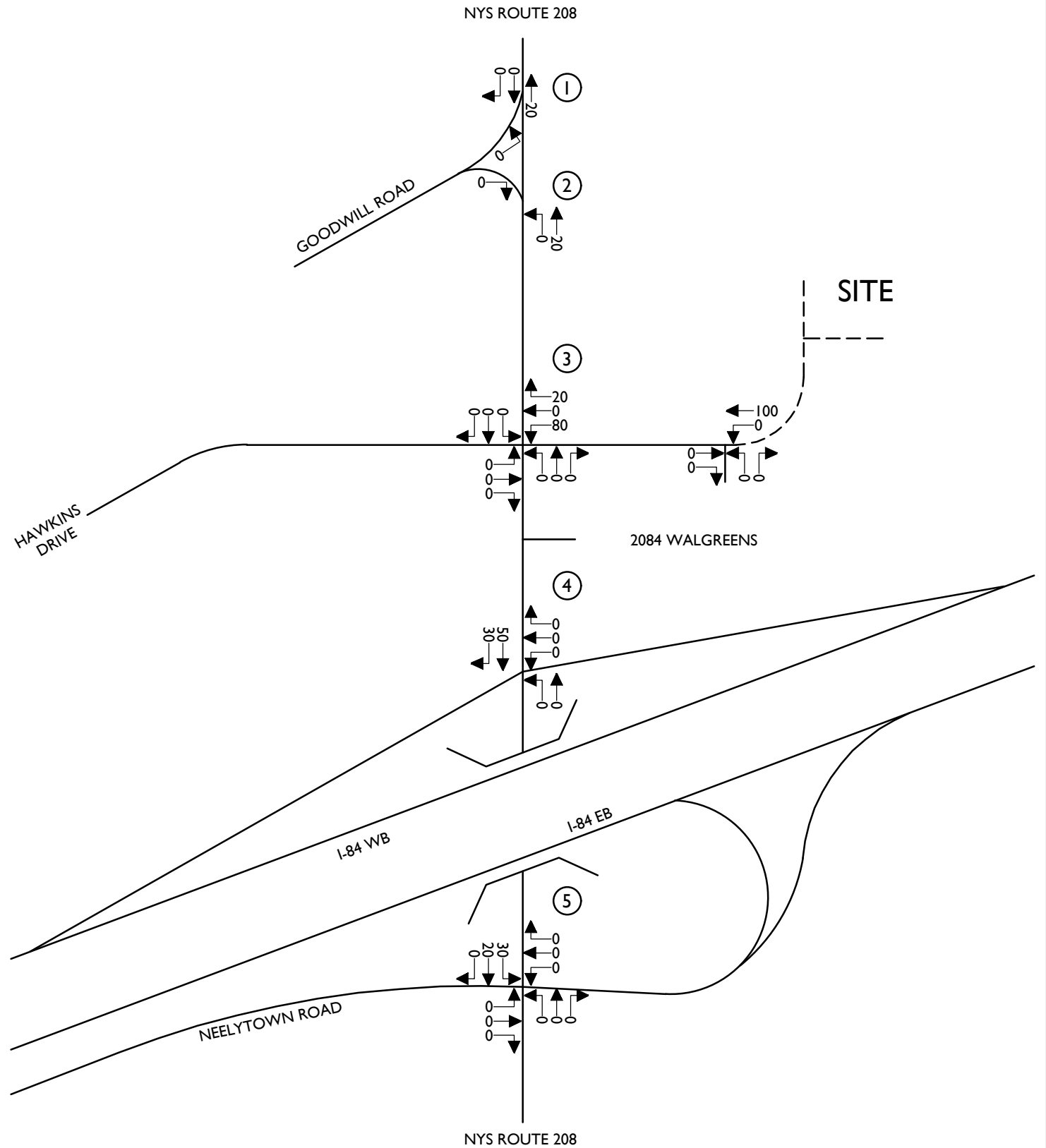
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ARRIVAL DISTRIBUTION %
TRUCKS

SHEET NUMBER:

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DEPARTURE DISTRIBUTION % TRUCKS

SHEET NUMBER:
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NYS ROUTE 208

GOODWILL ROAD

SITE

HAWKINS DRIVE

2084 WALGREENS

I-84 WB

I-84 EB

NEELYTOWN ROAD

NYS ROUTE 208

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SHEET TITLE:
SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR
(PASSENGER CARS)

SHEET NUMBER:

14

NYS ROUTE 208

GOODWILL ROAD

SITE

HAWKINS DRIVE

2084 WALGREENS

I-84 WB

I-84 EB

NEELYTOWN ROAD

NYS ROUTE 208

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SHEET NUMBER:

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NYS ROUTE 208

GOODWILL ROAD

SITE

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I-84 WB

I-84 EB

NEELYTOWN ROAD

NYS ROUTE 208

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SHEET TITLE:
SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR
(TRUCKS)

SHEET NUMBER:

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NYS ROUTE 208

GOODWILL ROAD

SITE

HAWKINS DRIVE

2084 WALGREENS

I-84 WB

I-84 EB

NEELYTOWN ROAD

NYS ROUTE 208

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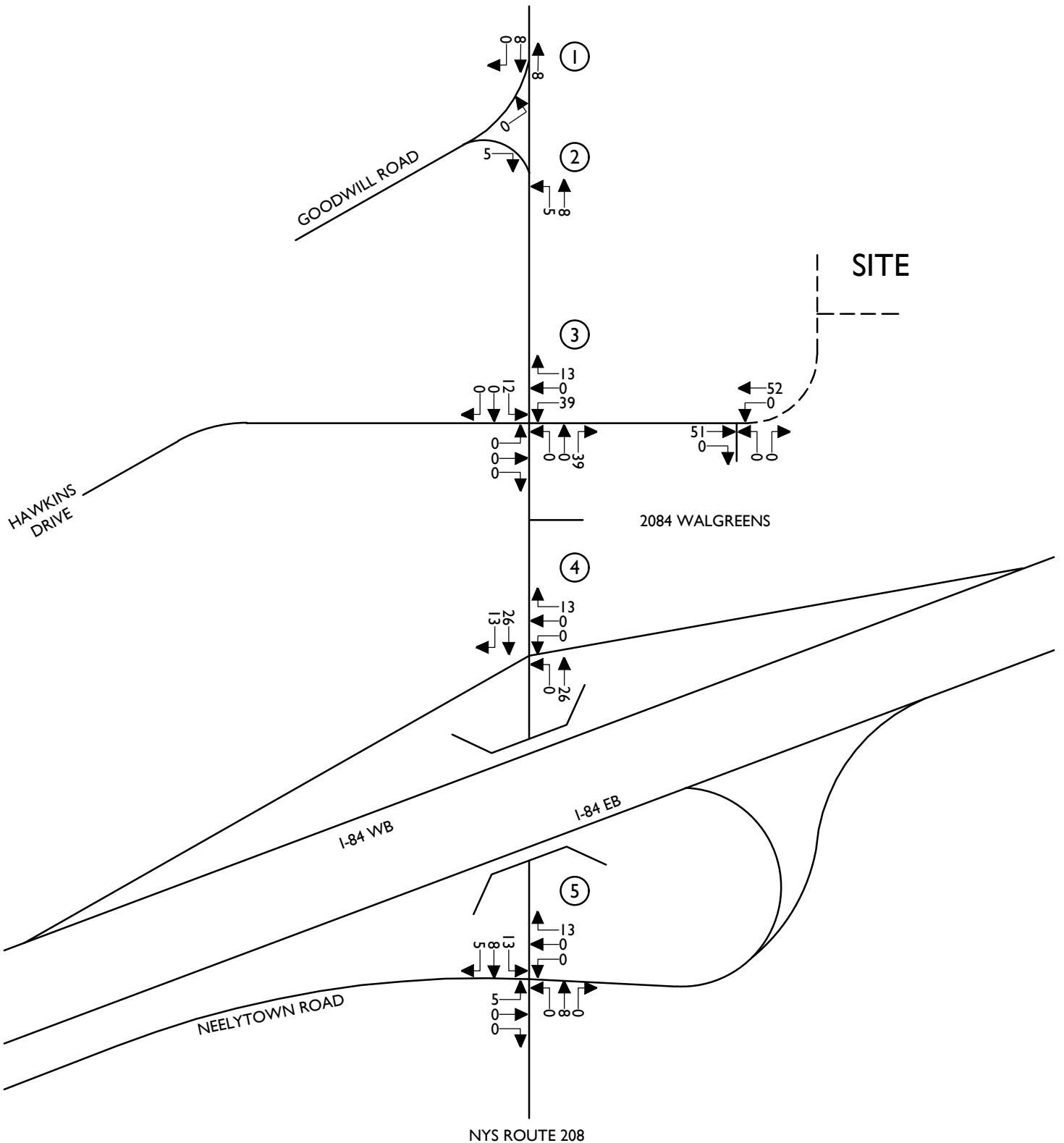
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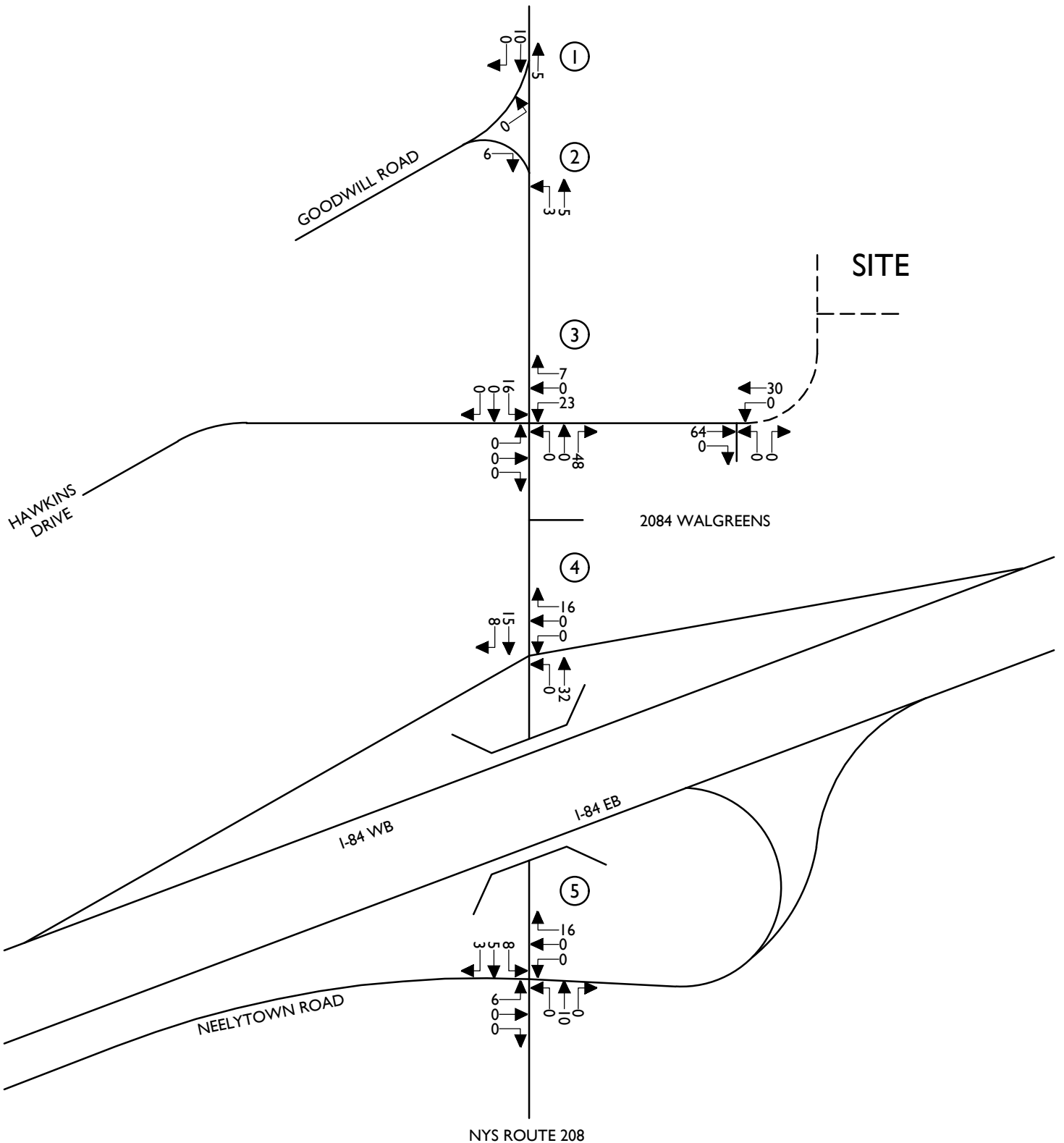
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PROJECT NUMBER:	DRAWING NAME:		
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SHEET TITLE:	TOTAL SITE GENERATED TRAFFIC VOLUMES WEEKDAY PEAK AM HOUR
SHEET NUMBER:	18

NYS ROUTE 208



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SHEET TITLE:	TOTAL SITE GENERATED TRAFFIC VOLUMES WEEKDAY PEAK PM HOUR
SHEET NUMBER:	19

Table No. 1

Hourly Trip Generation Rates (HTGR)
and Anticipated Site Generated Traffic Volumes

I-84 LOGISTICS CENTER	Entry			Exit			Total		
	HTGR ¹	Passenger Cars	Trucks	HTGR ¹	Passenger Cars	Trucks	HTGR ¹	Passenger Cars	Trucks
146,075 S.F.									
Weekday Peak AM Hour	0.345	45	6	0.355	45	7	0.70	90	13
Weekeday Peak PM Hour	0.435	58	6	0.205	27	3	0.64	85	9

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.
ITE LAND USE CODE 156 - HIGH CUBE PARCEL HUB WAREHOUSE

Hawkins Drive Flex Space

Richard D'Andrea

From: Sue Hadden <shadden@townofmontgomery.com>
Sent: Tuesday, April 23, 2024 11:27 AM
To: Philip Gotthelf
Cc: Justin Ferrazzano
Subject: RE: Request for Planning Board Project Information

Categories: Filed by Newforma

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Good Morning Philip,

Two warehouses were approved last year by the town PB. One is located on Bracken Road (RDM) and the other is on Route 208 across from Hawkins Drive (I 84 Logistics).

There is another site on Neelytown Road and Beaverdam Road (RDM) being reviewed for warehouse use as well; currently the proposed site plan is being revised.

Colliers Engineering is representing the applicants for these 3 projects. I can copy Justin Ferrazzano, also with Colliers for you to contact for the traffic studies.

There is also an apartment complex that was approved on Hawkins Drive (80-units). I'm not sure the criteria of size or type of project you are looking for.

Engineering & Surveying Properties is also representing applicants in the town with proposed plans for another apartment complex (Sheffield Gardens) to be located on 17K near the VC High School, a Forest of Fun Adventure Park (Zip Line) on Old Route 208 and European Outdoors, **2 smaller scale flex space multi-tenant buildings, (41,055 sf & 26,136 sf) also to be located on Hawkins Drive.**

I hope this helps.

From: Philip Gotthelf <Philip.Gotthelf@collierseng.com>
Sent: Tuesday, April 23, 2024 10:27 AM
To: Sue Hadden <shadden@townofmontgomery.com>
Subject: Request for Planning Board Project Information

You don't often get email from philip.gotthelf@collierseng.com. [Learn why this is important](#)

Good morning,

Our office is preparing a traffic study for a development located on Old Neelytown Road in the Town of Hamptonburgh. We have been instructed to contact surrounding municipalities to determine if there are any projects recently approved or currently under review by the planning board. If there are any projects to consider please send their size, location and traffic study, if available. Your prompt response is greatly appreciated.

Thank you,

Philip Gotthelf, EIT, ENV SP

Project Engineer | Transportation Planning

philip.gotthelf@collierseng.com

Direct: 914 984 4706 | Main: 877 627 3772

400 Columbus Avenue Suite 180E | Valhalla, New York 10595



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Neelytown Business Park



Engineering
& Design

Traffic Impact Study

August 30, 2024

Neelytown Business Park
Town of Montgomery, Orange County, New York

Prepared for:

Issac Neuman
RDM Group, LLC
1 International Boulevard, Suite 410
Mahwah, NJ 07430

Prepared by:

A handwritten signature in blue ink, appearing to read "A. Peter Russillo".

A. Peter Russillo, P.E., PTOE
Senior Project Manager
New York Professional Engineer
License No. 059969

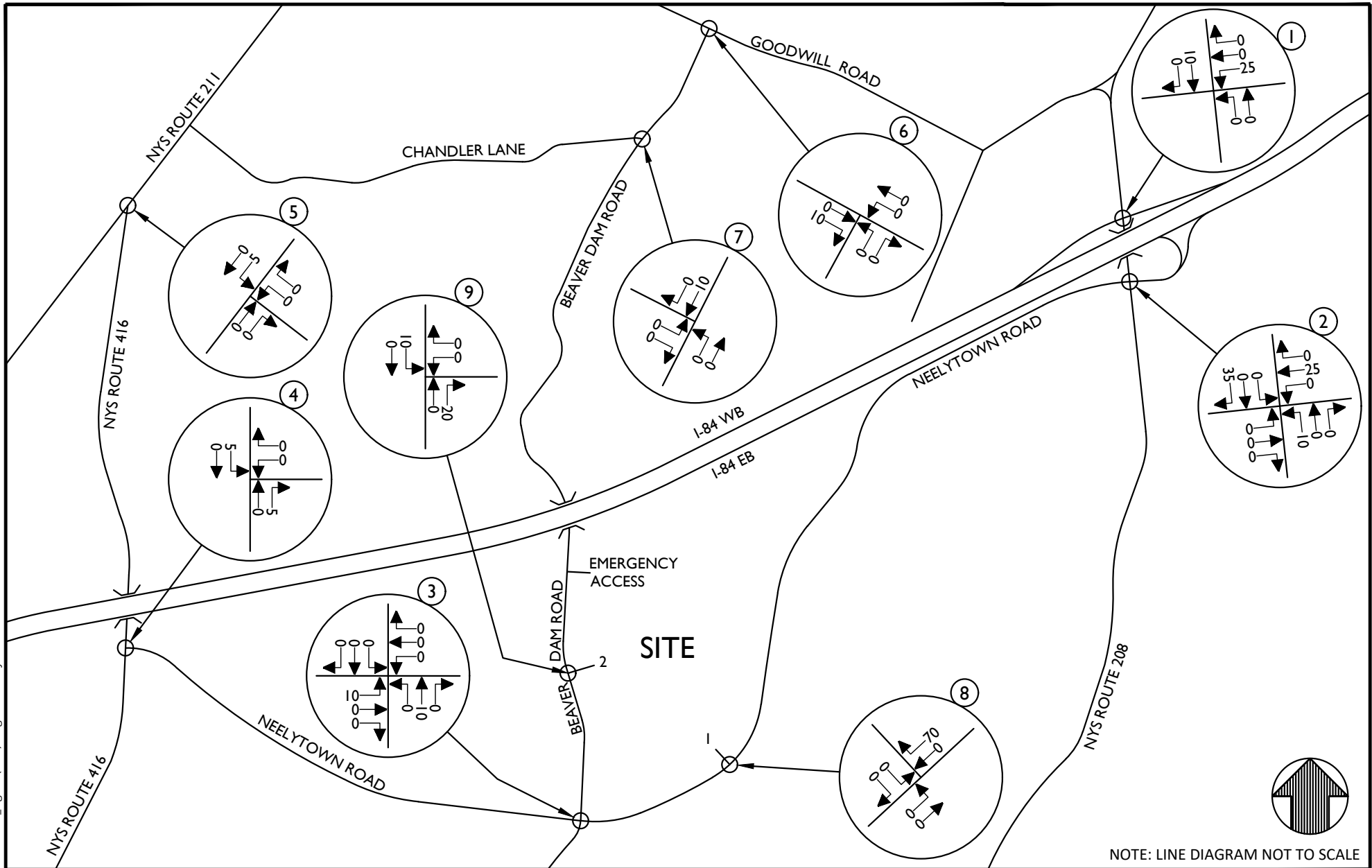
A handwritten signature in blue ink, appearing to read "Ronald P. Rieman".

Ronald P. Rieman
Associate/Project Manager

Colliers Engineering & Design

50 Chestnut Ridge Road
Suite 101
Montvale, New Jersey 07645
Main: 877 627 3772
Colliersengineering.com

Project No. 21000327A



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REV	DATE	DRAWN BY	DESCRIPTION
1	7/16/24	P.W.G.	ARRIVAL DISTRIBUTION
2	7/16/24	P.W.G.	PASSENGER CARS
3	7/16/24	P.W.G.	BUILDING 1 & 2
4	7/16/24	P.W.G.	
5	7/16/24	P.W.G.	
6	7/16/24	P.W.G.	
7	7/16/24	P.W.G.	
8	7/16/24	P.W.G.	
9	7/16/24	P.W.G.	

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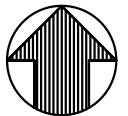
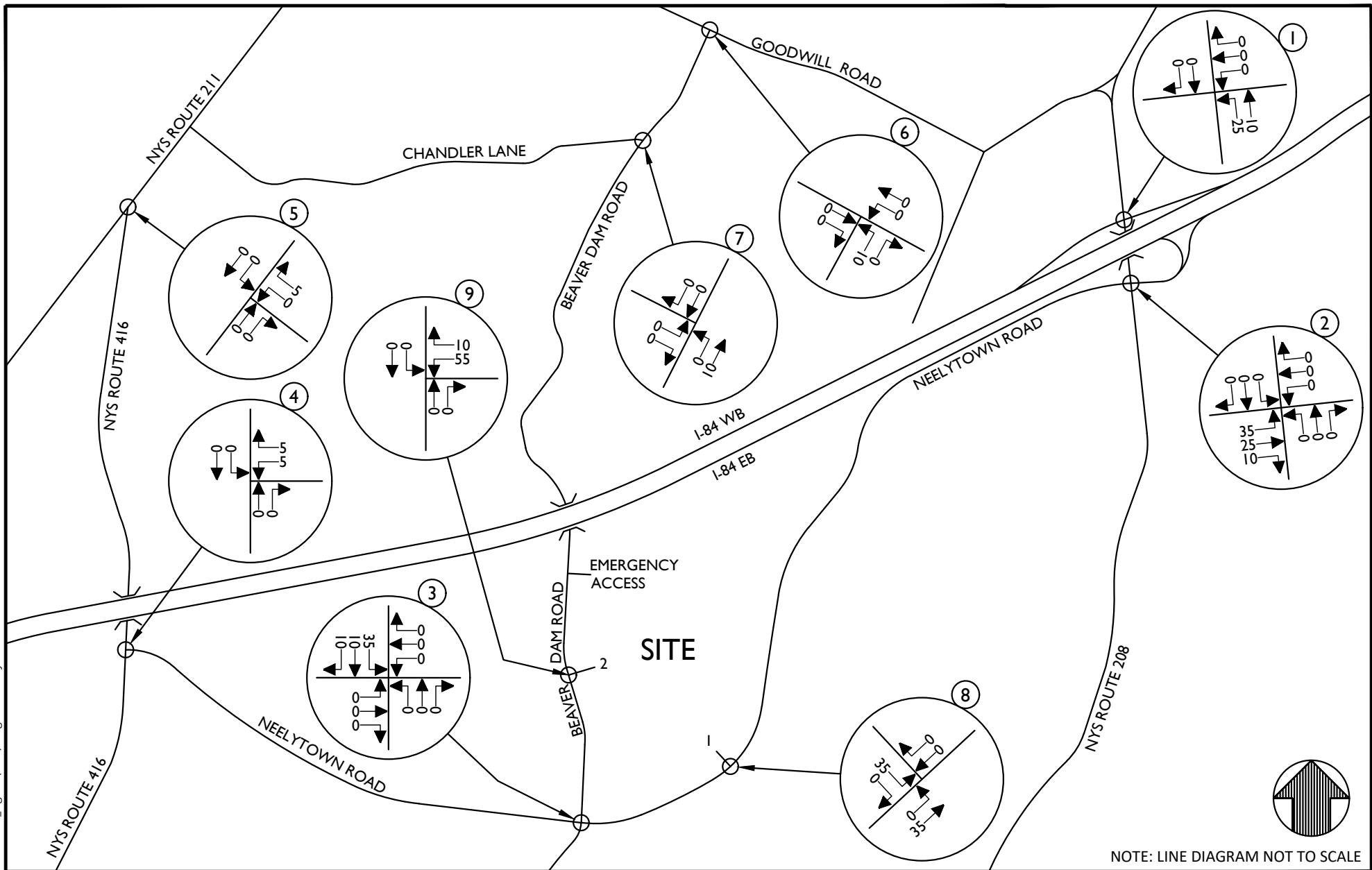
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PROJECT NUMBER:	DRAWING NAME:		
21000327A	240716PWG_FIGURE (1-33)		

SHEET TITLE:
ARRIVAL DISTRIBUTION
PASSENGER CARS
BUILDING 1 & 2

SHEET NUMBER:
14 of 35



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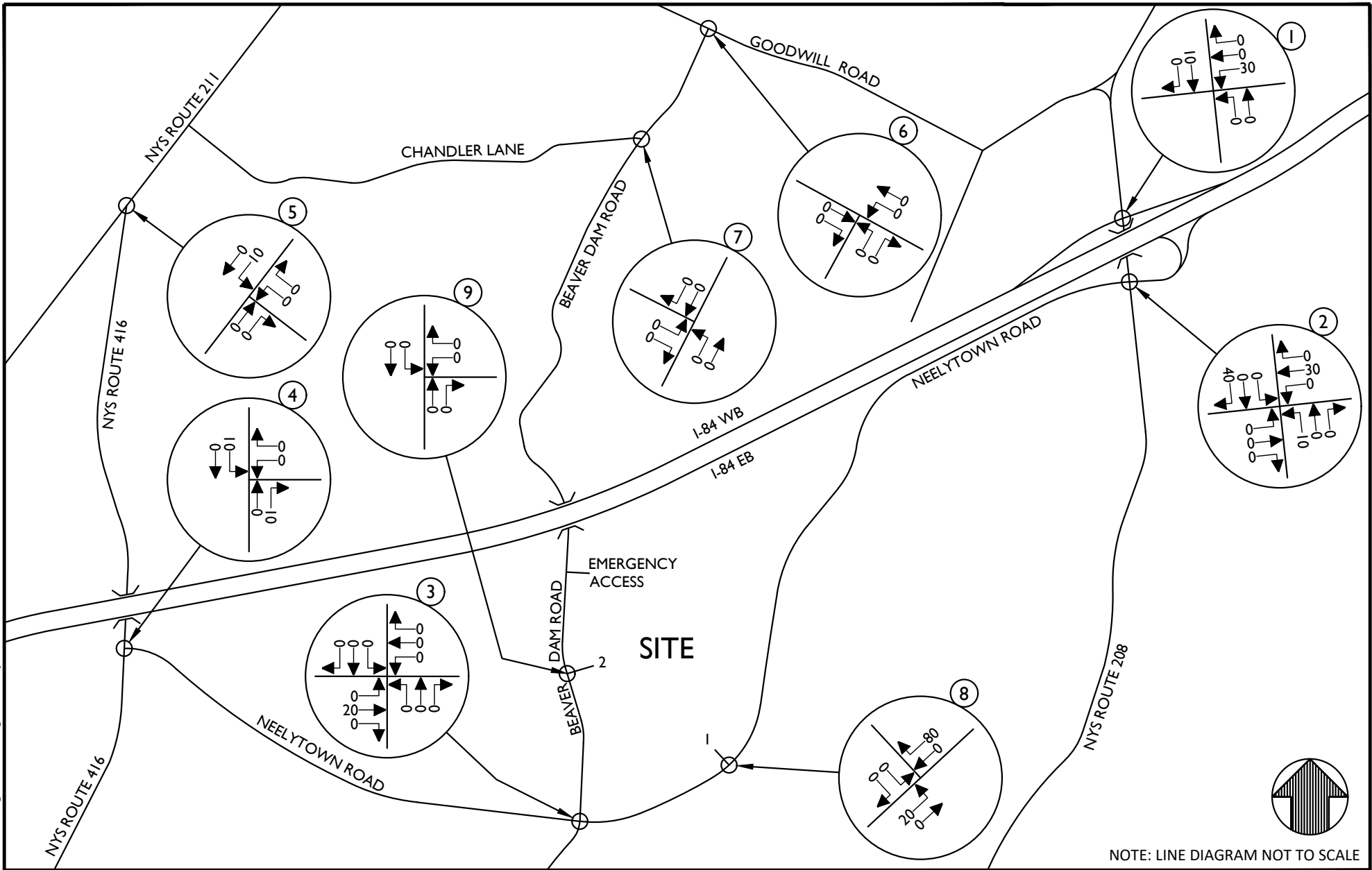
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SHEET TITLE:
DEPARTURE DISTRIBUTION
PASSENGER CARS
BUILDING 1 & 2

SHEET NUMBER:
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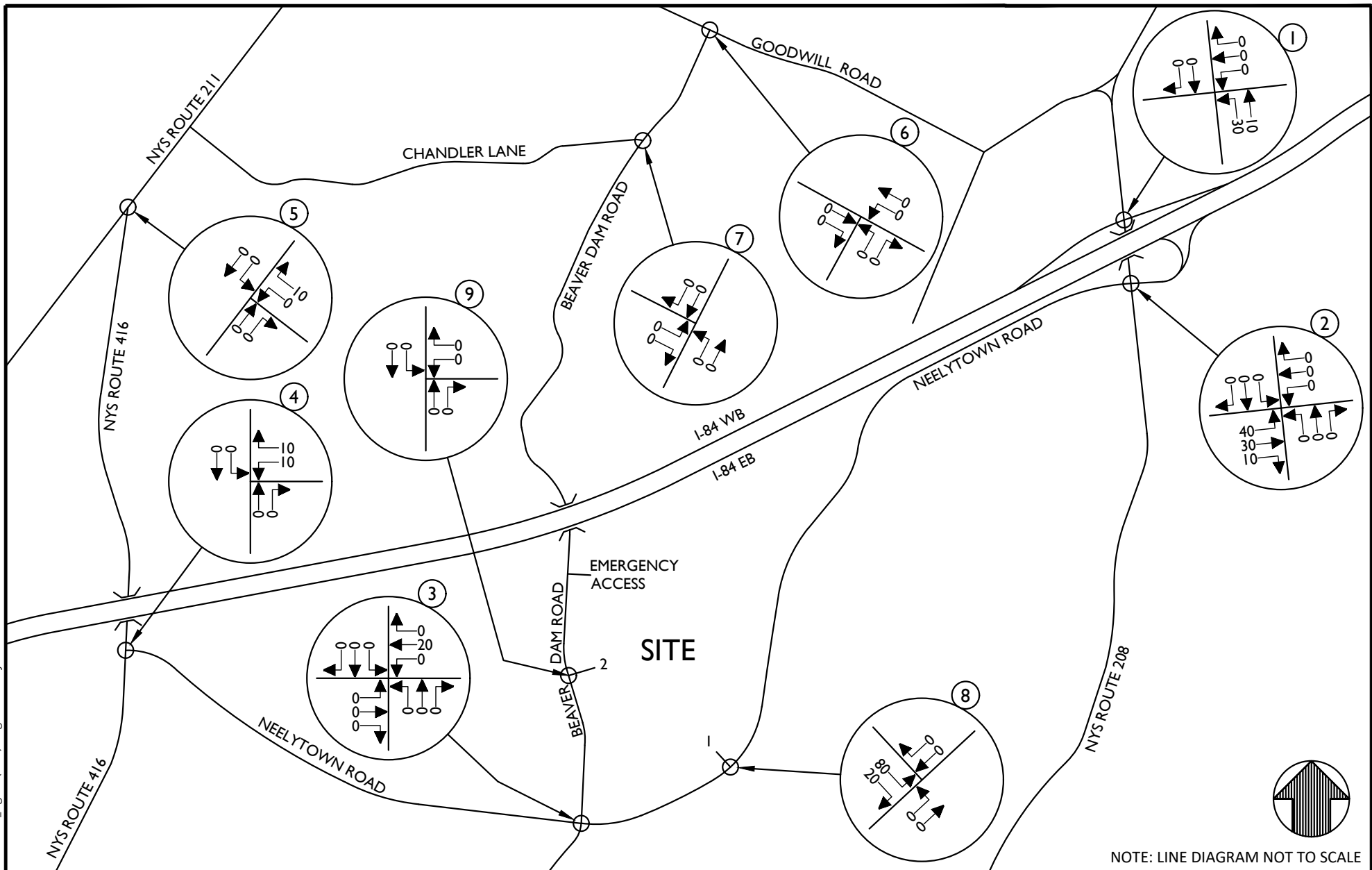
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21000327A	240716PWG_FIGURE (1-33)		

SHEET TITLE:
**ARRIVAL DISTRIBUTION
TRUCKS
BUILDING 1 & 2**

SHEET NUMBER:
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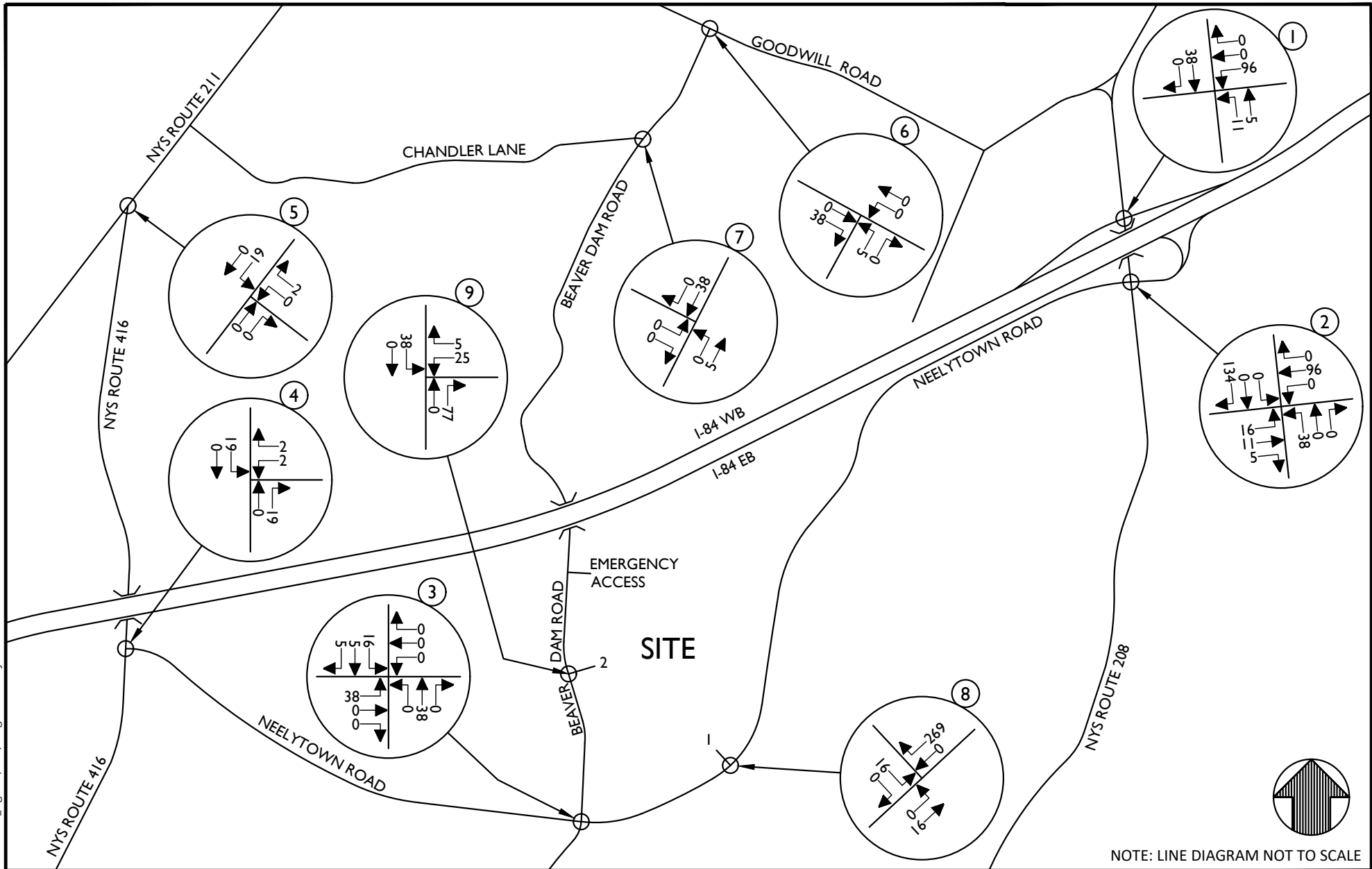
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PROJECT NUMBER:	DRAWING NAME:		
21000327A	240716PWG_FIGURE (1-33)		

SHEET TITLE:
**DEPARTURE DISTRIBUTION
TRUCKS
BUILDING 1 & 2**

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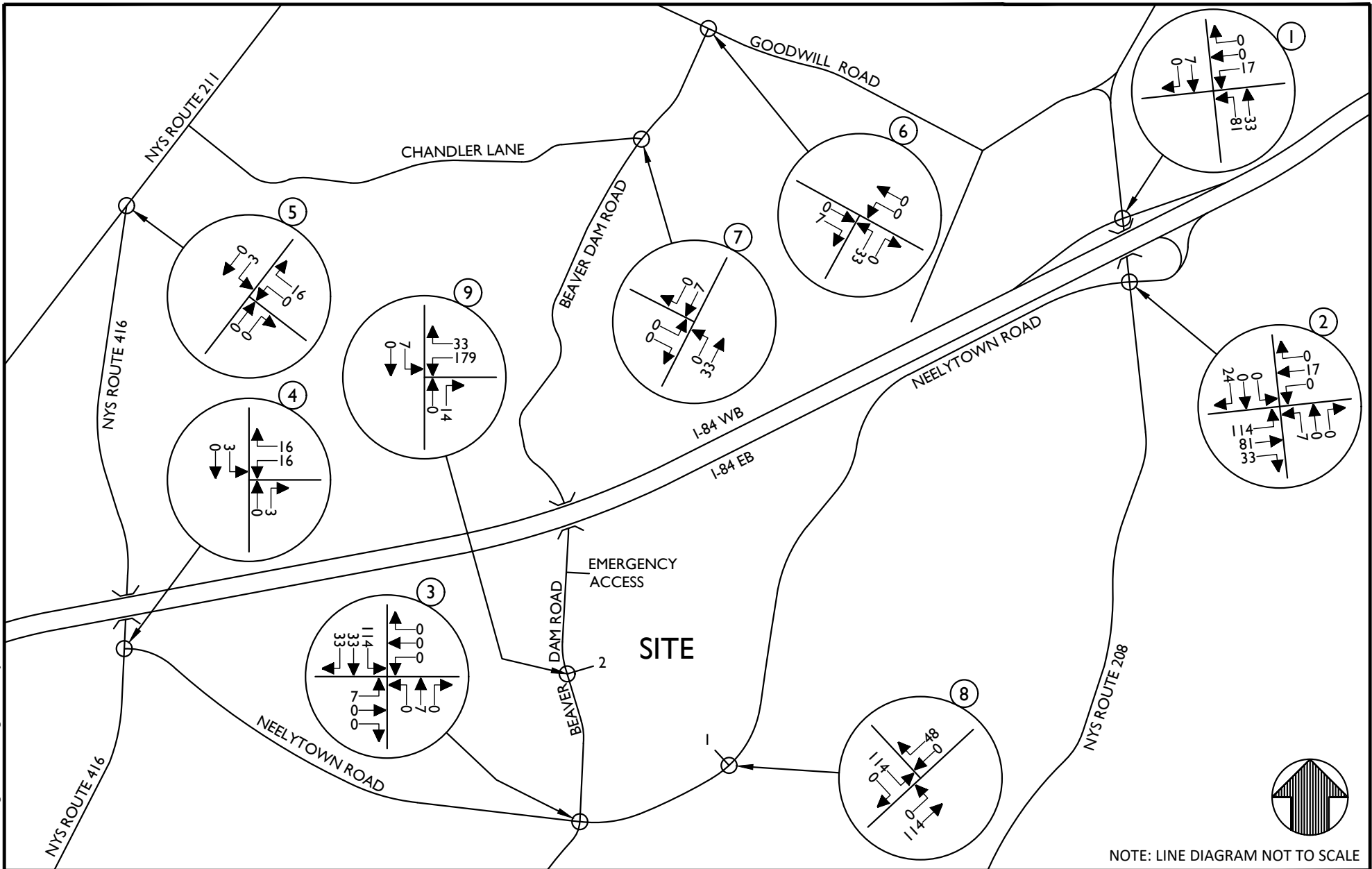
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PROJECT NUMBER:	21000327A	DRAWING NAME:	240716PWG_FIGURE (1-33)

SHEET TITLE:
SITE GENERATED TRAFFIC VOLUMES
PASSENGER CARS
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
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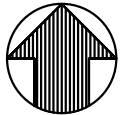
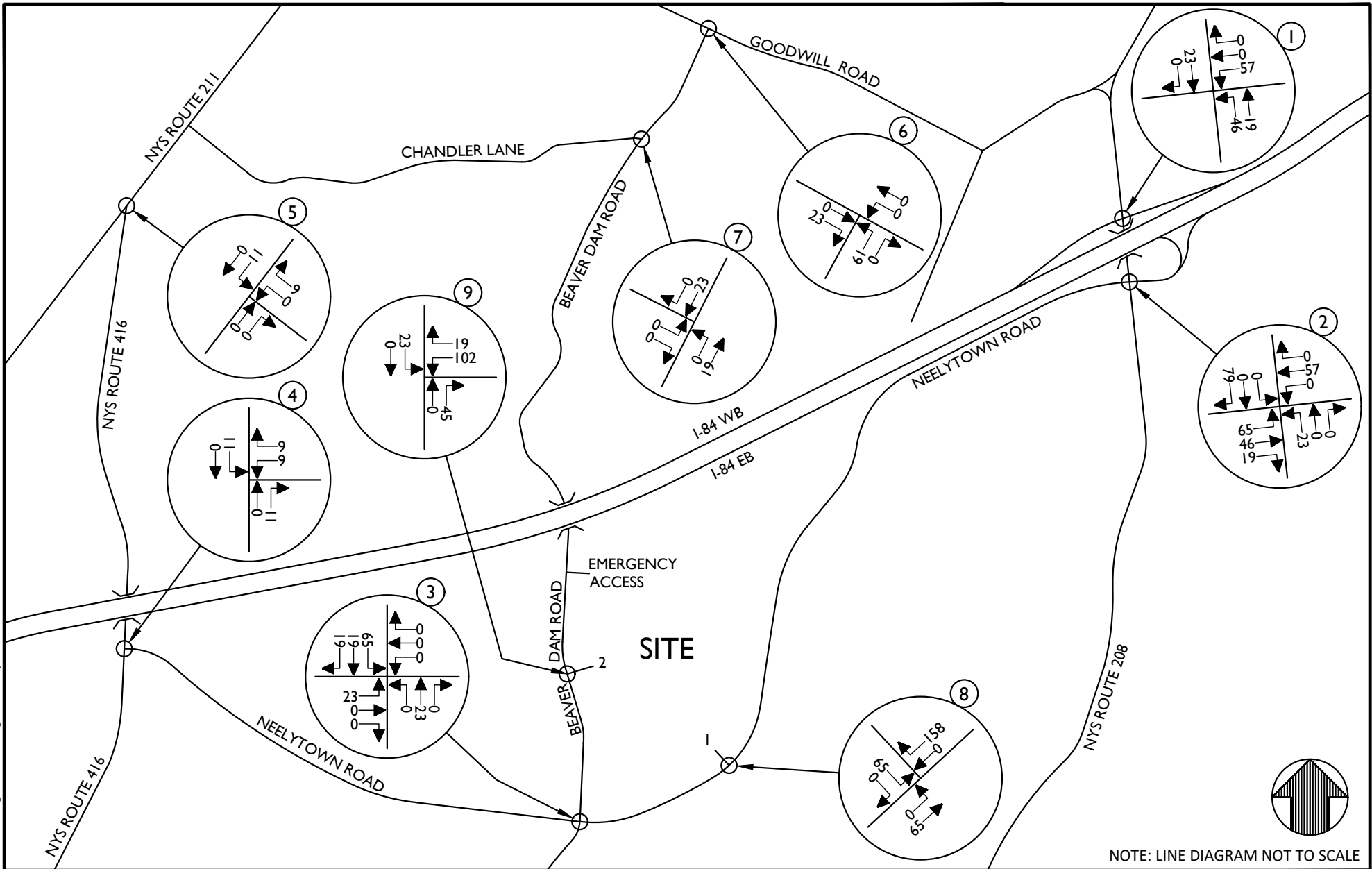
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PROJECT NUMBER:	21000327A	DRAWING NAME:	240716PWG_FIGURE (1-33)

SHEET TITLE:
SITE GENERATED TRAFFIC VOLUMES
PASSENGER CARS
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
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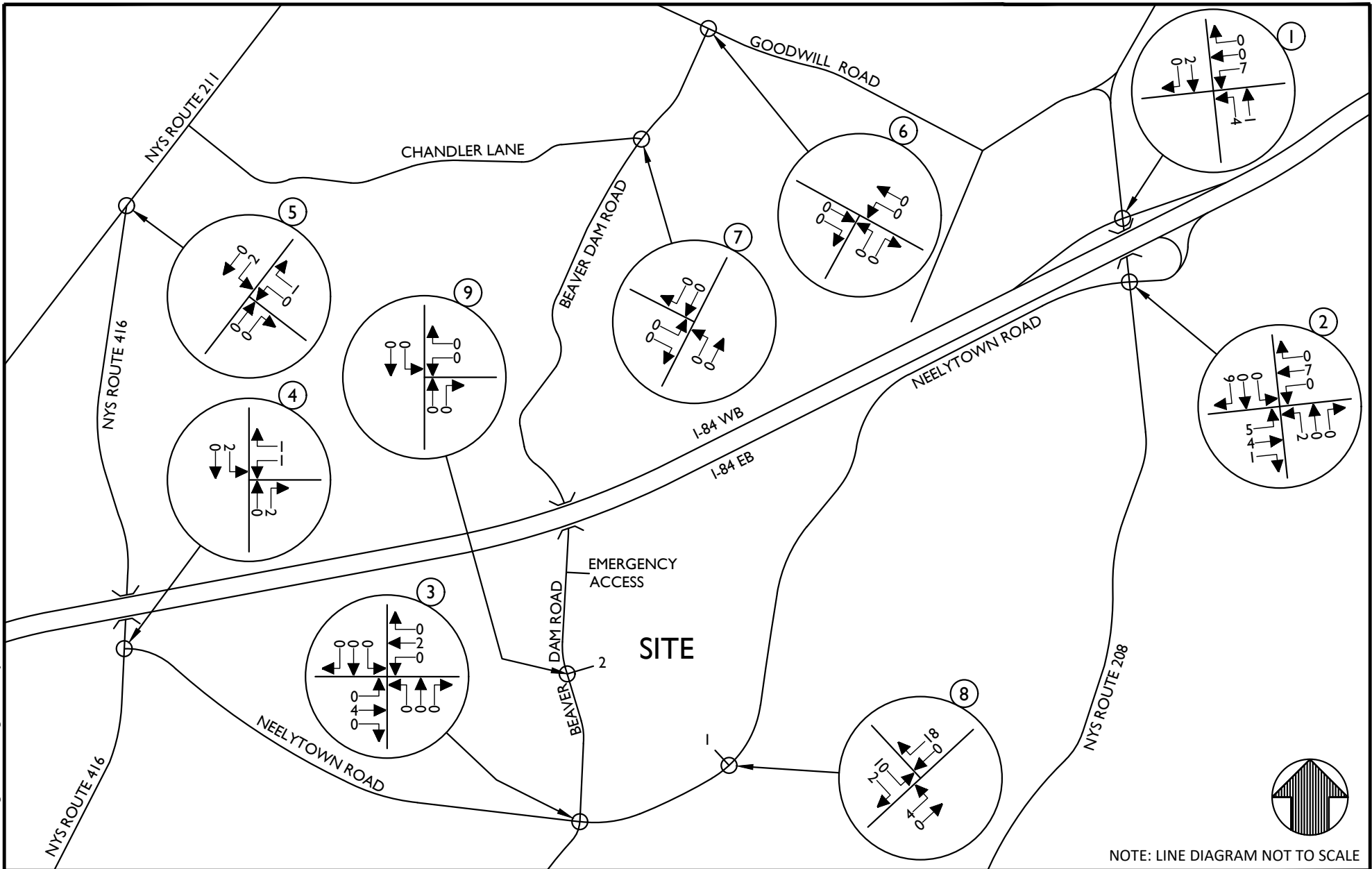
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PROJECT NUMBER:	DRAWING NAME:		
21000327A	240716PWG_FIGURE (1-33)		

SHEET TITLE:
SITE GENERATED TRAFFIC VOLUMES
PASSENGER CARS
SATURDAY PEAK HOUR

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1	7/16/24	PGOTTHELF	ISSUED FOR PERMITTING
2	7/16/24	PGOTTHELF	REVISED TO ADD TRUCK VOLUMES
3	7/16/24	PGOTTHELF	REVISED TO ADD TRUCK VOLUMES
4	7/16/24	PGOTTHELF	REVISED TO ADD TRUCK VOLUMES
5	7/16/24	PGOTTHELF	REVISED TO ADD TRUCK VOLUMES
6	7/16/24	PGOTTHELF	REVISED TO ADD TRUCK VOLUMES
7	7/16/24	PGOTTHELF	REVISED TO ADD TRUCK VOLUMES
8	7/16/24	PGOTTHELF	REVISED TO ADD TRUCK VOLUMES
9	7/16/24	PGOTTHELF	REVISED TO ADD TRUCK VOLUMES

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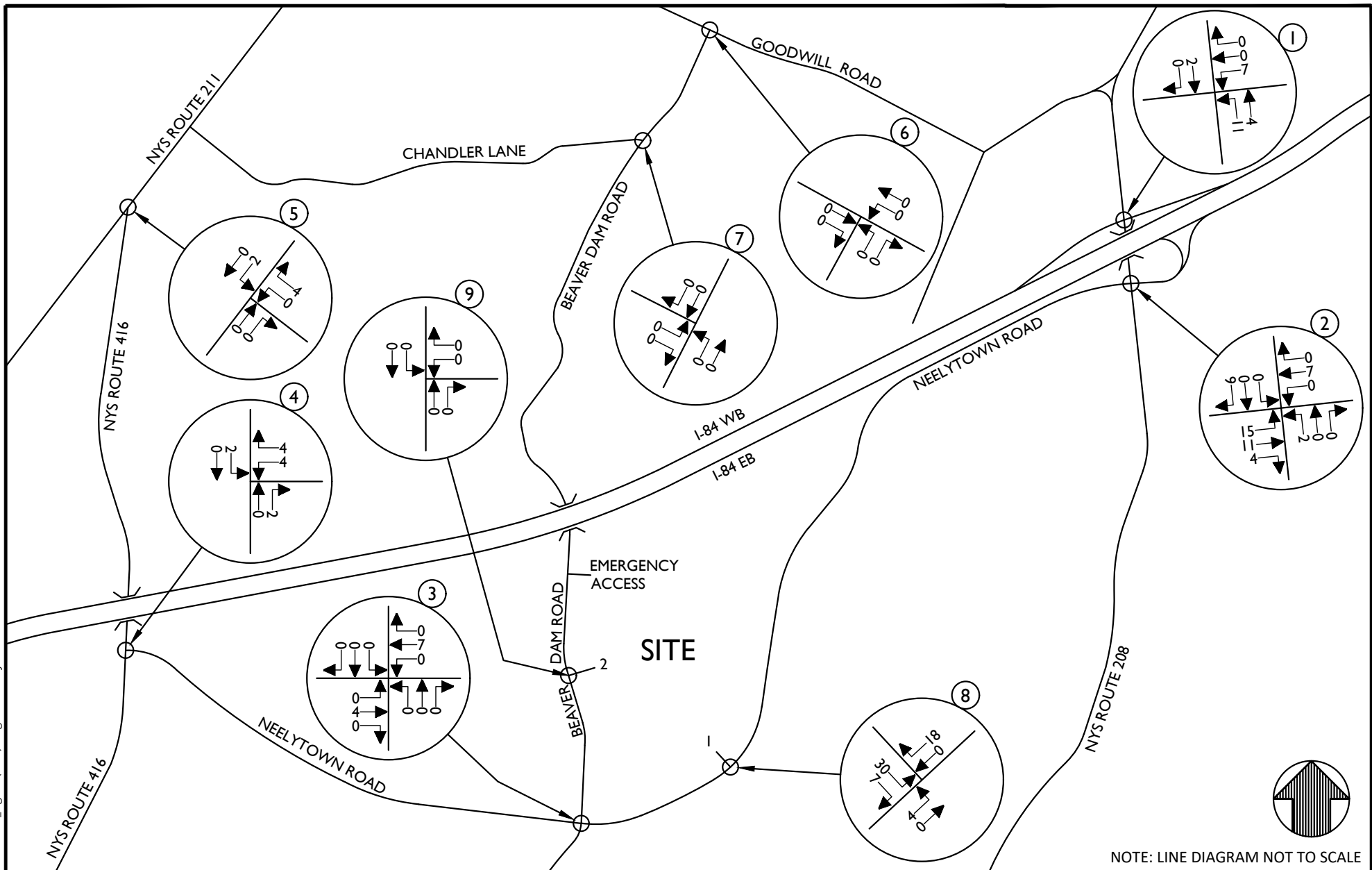
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SCALE: AS SHOWN DATE: 7/16/24 DRAWN BY: P.W.G. CHECKED BY: R.R.

PROJECT NUMBER: 21000327A DRAWING NAME: 240716PWG_FIGURE (1-33)

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WEEKDAY PEAK AM HOUR

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2	7/16/24	P.W.G.	Revised Design
3	7/16/24	P.W.G.	Final Design
4	7/16/24	P.W.G.	Final Design
5	7/16/24	P.W.G.	Final Design
6	7/16/24	P.W.G.	Final Design
7	7/16/24	P.W.G.	Final Design
8	7/16/24	P.W.G.	Final Design
9	7/16/24	P.W.G.	Final Design

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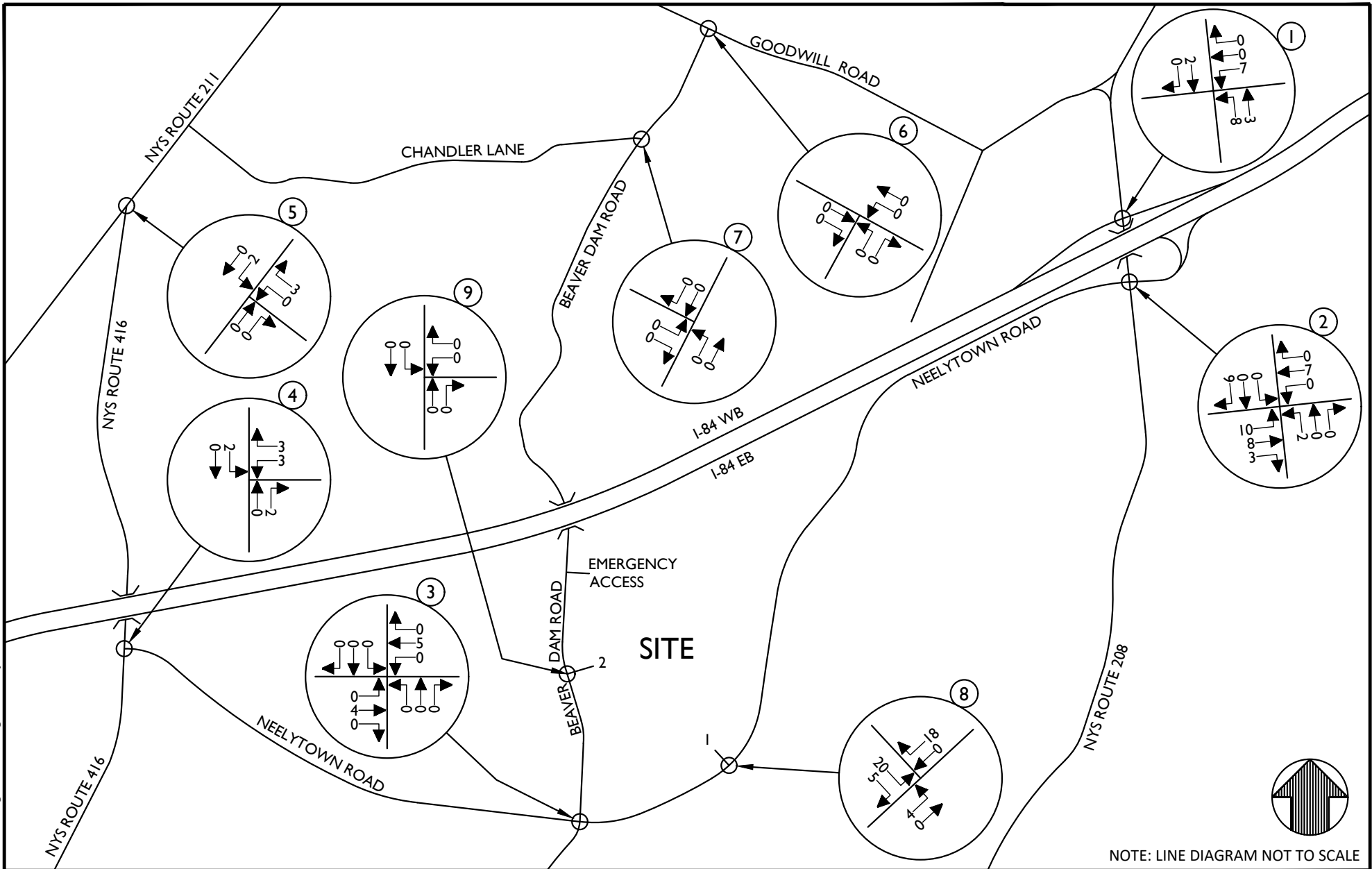
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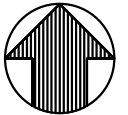
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PROJECT NUMBER:	21000327A	DRAWING NAME:	240716PWG_FIGURE (1-33)

SHEET TITLE:
SITE GENERATED TRAFFIC VOLUMES
TRUCKS
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
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2	7/16/24	P.W.G.	FOR NEELYTOWN BUSINESS PARK
3	7/16/24	P.W.G.	TOWN OF MONTGOMERY
4	7/16/24	P.W.G.	ORANGE COUNTY
5	7/16/24	P.W.G.	NEW YORK

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FOR
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BUSINESS PARK

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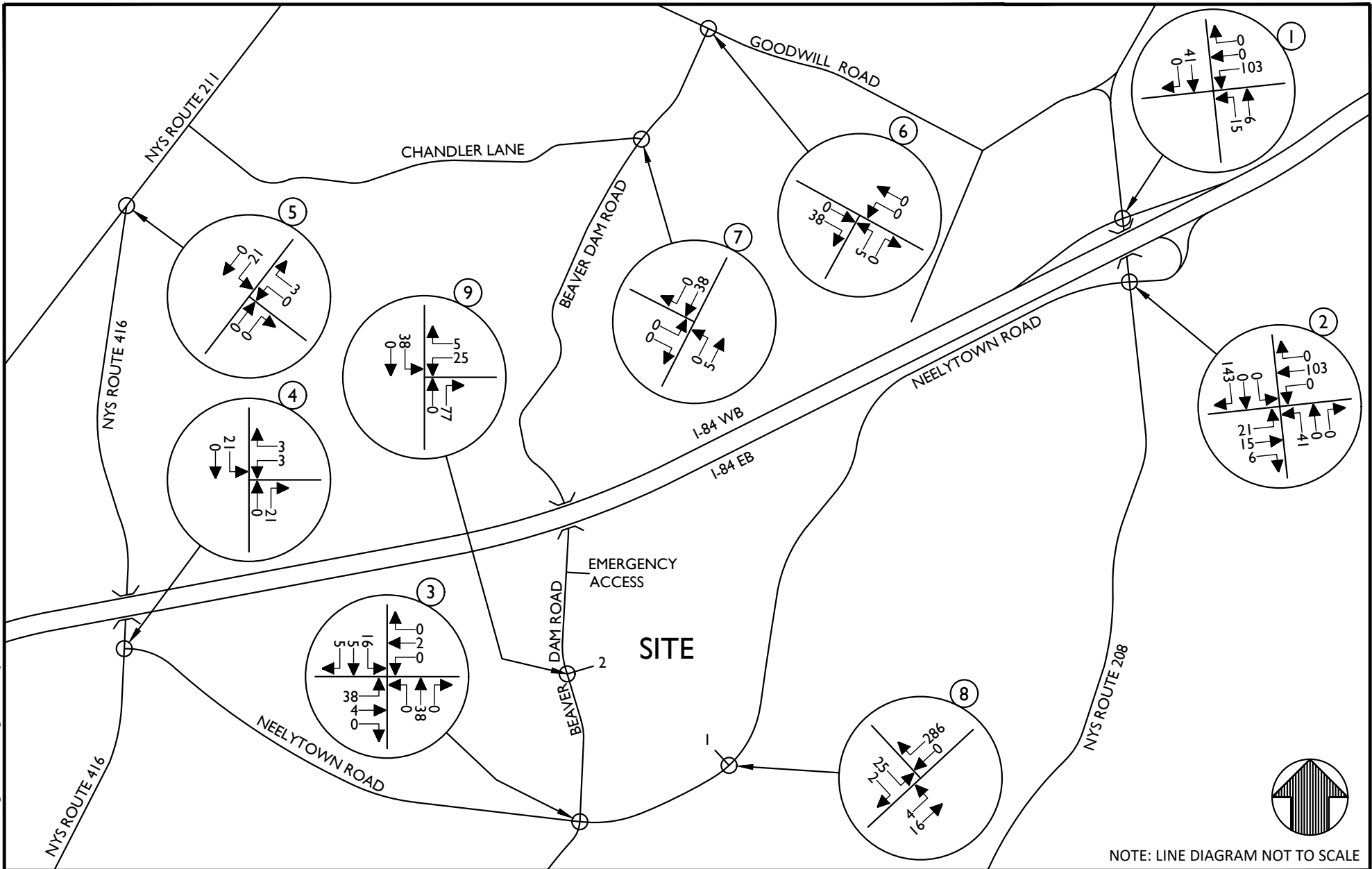
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AS SHOWN	7/16/24	P.W.G.	R.R.
PROJECT NUMBER:	21000327A	DRAWING NAME:	240716PWG_FIGURE (1-33)

SHEET TITLE:
SITE GENERATED TRAFFIC VOLUMES
TRUCKS
SATURDAY PEAK HOUR

SHEET NUMBER:
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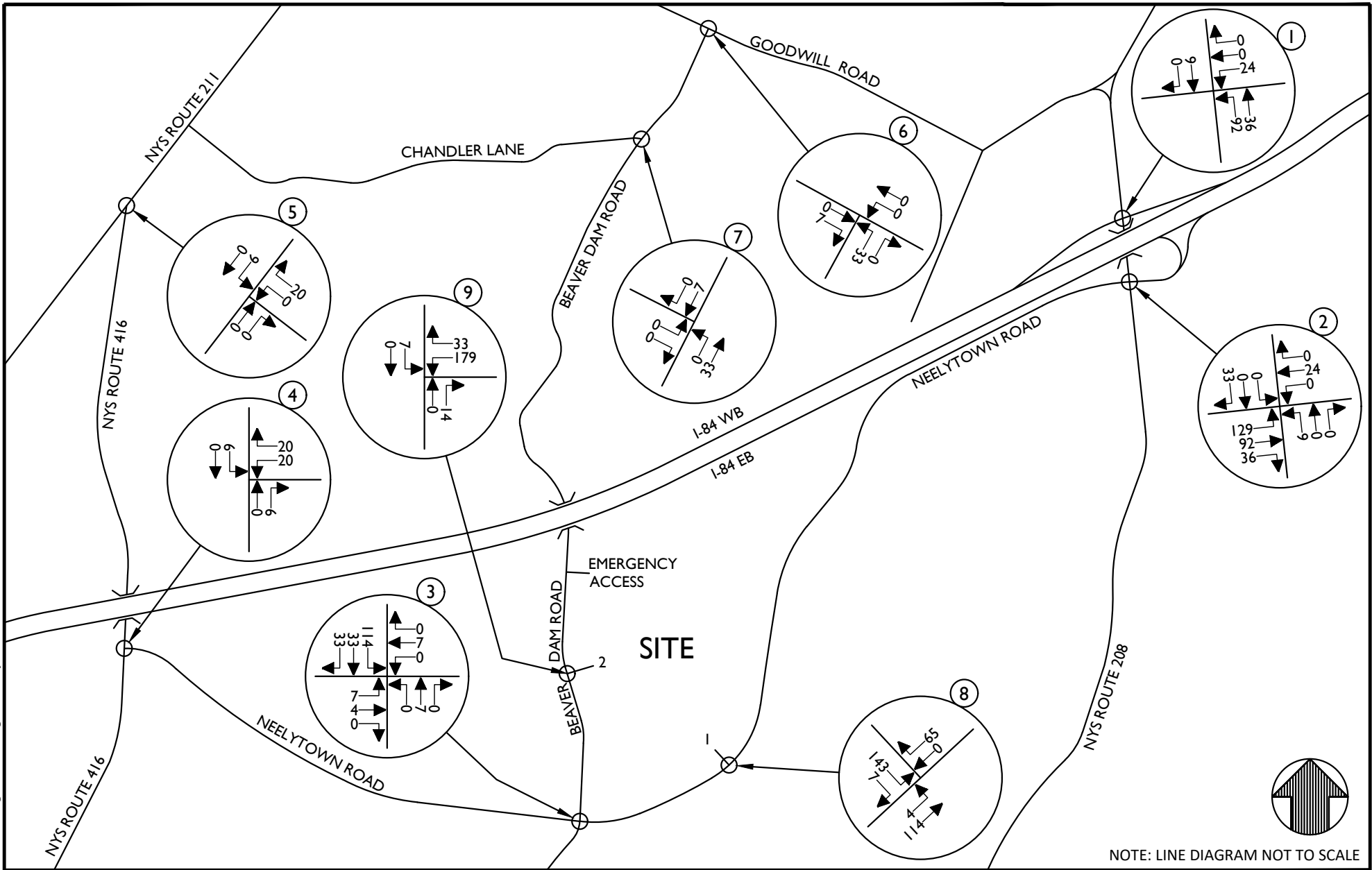
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PROJECT NUMBER:	21000327A	DRAWING NAME:	240716PWG_FIGURE (1-33)

SHEET TITLE:
TOTAL
SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
24 of 35



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1	7/16/24	P.W.G.	TRAFFIC IMPACT STUDY
2	7/16/24	P.W.G.	FOR NEELYTOWN BUSINESS PARK
3	7/16/24	P.W.G.	TOWN OF MONTGOMERY
4	7/16/24	P.W.G.	ORANGE COUNTY
5	7/16/24	P.W.G.	NEW YORK

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FOR
NEELYTOWN
BUSINESS PARK

TOWN OF MONTGOMERY
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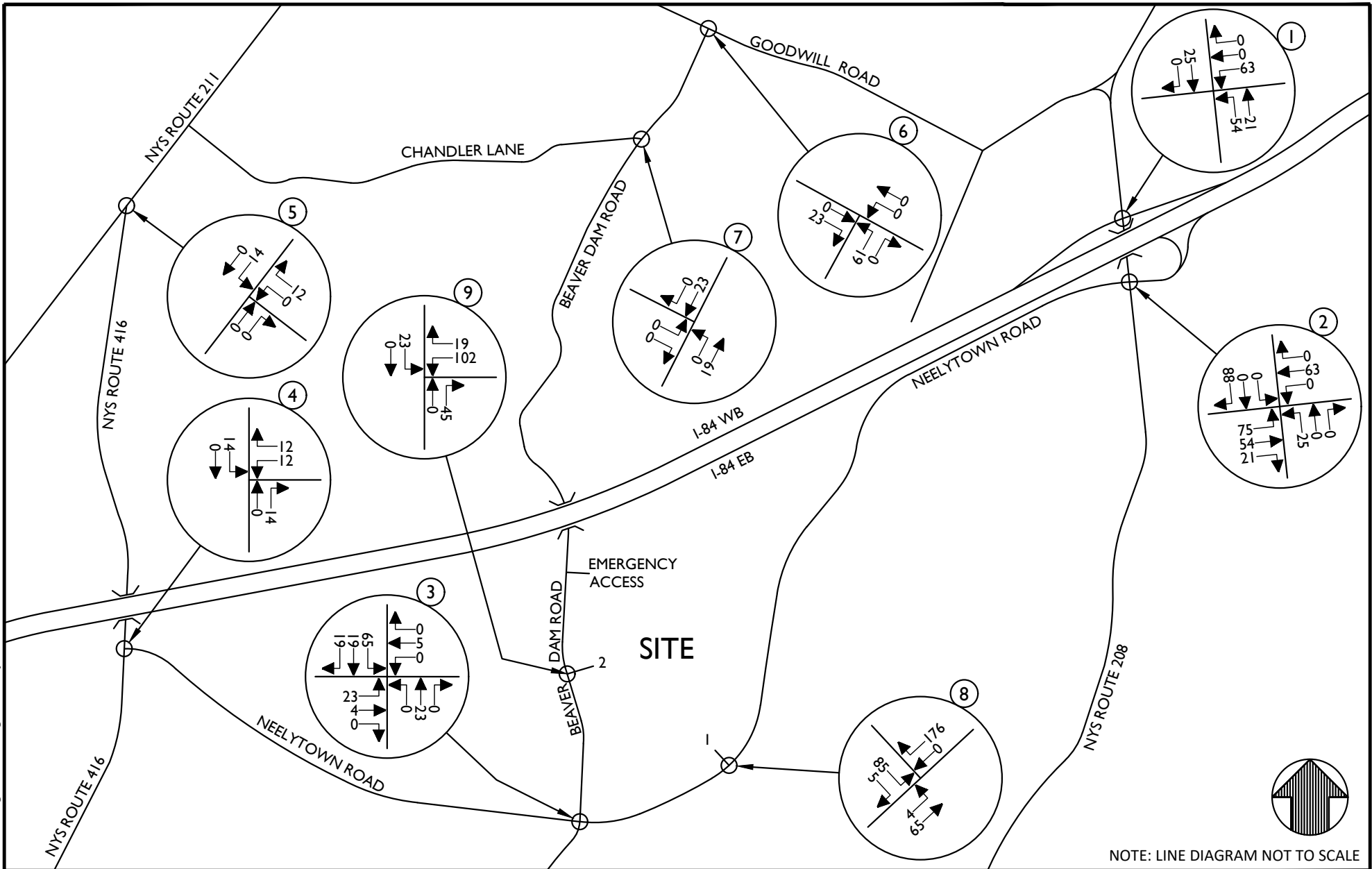
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WEEKDAY PEAK PM HOUR

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TRAFFIC IMPACT STUDY FOR NEELYTOWN BUSINESS PARK

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SITE GENERATED TRAFFIC VOLUMES
SATURDAY PEAK HOUR

SHEET NUMBER: 26 of 35

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

NEELYTOWN BUSINESS PARK	Entry				Exit				Total			
	HTGR (1)	Passenger Vehicles	Trucks	Total	HTGR (1)	Passenger Vehicles	Trucks	Total	HTGR (1)	Passenger Vehicles	Trucks	Total
Building 1 (850,000 S.F.)												
Weekday AM Peak Hour	0.36	290	16	306	0.05	33	10	43	0.41	323	26	349
Weekday PM Peak Hour	0.08	52	16	68	0.32	245	27	272	0.40	297	43	340
Saturday Peak Hour (2)	0.22	171	16	187	0.19	139	19	158	0.41	310	35	345
Building 2 (278,270 S.F.)												
Weekday AM Peak Hour	0.36	94	6	100	0.05	12	2	14	0.41	106	8	114
Weekday PM Peak Hour	0.08	16	6	22	0.32	80	10	90	0.40	96	16	112
Saturday Peak Hour (2)	0.22	55	6	61	0.19	46	6	52	0.41	101	12	113
Total (1,128,270 S.F.)												
Weekday AM Peak Hour	----	384	22	406	----	45	12	57	----	429	34	463
Weekday PM Peak Hour	----	68	22	90	----	325	37	362	----	393	59	452
Saturday Peak Hour (2)	----	226	22	248	----	185	25	210	----	411	47	458

(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 - 130 - INDUSTRIAL PARK - PEAK HOUR OF GENERATOR.

(2) ITE HAS LIMITED STUDIES ON SATURDAY (2 STUDIES).
AS A RESULT THE AVERAGE OF THE WEEKDAY AM AND PM PEAK HOURS WERE USED TO DETERMINE THE SATURDAY PEAK MIDDAY HOUR

Cardinal Health Expansion

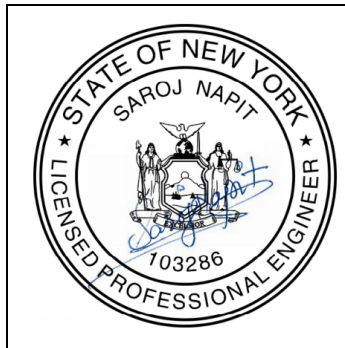
Neelytown Road Cardinal Health NEDC Expansion

TRAFFIC ANALYSIS REPORT

Prepared By:

KC Engineering and Land Surveying, PC
7 Penn Plaza, Suite 1604
New York, NY 10001-3974

May 2022



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Table 4. Heavy Vehicles Percentage for PM Peak Period

Approach	Movement	Existing No-Build Out	Proposed Build-Out 2021	Proposed Build-Out ETC+5	Proposed Build-Out ETC+10	Build-Out During Construction
		HV	HV	HV	HV	HV
Eastbound Neelytown Rd (CR 99)	Left	100%	100%	100%	100%	100%
	Thru	9%	9%	10%	9%	9%
	Right	0%	0%	0%	0%	0%
Westbound Neelytown Rd (CR 99)	Left	92%	95%	92%	92%	92%
	Thru	19%	17%	18%	18%	19%
	Right	80%	80%	80%	80%	80%
Northbound Cardinal Health Driveway	Right	0%	100%	100%	100%	100%
Southbound UNFI Driveway	Left	33%	33%	33%	33%	33%
	Right	0%	0%	0%	0%	0%

Table 5. Peak Hour Factor (PHF) for AM and PM peak hour

PHF	Existing No-Build Out	Proposed Build-Out 2021	Proposed Build-Out ETC+5	Proposed Build-Out ETC+10	Build-Out During Construction
AM	0.87	0.95	0.95	0.95	0.89
PM	0.81	0.89	0.90	0.90	0.83

Major observations during turning movement counts are as follows:

- o Vehicular traffic movement on westbound Neelytown Rd is generally higher than eastbound Neelytown Rd during AM and vice-versa.
- o Truck movements on both eastbound and westbound were high.
- o There were no pedestrian movements observed.

3. Trip Generation Analysis

The trip generation analysis was performed using the data provided by Cardinal Health (refer to Appendix C). As confirmed by Cardinal Health, there will be an additional 14 trucks per day utilizing the proposed leg. For the analysis, it was assumed that there will be an additional 14 trucks during both the AM peak period and during the PM peak period, as shown in Table 1 and Table 2 above. Regarding this newly added 14 trucks, the following assumptions have been considered:

- 7 inbound trucks for both AM and PM Peak Hour (Refer to Appendix C).
- 7 outbound trucks for both AM and PM Peak Hour (Refer to Appendix C).
- The directional distribution for 7 inbound trucks during AM Peak hour is 23% for eastbound vehicles and 77% for westbound vehicles based on the existing travel pattern on Neelytown Road.
- The directional distribution for 7 inbound trucks during PM Peak hour is 0% for eastbound vehicles and 100% for westbound vehicles based on the existing travel pattern on Neelytown Road.
- Since the northbound is restricted to turn right only, all 7 outbound trucks will be turning right.

For AM Peak Hour,

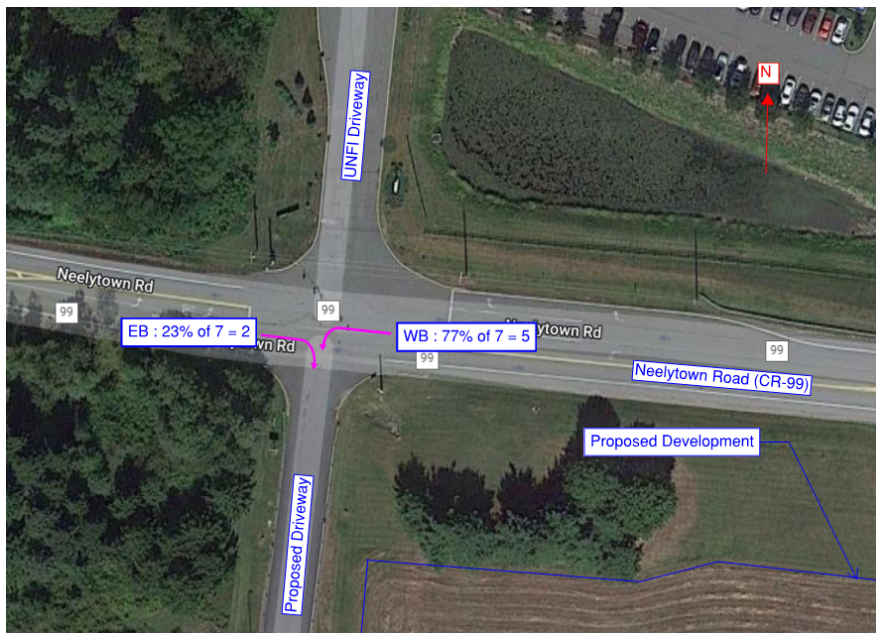
7 inbound trucks are assigned as:

Trucks coming from east bound = 23% of 7 = 2

Trucks coming from west bound = 77% of 7 = 5

Therefore, 2 trucks are added to the east bound right traffic and 5 trucks are added to the west bound left traffic at Neelytown Rd (CR 99) for build-out AM Peak Hour Volume (See Figure 2).

Figure 2. New Trucks Distribution during AM peak hour - Inbound



For PM Peak Hour,

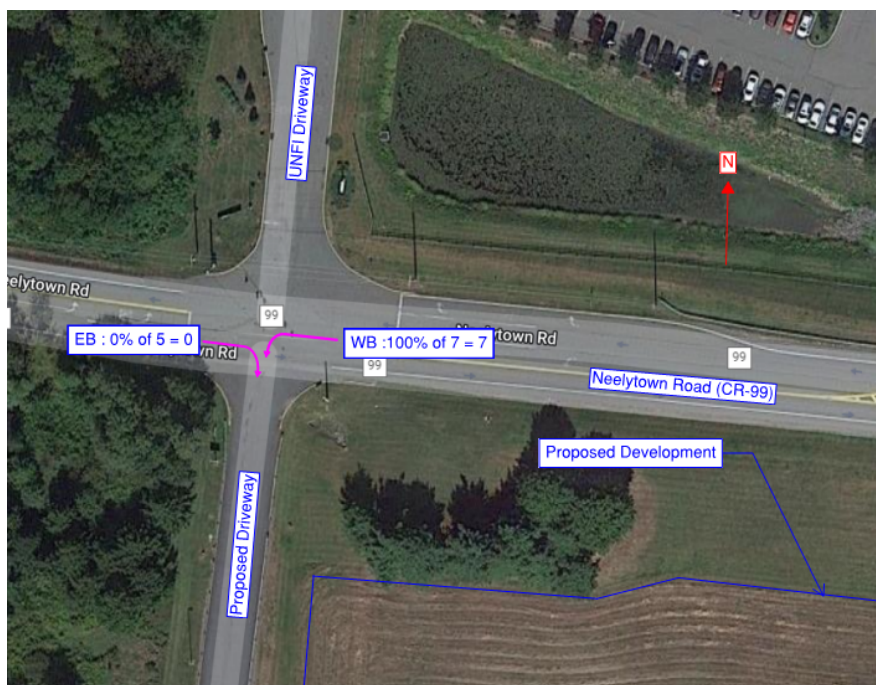
7 inbound trucks are assigned as:

Trucks coming from east bound = 0% of 7 = 0

Trucks coming from west bound = 100% of 7 = 7

Therefore, there will be no trucks added to the east bound right traffic and 7 trucks are added to the west bound left traffic at Neelytown Rd (CR 99) for build-out PM Peak Hour Volume (See Figure 3).

Figure 3. New Trucks Distribution during PM peak hour - Inbound



Out of 62 newly added vehicles due to proposed expansion and as a result, 63 new parking spaces are proposed at the east of the project. Out of 62 newly added trips due to proposed expansion, 41 trips are allocated for Shift 1 and 21 trips for Shift 2. Regarding the trip distribution and traffic assignment analysis, the following assumptions have been considered:

- 41 inbound traffic for AM Peak Hour is outbound vehicles for PM Peak Hour.
- 21 inbound traffic for PM Peak Hour is outbound vehicles for AM Peak Hour.
- The directional distribution for AM Peak hour is 60% for westbound vehicles and 40% for eastbound vehicles based on the existing travel pattern on Neelytown Road.
- The directional distribution for PM Peak hour is 55% for eastbound vehicles and 45% for westbound vehicles based on the existing travel pattern on Neelytown Road.

Table 6. Additional Employee Parking Lot Trip Distribution

Time Period	Entry	Exit
AM Peak Hour	41	21
PM Peak Hour	21	41

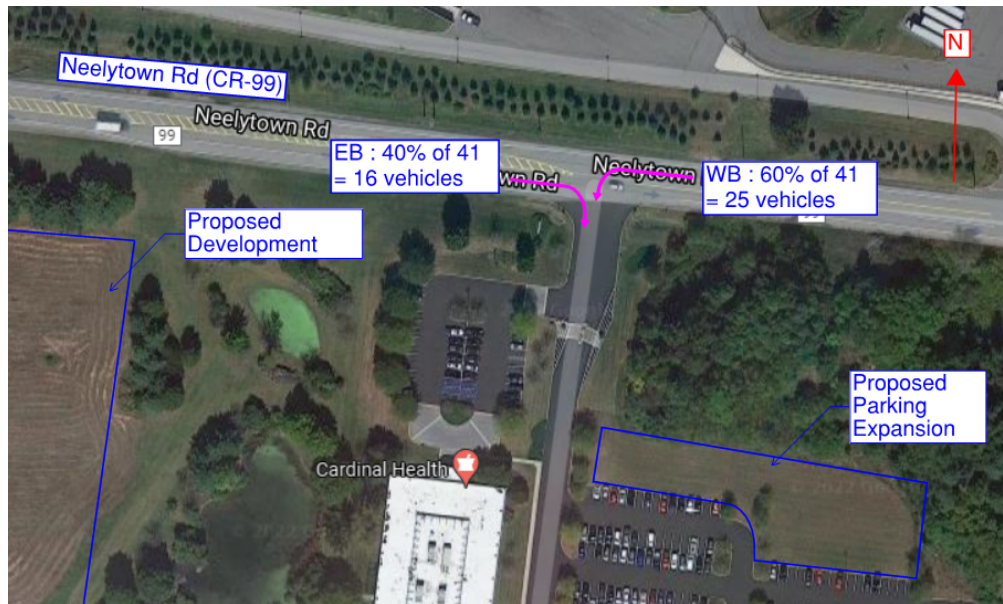
41 inbound trips are assigned during AM Peak Hour as:

Traffic coming from east bound = 40% of 41 = 16

Traffic coming from west bound = 60% of 41 = 25

Therefore, 16 vehicles are added to the east bound thru traffic at Neelytown Rd (CR 99) for build-out AM Peak Hour Volume (See Figure 4).

Figure 4. Additional Employee Parking Lot Trips during AM - Inbound



For PM Peak Hour, it is assumed that the number of inbound vehicles arriving from the west during AM Peak hour is equal to the number of outbound vehicles returning to the west during PM Peak hour. Therefore, 16 vehicles are added to the westbound thru traffic at Neelytown Rd (CR 99) for build-out PM Peak Hour volume (See Figure 5)

Figure 5. Additional Employee Parking Lot Trips during PM - Outbound



21 inbound trips during PM Peak Period are assigned as:

Traffic coming from east bound = 55% of 21 = 12

Traffic coming from west bound = 45% of 21 = 9

Therefore, 12 vehicles are added to the east bound thru traffic at Neelytown Rd (CR 99) for build-out AM Peak Hour volume (See Figure 6).

Figure 6. Additional Employee Parking Lot Trips during PM - Inbound



For AM Peak Hour, it is assumed that the number of inbound vehicles arriving from the west during PM Peak hour is equal to the number of outbound vehicles returning to the east during AM Peak hour. Therefore, 12 vehicles are added to the westbound thru traffic at Neelytown Rd (CR 99) for build-out AM Peak Hour volume (See Figure 7)

Figure 7. Additional Employee Parking Lot Trips during AM - Outbound



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Traffic Impact Study

April 4, 2023

Rowley Development
Colonel Foster Drive
Town of Montgomery, Orange County, New York

Prepared for:

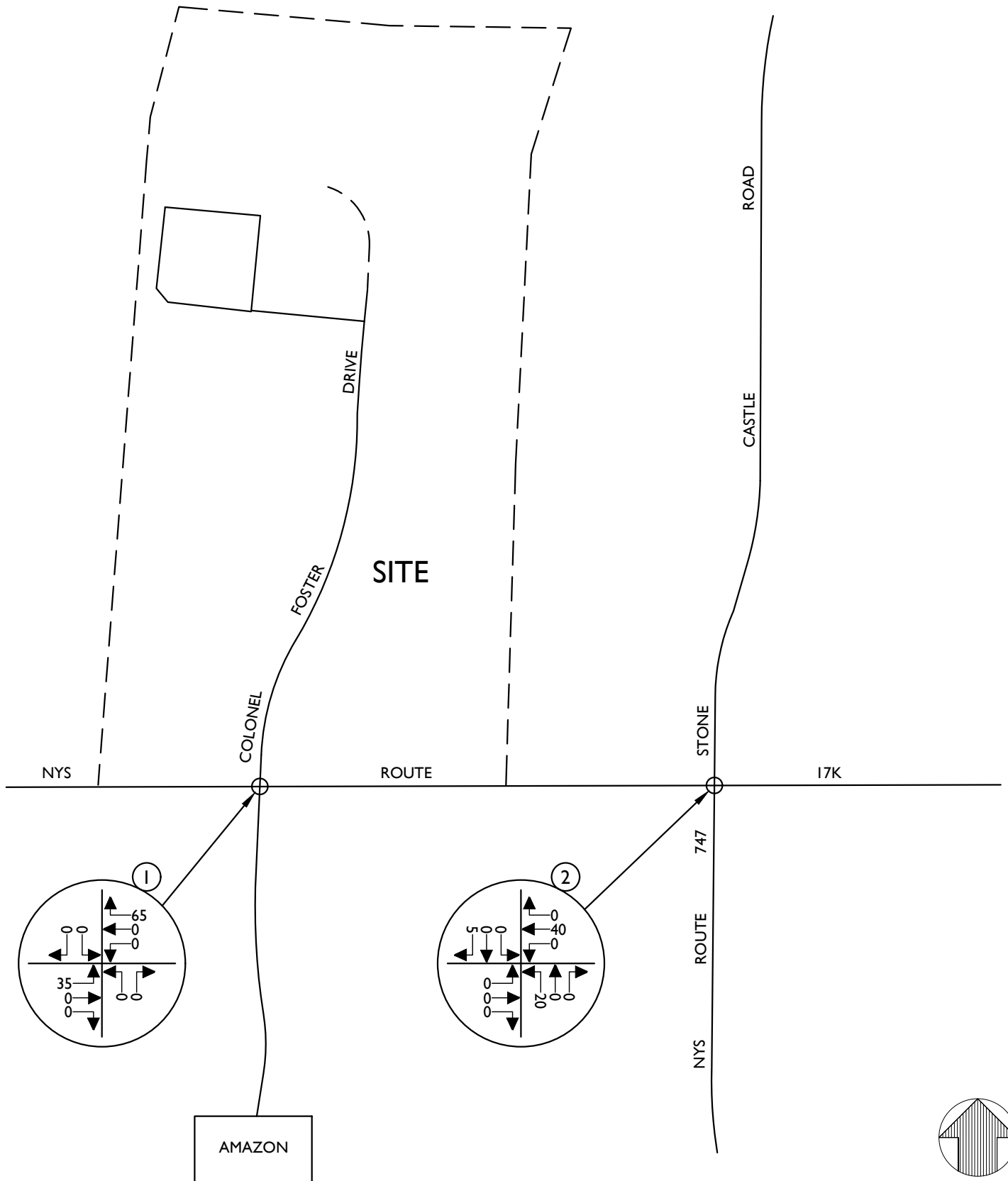
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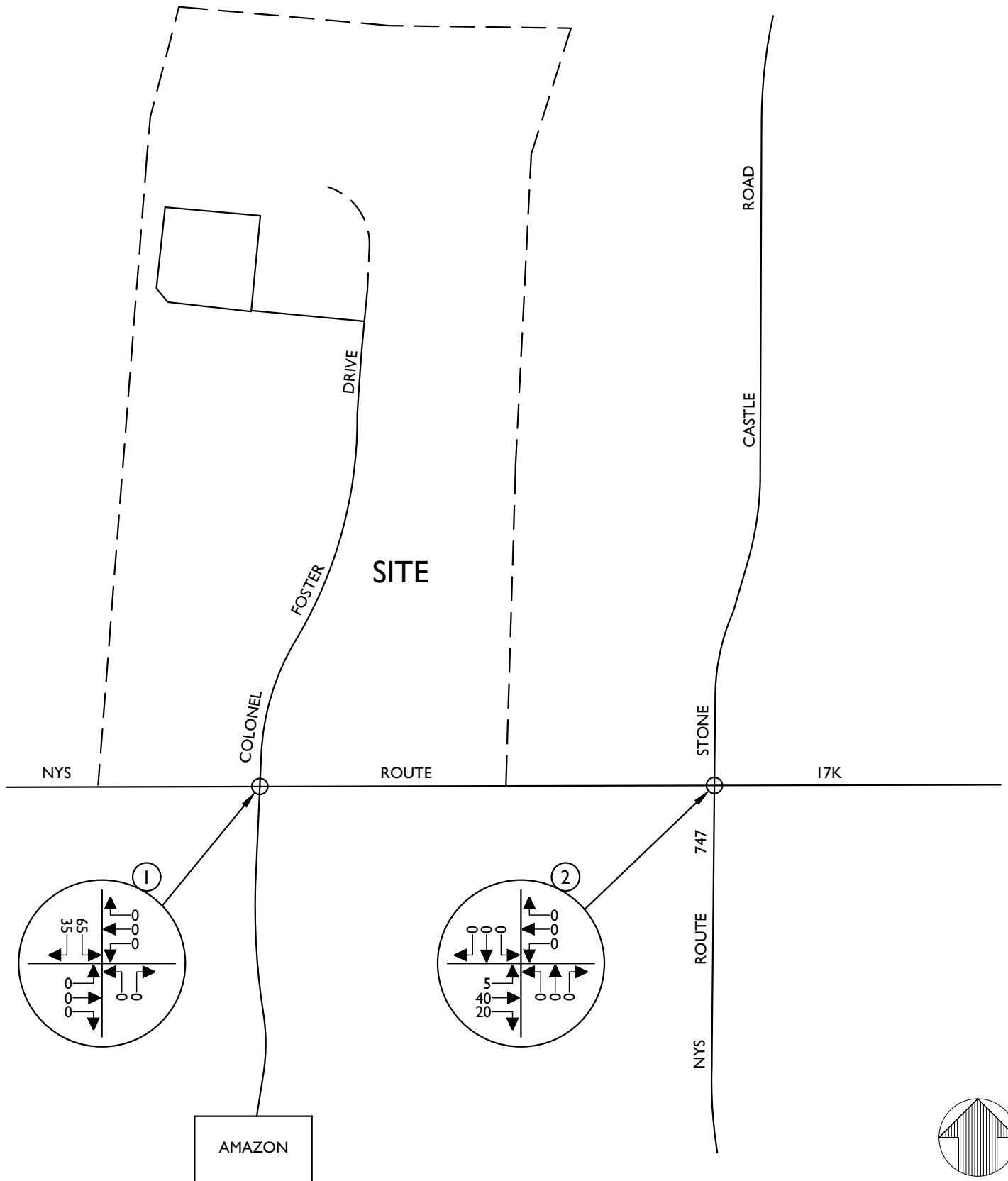
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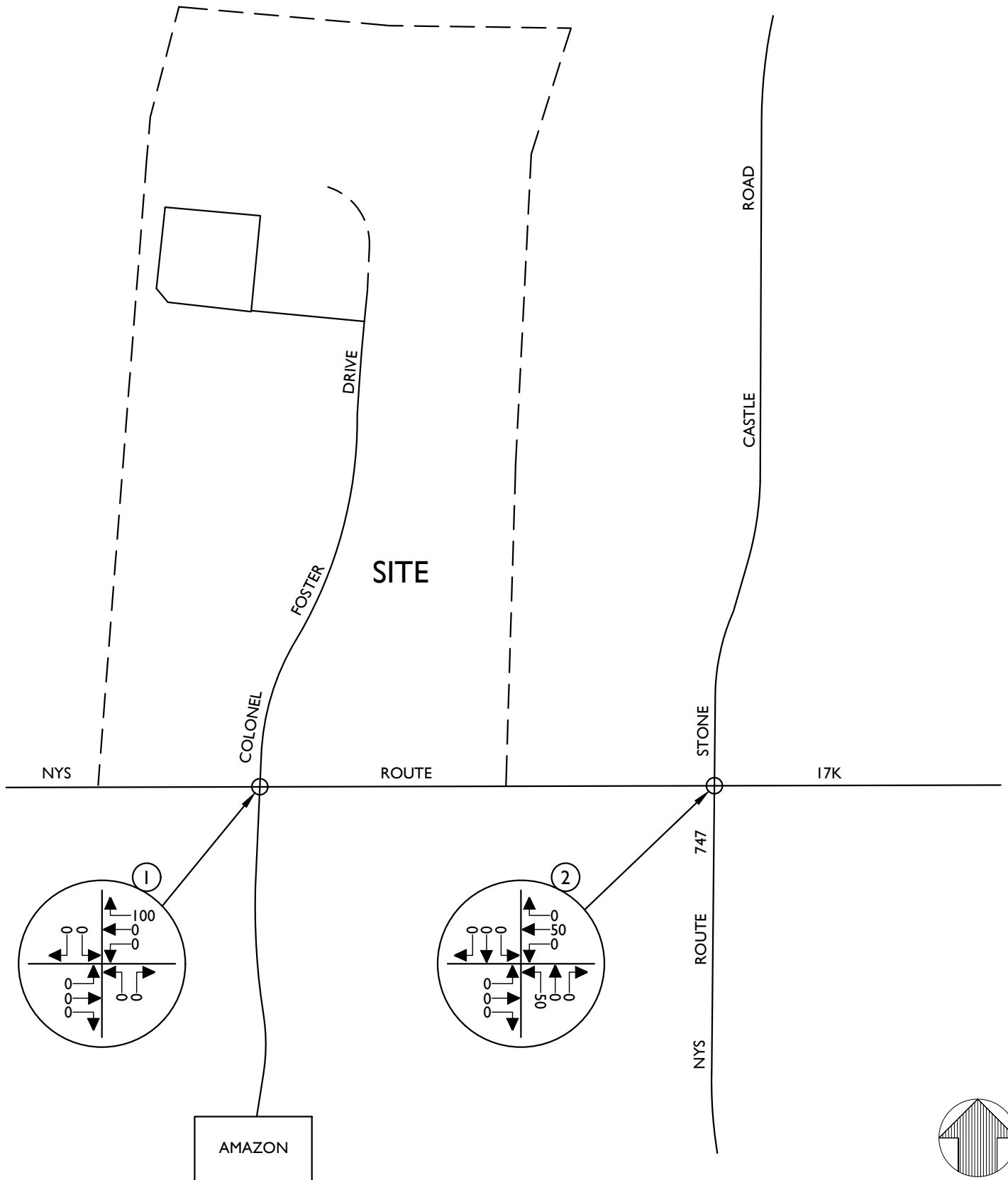
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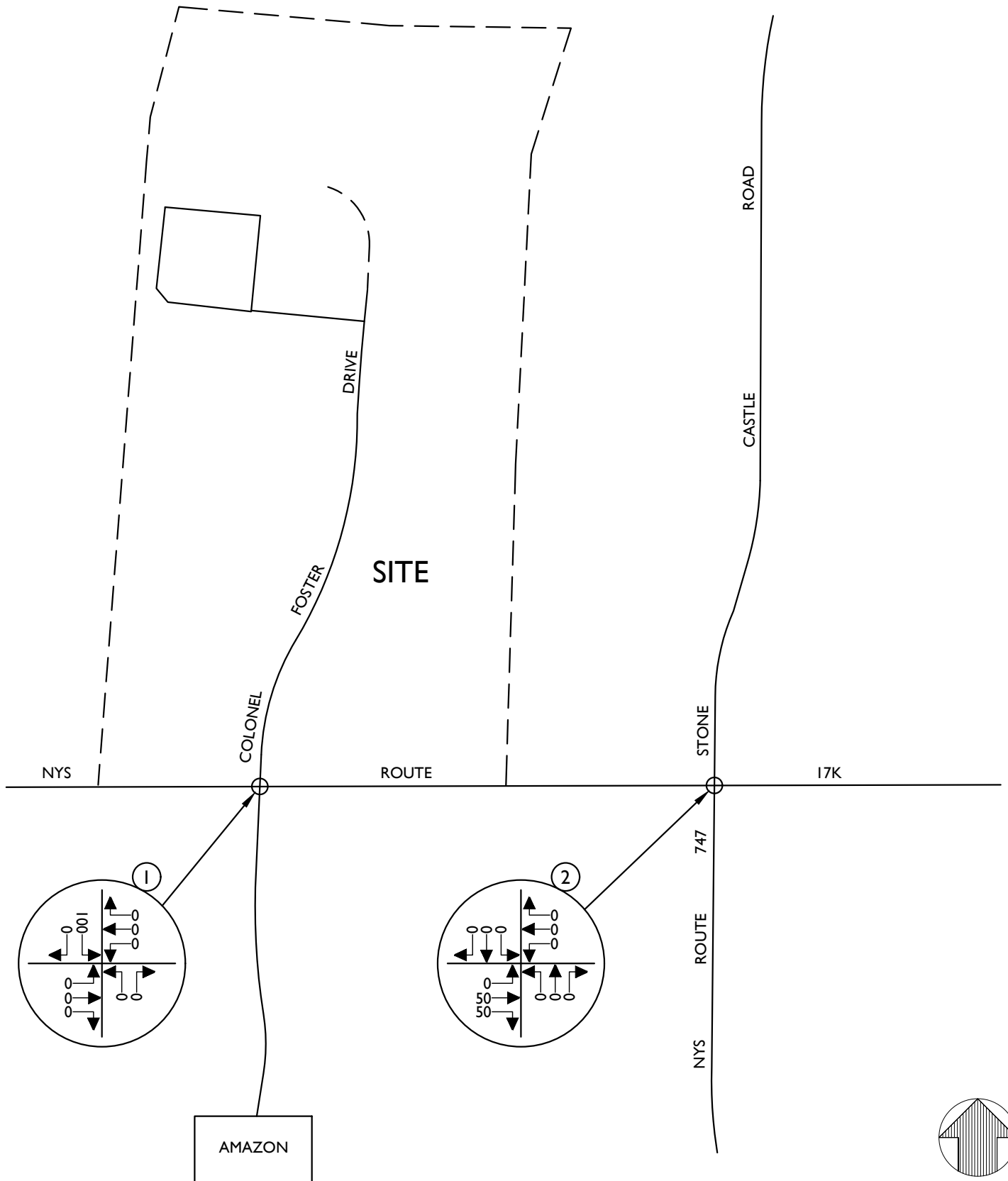
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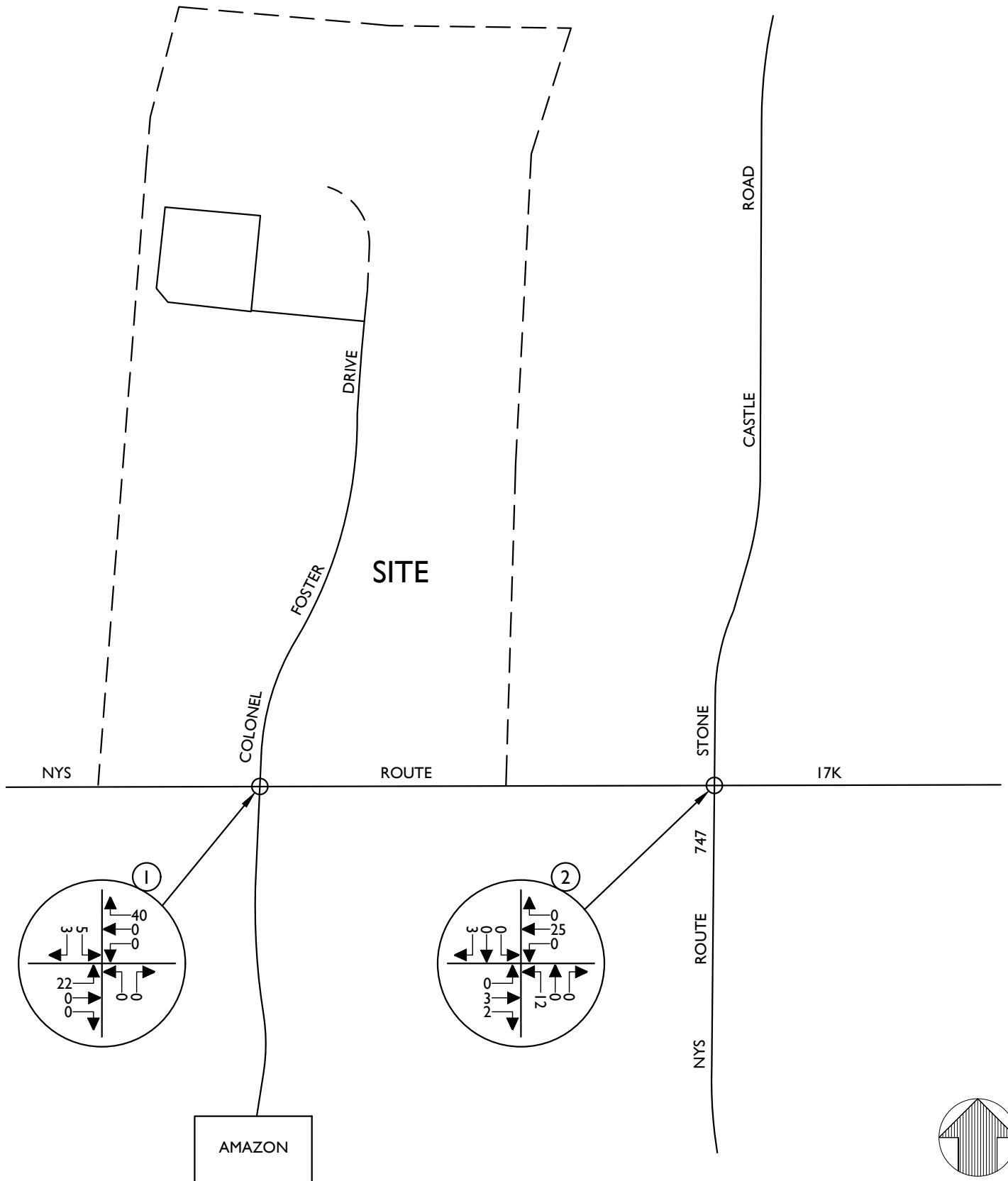
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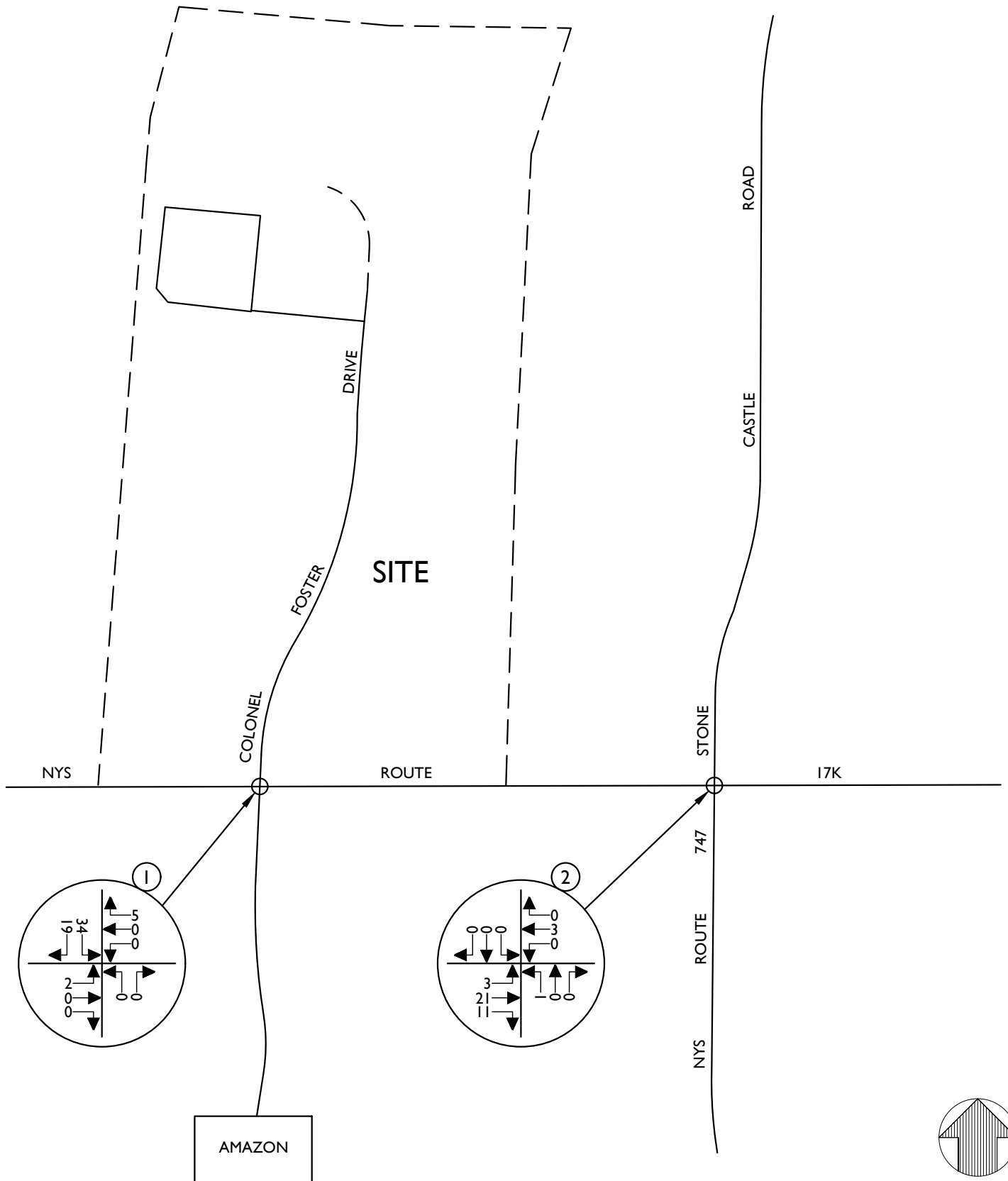
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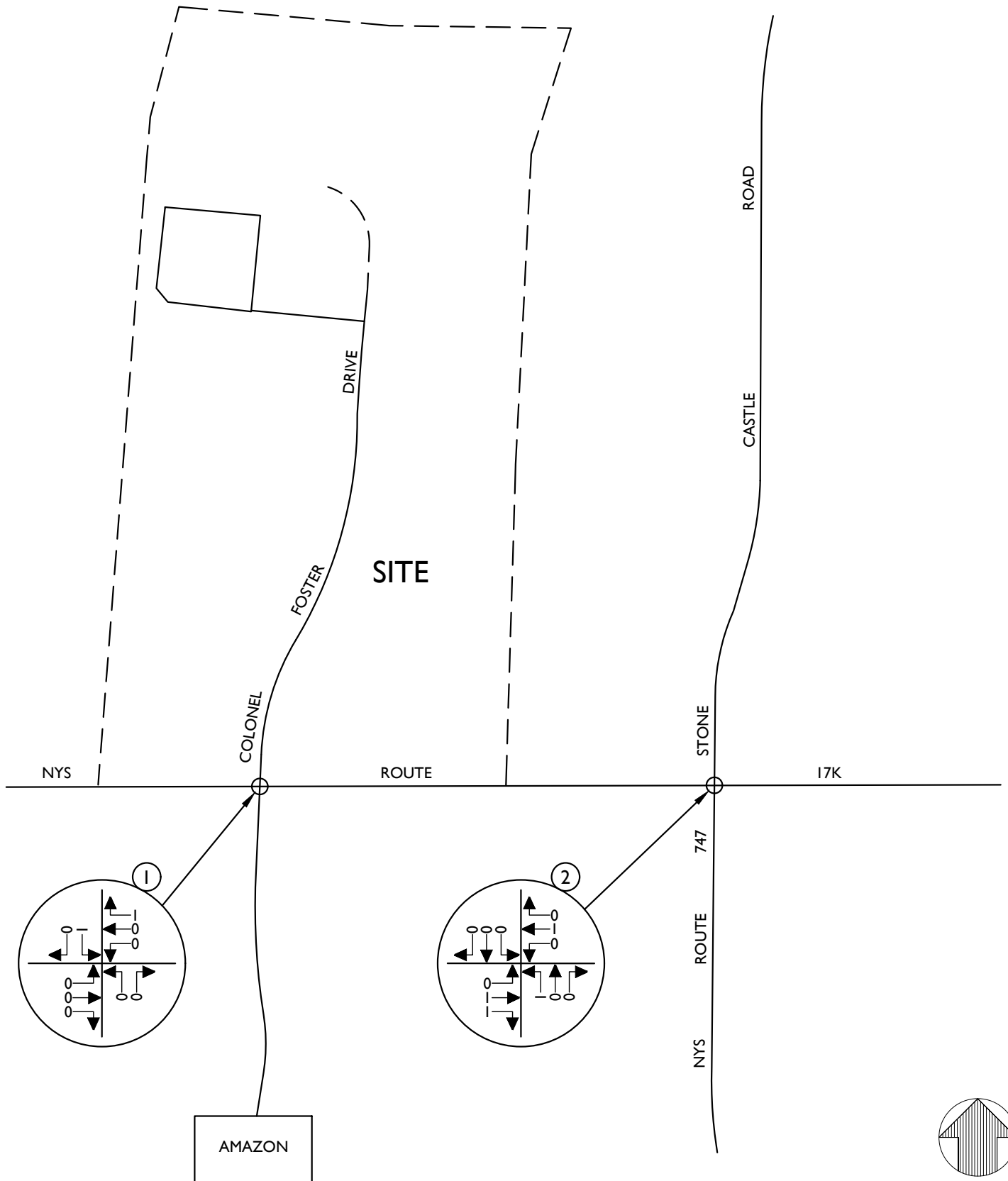
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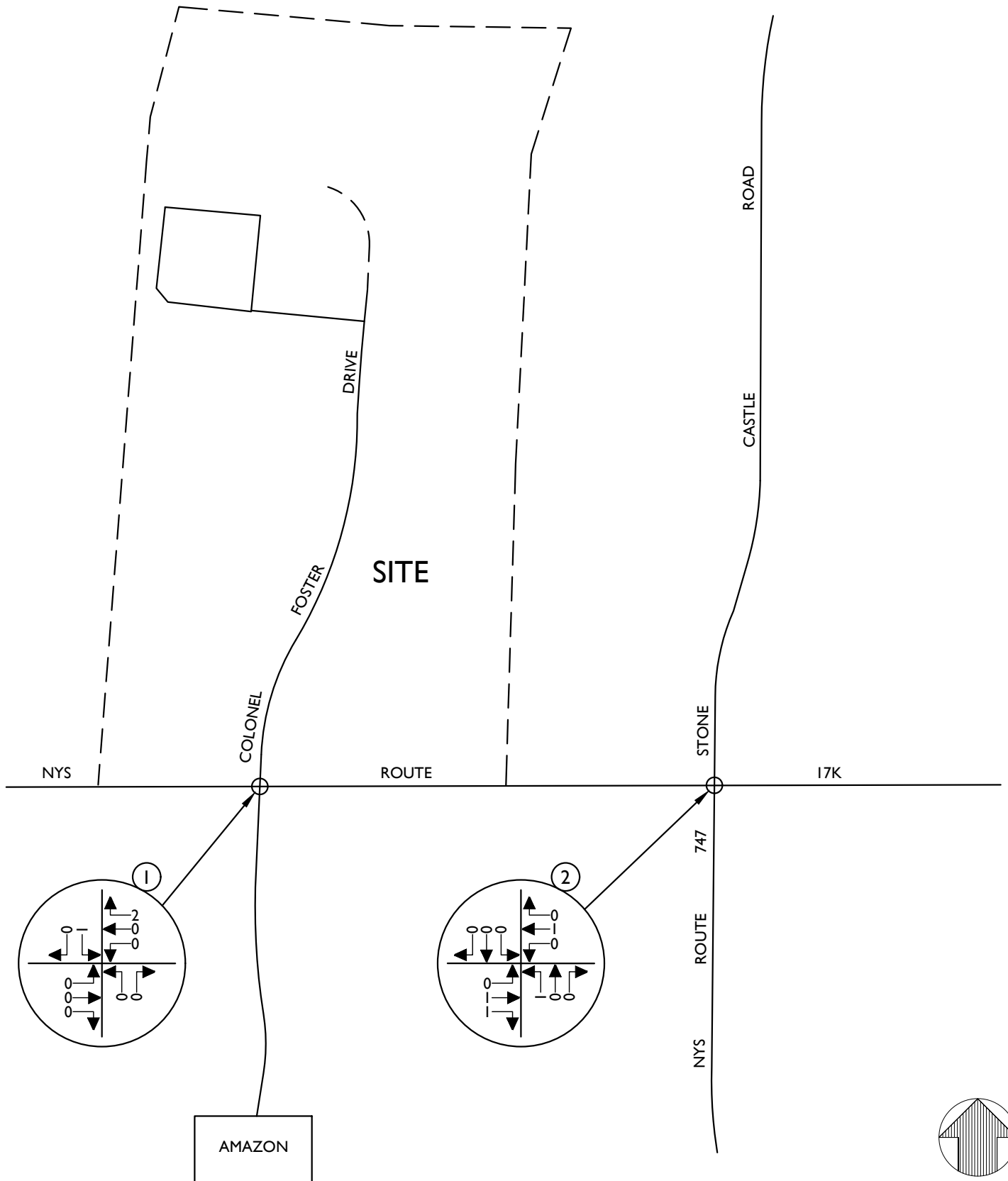
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22012292A	230131RH_FIGURE		

SHEET TITLE:	FIELD BOOK:	PAGE:
SITE GENERATED TRAFFIC VOLUMES WEEKDAY PEAK AM HOUR (TRUCKS)		

SHEET NUMBER:	16
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PROJECT NUMBER:	DRAWING NAME:		
22012292A	230131RH_FIGURE		

SHEET TITLE:	FIELD BOOK:	PAGE:
SITE GENERATED TRAFFIC VOLUMES WEEKDAY PEAK PM HOUR (TRUCKS)		

SHEET NUMBER:

17

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

Rowley Development Town of Montgomery, Orange County	Entry				Exit			
	HTGR ¹	Passenger Car Volume	Truck Volume	Total Volume	HTGR ¹	Passenger Car Volume	Truck Volume	Total Volume
Warehouse (96,700 Sq. Ft.)								
Peak AM Hour	0.64	62	1	63	0.08	8	1	9
Peak PM Hour	0.07	7	2	9	0.55	53	1	54

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 - 110 - GENERAL LIGHT INDUSTRIAL IS USED FOR PASSENGER VEHICLE TRIPS & ITE LAND USE CODE - 150 - WAREHOUSING IS USED FOR TRUCK TRIPS.

Forest Fun Aerial Adventure Park

Traffic Impact Study


February 15, 2024

Forest of Fun Aerial Adventure Park – NYS Route 208
Town of Montgomery, Orange County, New York

Prepared for:

Forest of Fun Aerial Adventure Park
1174 Sussex Road
Teaneck, NJ 07666

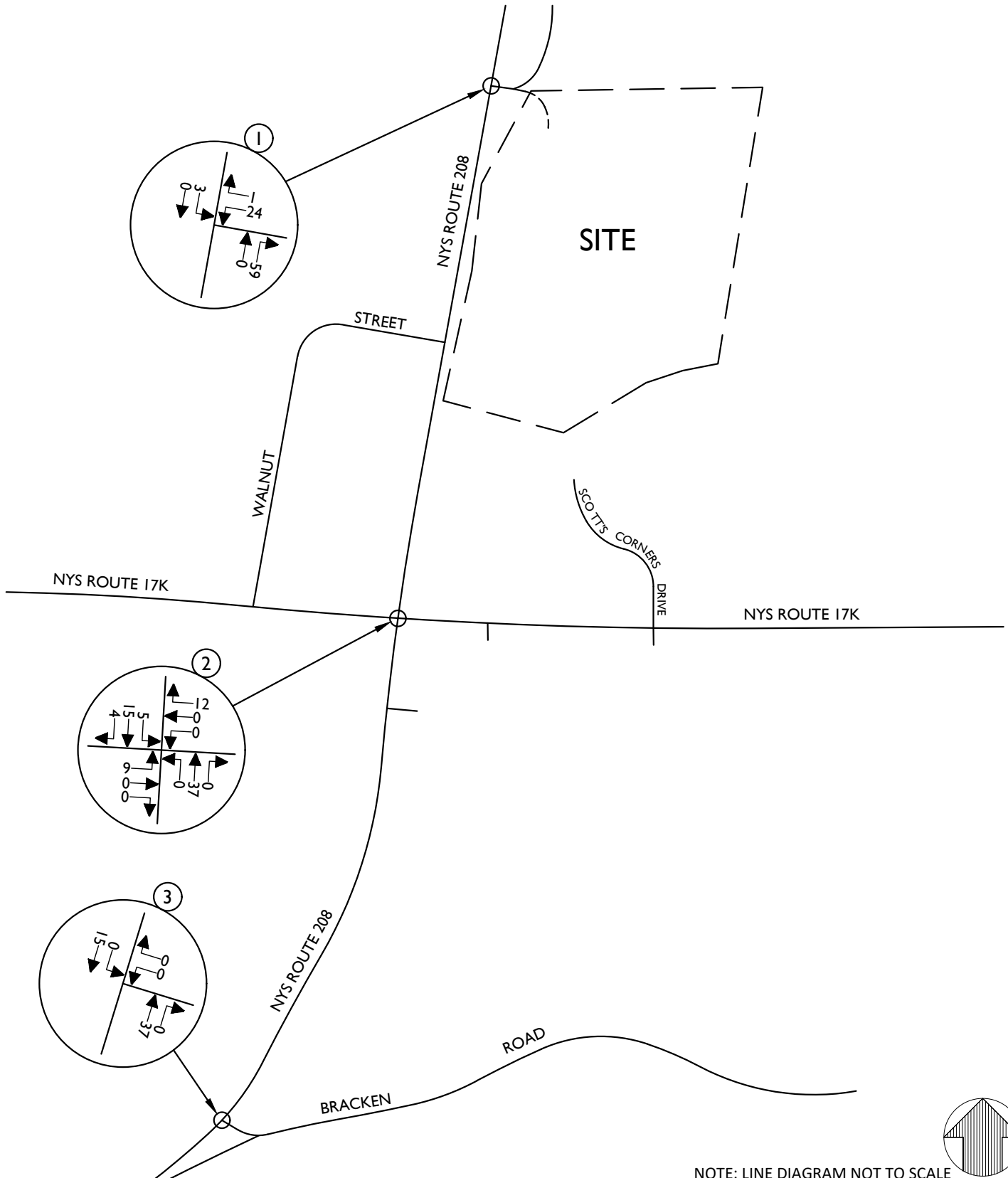
Prepared by:



Philip J. Grealy, Ph.D., P.E.
New York Professional Engineer
License No. 59858

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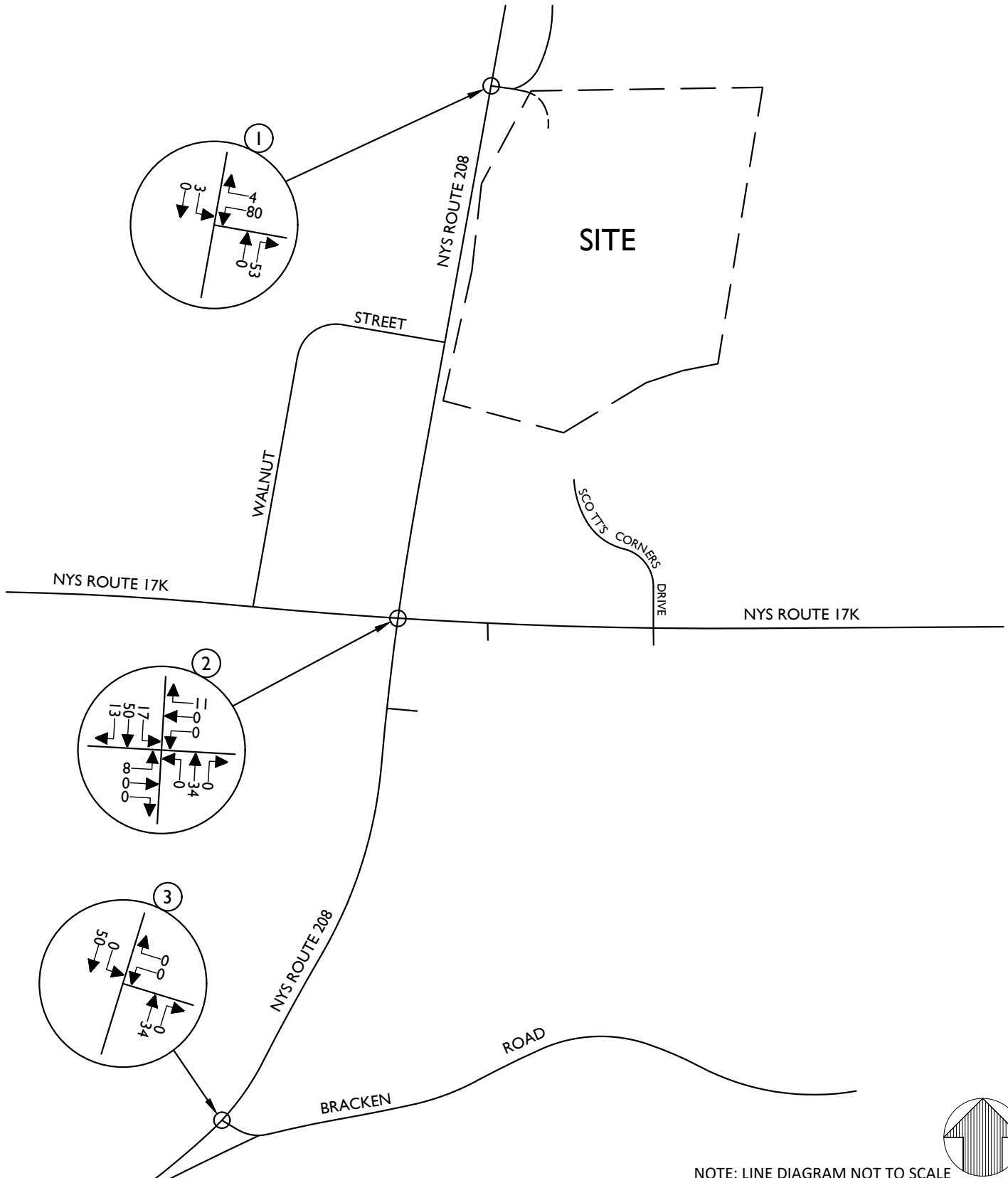
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SHEET TITLE:	FIELD BOOK: XX	PAGE: XX
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SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK MID-DAY HOUR

SHEET NUMBER:

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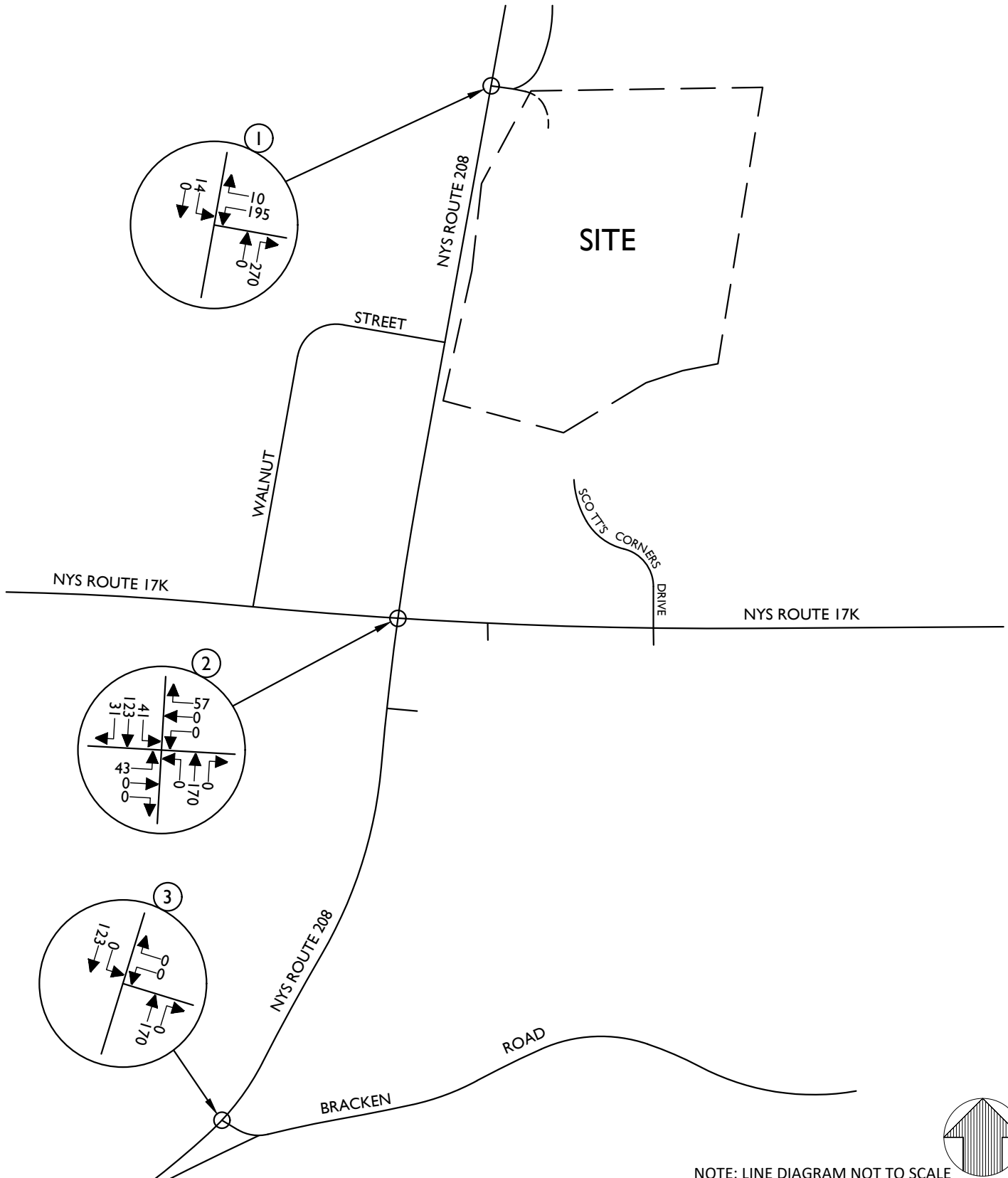
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PROJECT NUMBER: 23012697A DRAWING NAME: 231019RH_FIGURE

SHEET TITLE: SITE GENERATED TRAFFIC VOLUMES WEEKDAY PEAK PM HOUR

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PROJECT NUMBER: 23012697A DRAWING NAME: 231019RH_FIGURE

SHEET TITLE: SITE GENERATED TRAFFIC VOLUMES WEEKEND PEAK SAT HOUR

SHEET NUMBER: 18

Proposed Hours of Operation for Forest of Fun Aerial Adventure Park

Months	Day of the Week	Operating Hours
March/April (weather permitting)	Monday-Thursday	Closed.* Available for Groups 10:00 AM - 6:00 PM
	Friday	3:00 PM - 10:00 PM
	Saturday	10:00 AM - 10:00 PM
	Sunday/Holidays	12:00 PM - 6:00 PM
May 1 - June 1	Monday-Thursday	12:00 PM - 6:00 PM
	Friday	10:00 AM - 10:00 PM
	Saturday	10:00 AM - 10:00 PM
	Sunday	12:00 PM - 6:00 PM
June 16 - Labor Day	Monday-Thursday	10:00 AM - 11:00 PM
	Friday	
	Saturday	
	Sunday	
September	Monday-Thursday	12:00 PM - 6:00 PM
	Friday	10:00 AM - 10:00 PM
	Saturday	10:00 AM - 10:00 PM
	Sunday	12:00 PM - 6:00 PM
	Holiday (Labor Day)	10:00 AM - 11:00 PM
October/November (weather permitting)	Monday-Thursday	Closed.* Available for Groups 10:00 AM - 6:00 PM
	Friday	3:00 PM - 10:00 PM*
	Saturday	10:00 AM - 10:00 PM*
	Sunday/Holidays	12:00 PM - 6:00 PM
		*Select Fridays & Saturdays before Halloween will extend hours to 11:00 PM

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

Forest of Fun Park Town of Montgomery, NY	Entry		Exit	
	HTGR ¹	Volume	HTGR ¹	HTGR ¹
Amusement Park (27.82 acres)				
Weekday Midday Peak Hour	2.21	62	0.89	25
Weekday PM Peak Hour	2.00	56	3.00	84
Saturday Peak Hour	10.20	284	7.37	205

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 - 480 AMUSEMENT PARK.

Orange County Dinosaur Park

Traffic Impact Study


May 21, 2024

Orange County Dinosaur Park – NYS Route 17K
Town of Montgomery, Orange County, New York

Prepared for:

**c/o Engineering & Surveying
Properties, PC**
71 Clinton Street
Montgomery, NY 12549

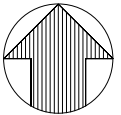
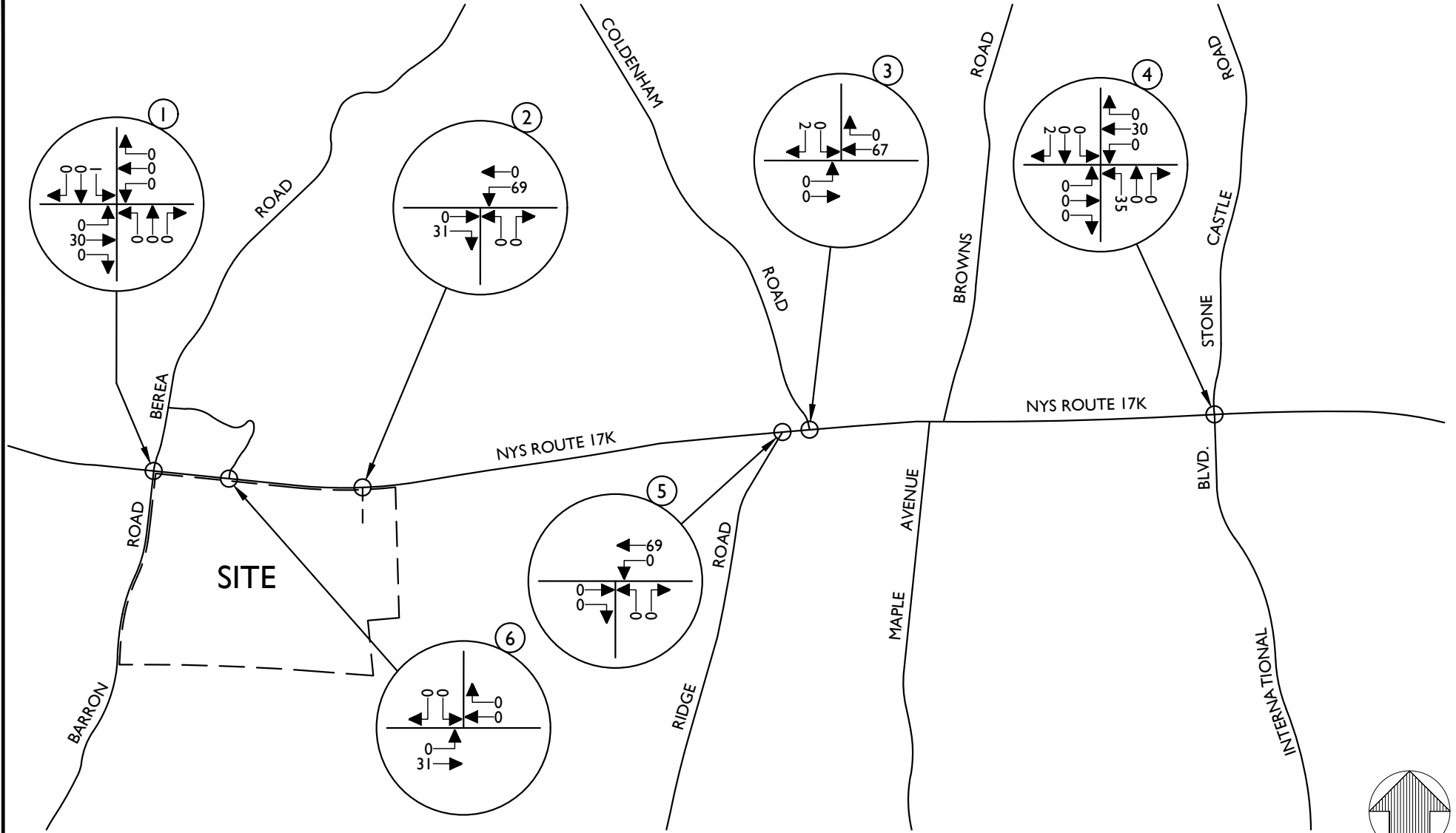
Prepared by:



Philip J. Grealy, Ph.D., P.E.
New York Professional Engineer
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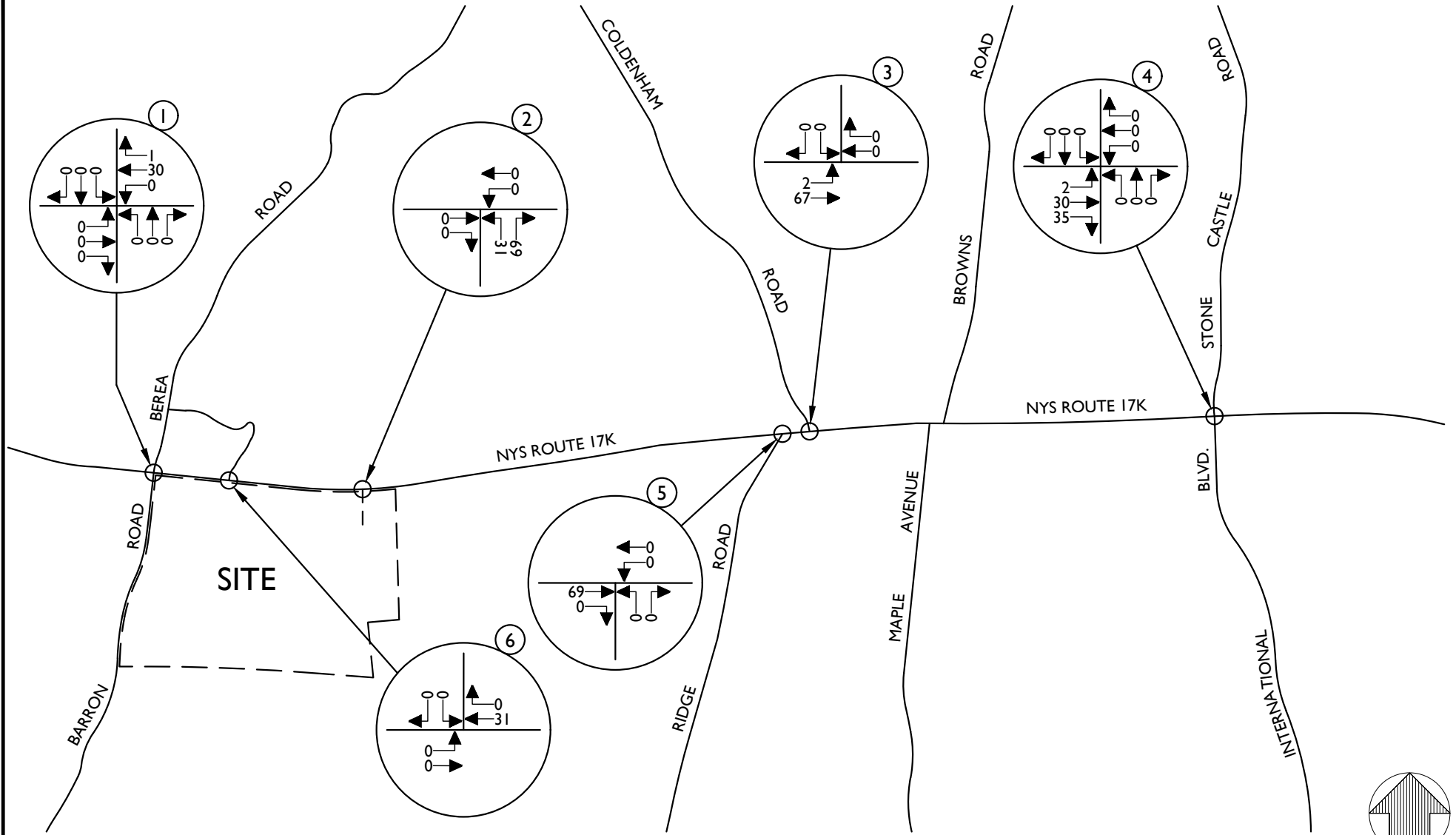
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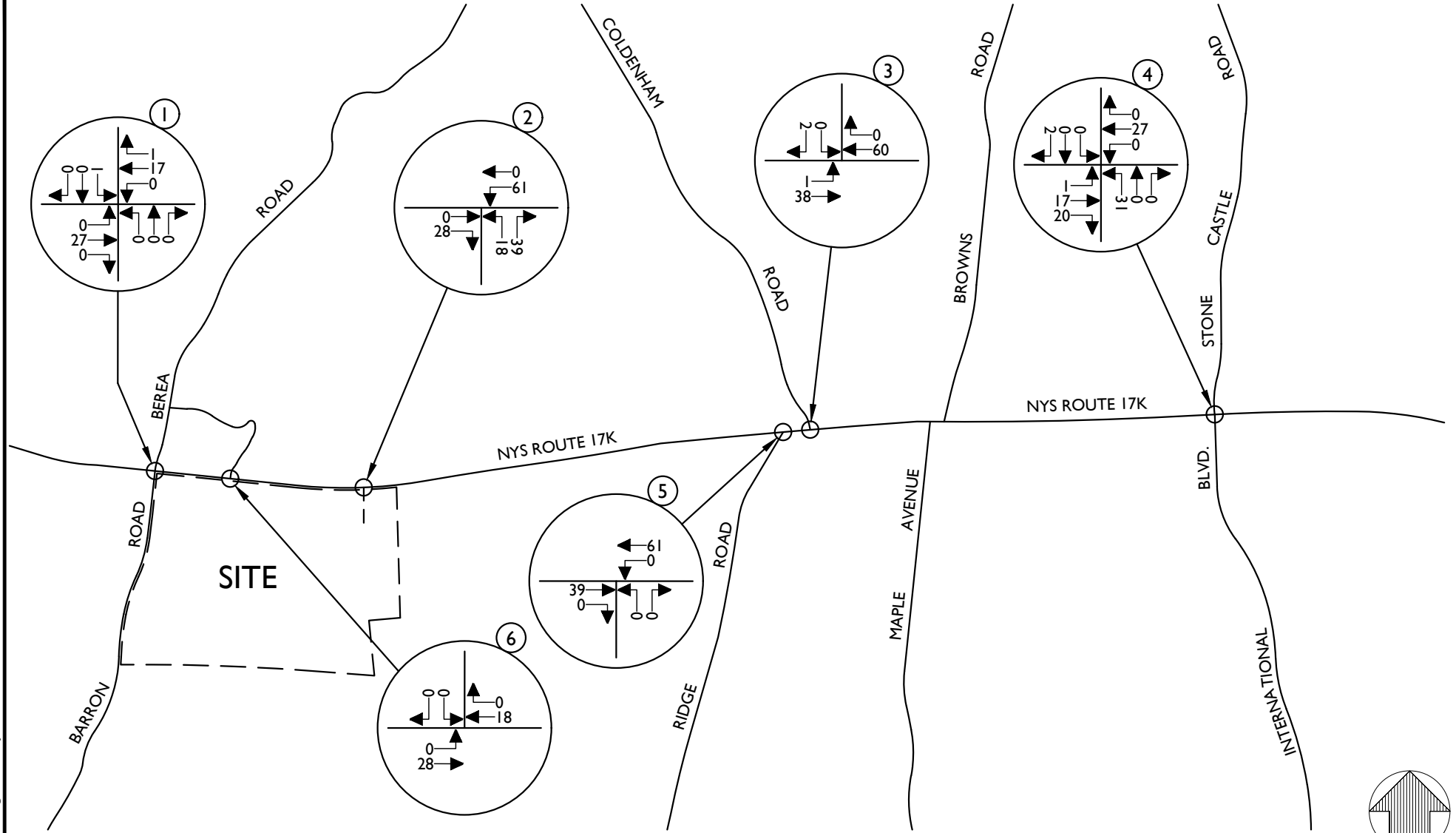


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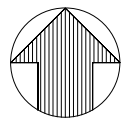
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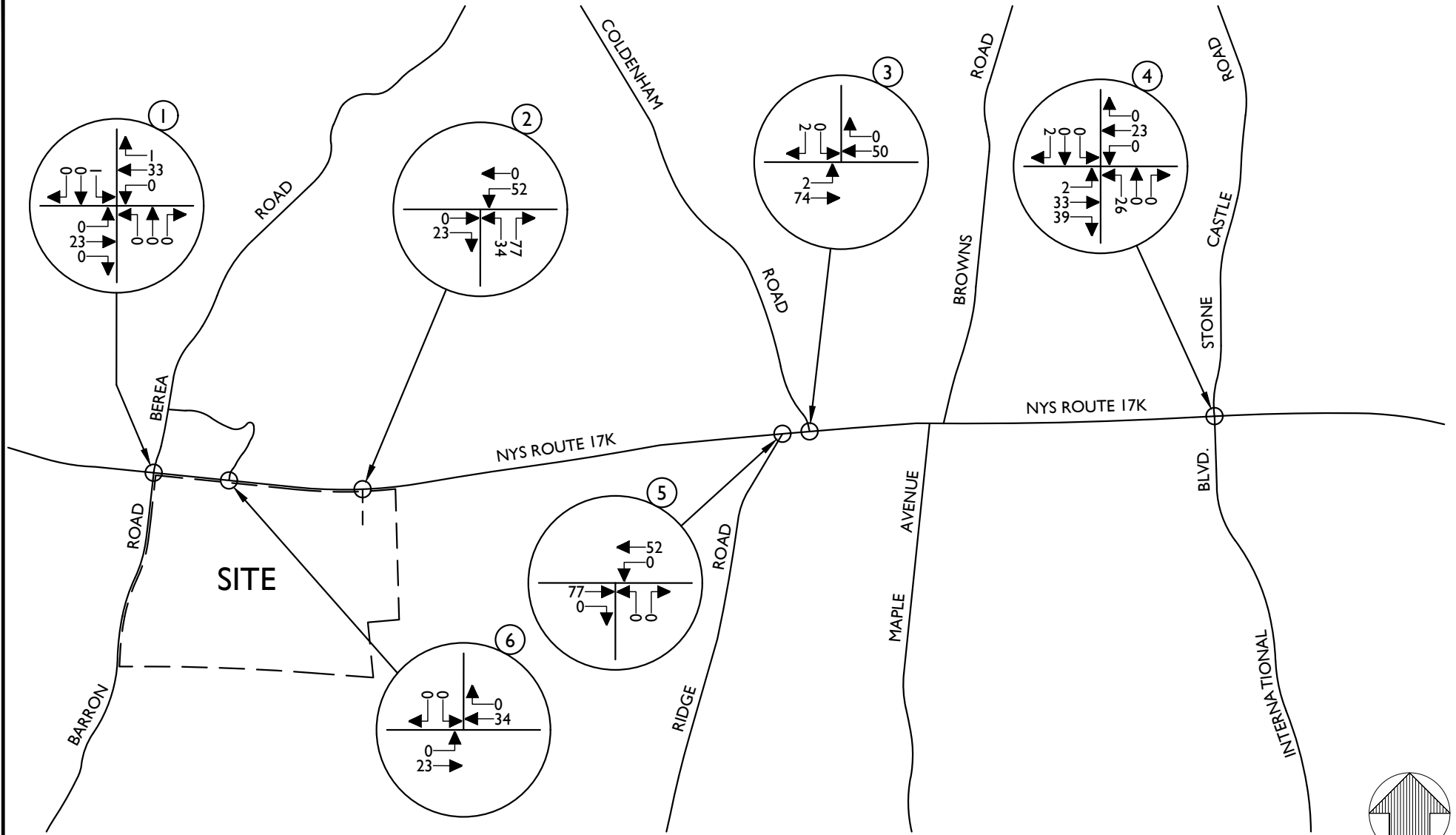
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SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK MID-DAY HOUR

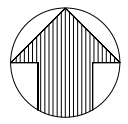
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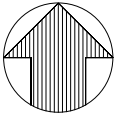
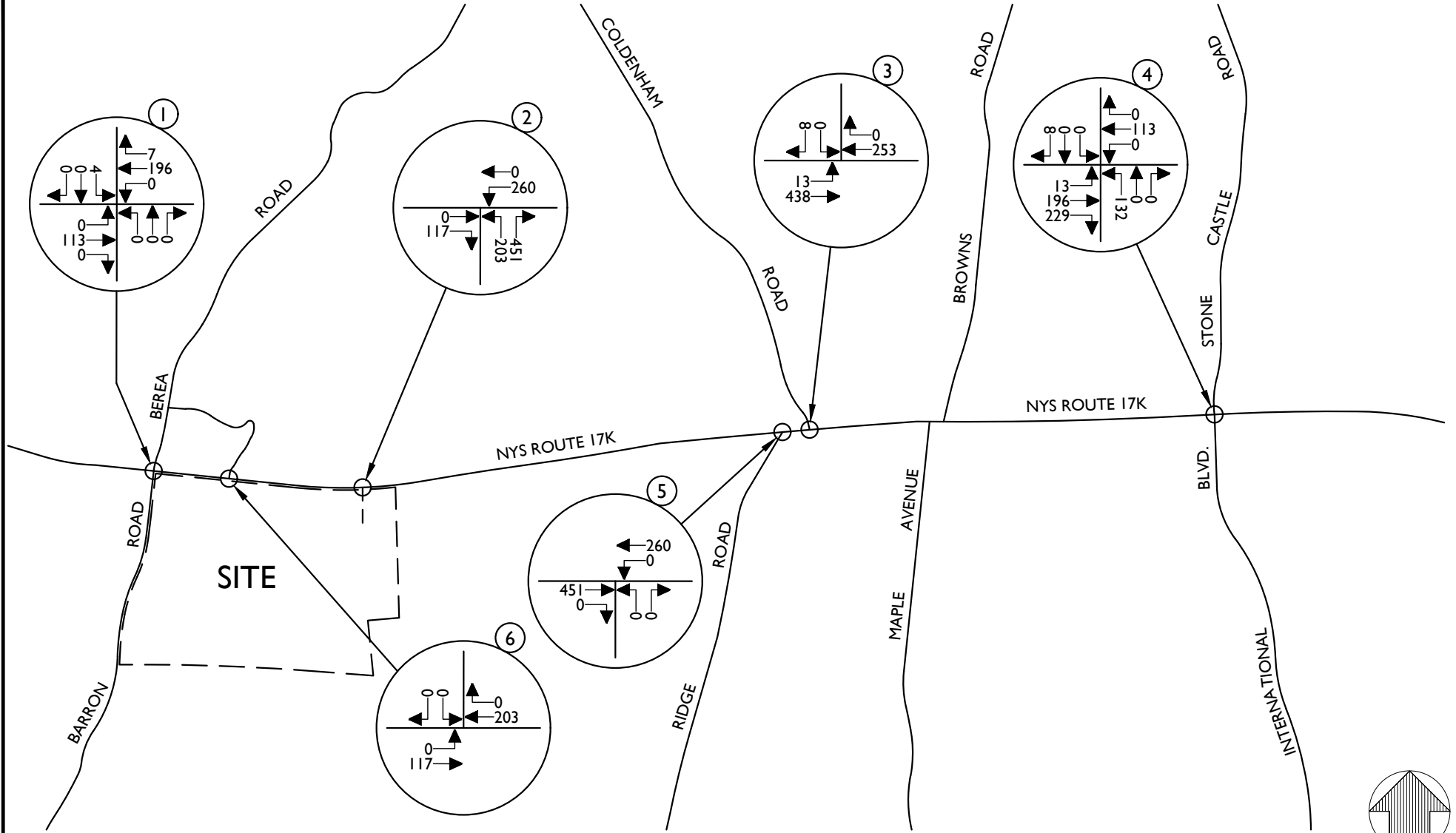
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SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER:

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SHEET NUMBER:	18		

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

Orange County Dinosaur Park Town of Montgomery, NY	Entry		Exit		Total
	HTGR ¹	Volume	HTGR1	HTGR ¹	
Educational Park (37.5 acres developed)					
Weekday Midday Peak Hour	2.37	89	1.52	57	146
Weekday PM Peak Hour	2.00	75	2.96	111	186
Saturday Peak Hour	10.05	377	7.39	277	654

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. NOTE THAT THERE IS NO SPECIFIC LAND USE CODE THAT MATCHES EXACTLY TO THE PROPOSED USE SO THE ITE LAND USE CODE - 480 AMUSEMENT PARK WAS USED TOGETHER WITH DATA AVAILABLE FROM OTHER FACILITIES.

Grunbaum Warehouse



Engineering
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Traffic Impact Study

February 9, 2023

Grunbaum Warehouse
NYS Route 211
Town of Montgomery, Orange County, New York

Prepared for:

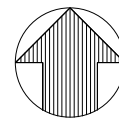
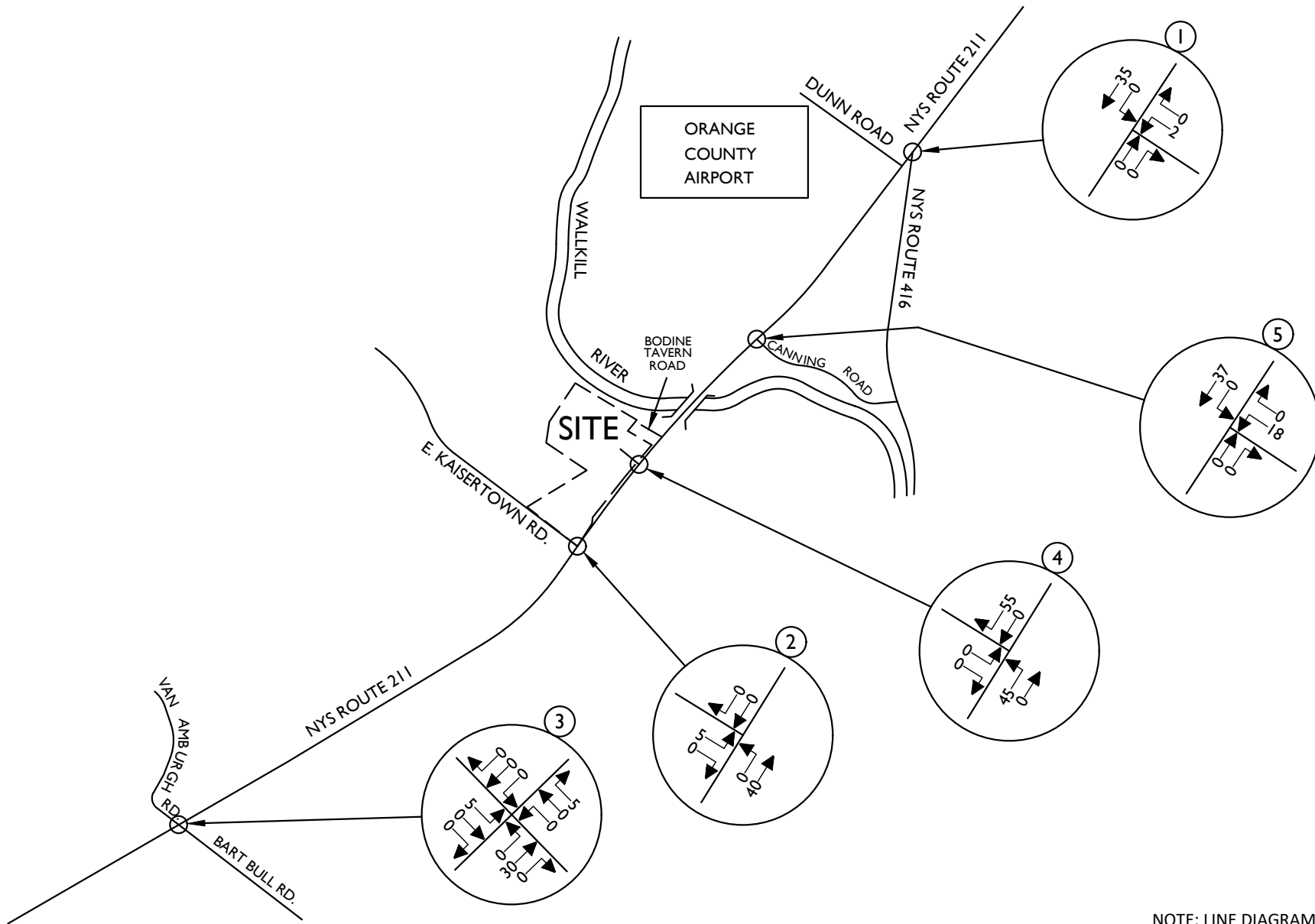
Fusco Engineering & Land Surveying, P.C.
233 East Main Street
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Prepared by:

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1	1/5/23	RHILARIO	ISSUED FOR PERMITTING
2	1/5/23	RHILARIO	REVISED TO ADD TRAFFIC VOLUMES
3	1/5/23	RHILARIO	REVISED TO ADD TRAFFIC VOLUMES
4	1/5/23	RHILARIO	REVISED TO ADD TRAFFIC VOLUMES
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9	1/5/23	RHILARIO	REVISED TO ADD TRAFFIC VOLUMES
10	1/5/23	RHILARIO	REVISED TO ADD TRAFFIC VOLUMES

GRUNBAUM WAREHOUSE

TOWN OF MONTGOMERY
ORANGE COUNTY
NEW YORK



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TRAFFIC IMPACT STUDY

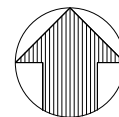
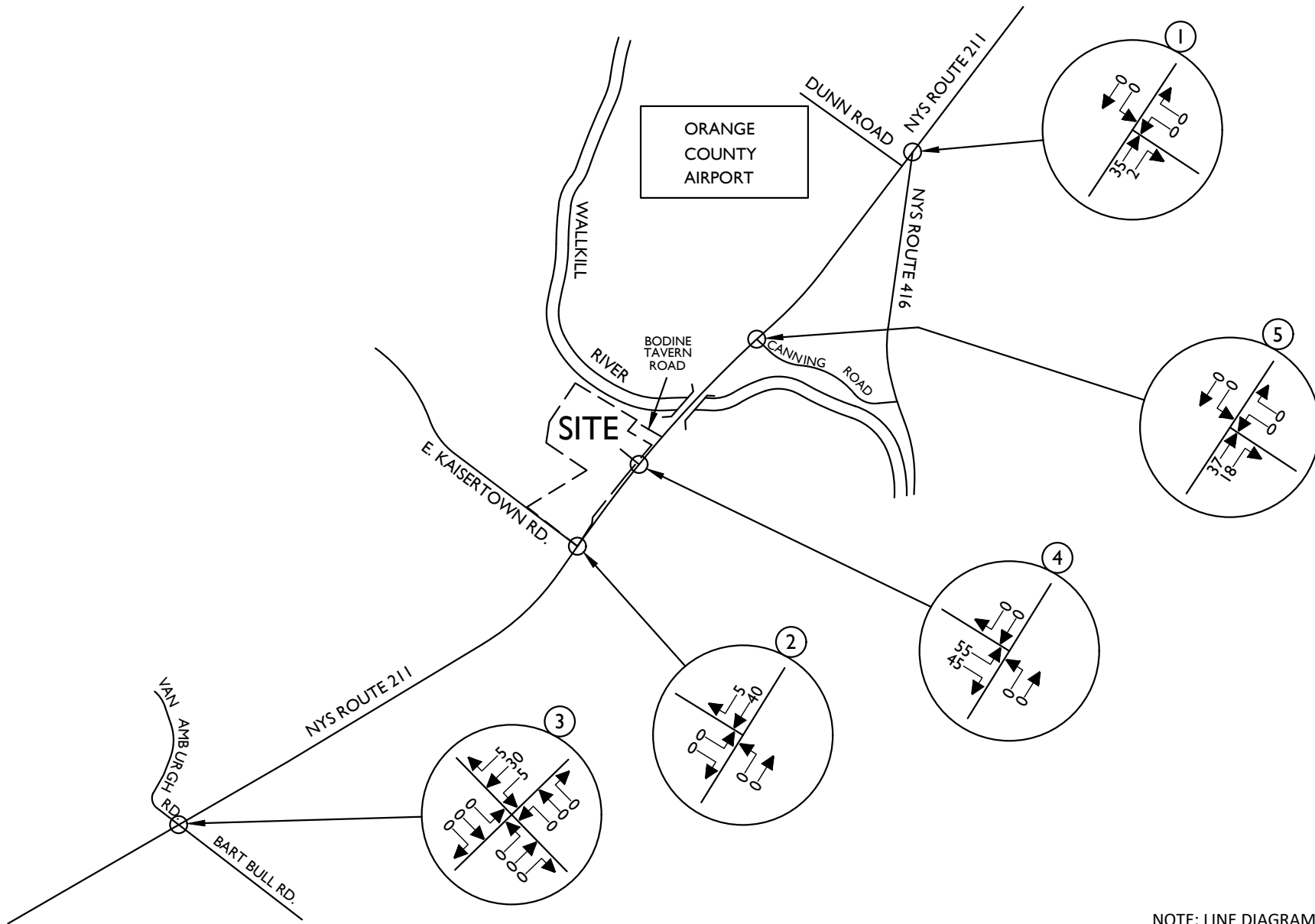
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PROJECT NUMBER: 22010719A DRAWING NAME: 230105RH_FIGURE

SHEET TITLE: ARRIVAL DISTRIBUTION PASSENGER CARS (EXPRESSED AS A %)

FIELD BOOK: XX PAGE: XX

SHEET NUMBER: 10



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2	1/5/23	RHILARIO	REVISED TO ADD TRAFFIC COUNTS
3	1/5/23	RHILARIO	REVISED TO ADD TRAFFIC COUNTS
4	1/5/23	RHILARIO	REVISED TO ADD TRAFFIC COUNTS
5	1/5/23	RHILARIO	REVISED TO ADD TRAFFIC COUNTS
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10	1/5/23	RHILARIO	REVISED TO ADD TRAFFIC COUNTS

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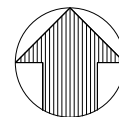
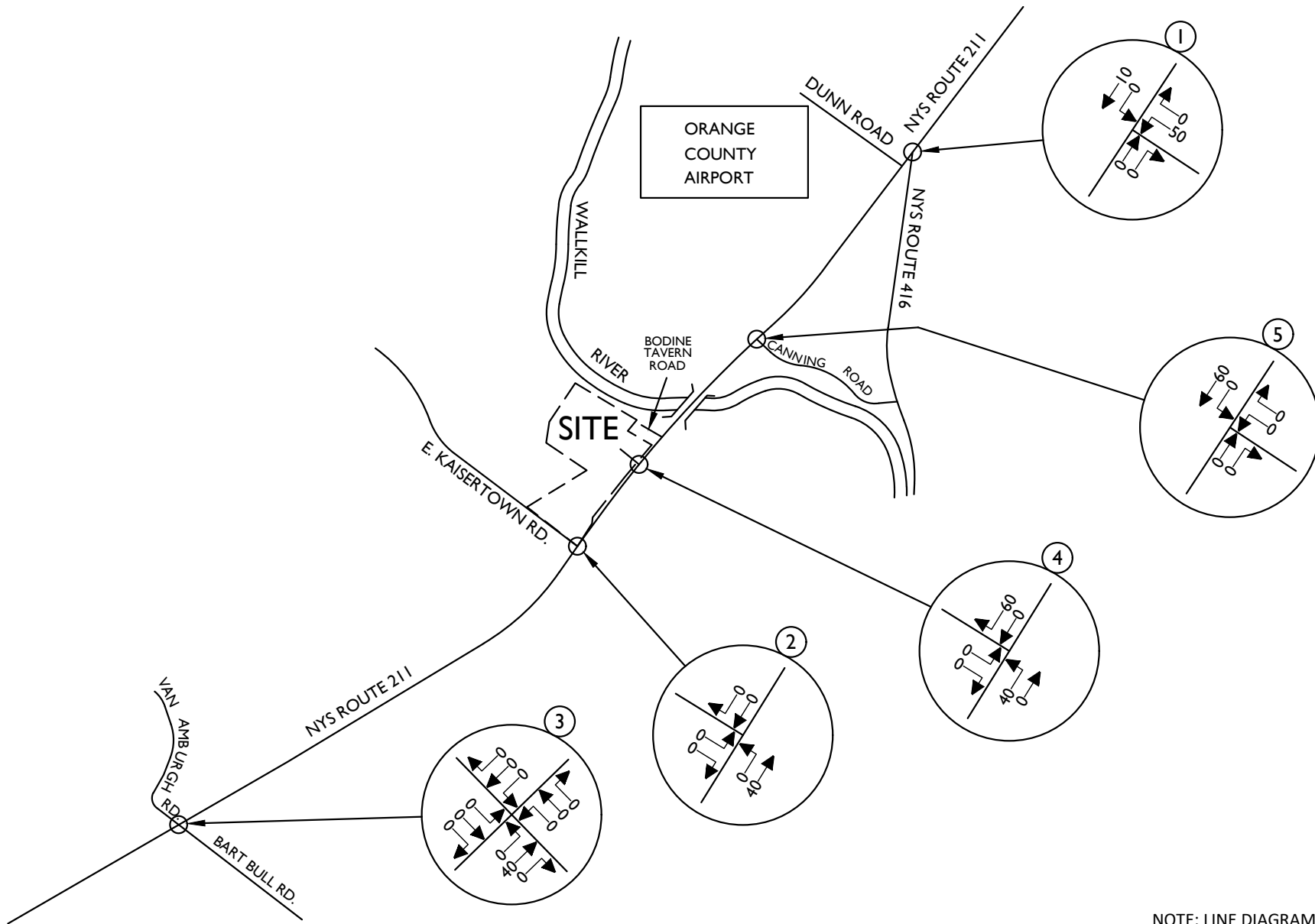
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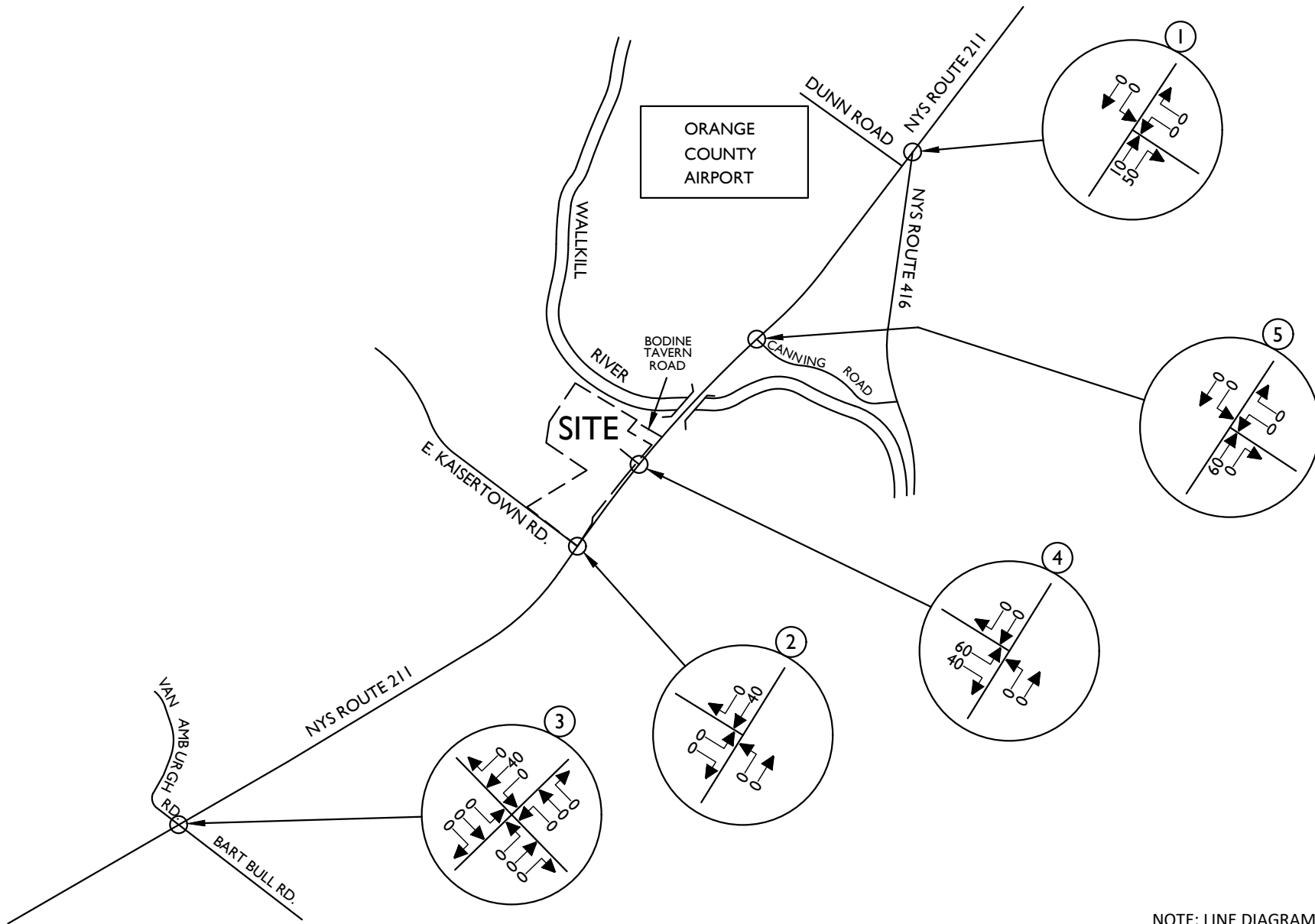
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ARRIVAL DISTRIBUTION
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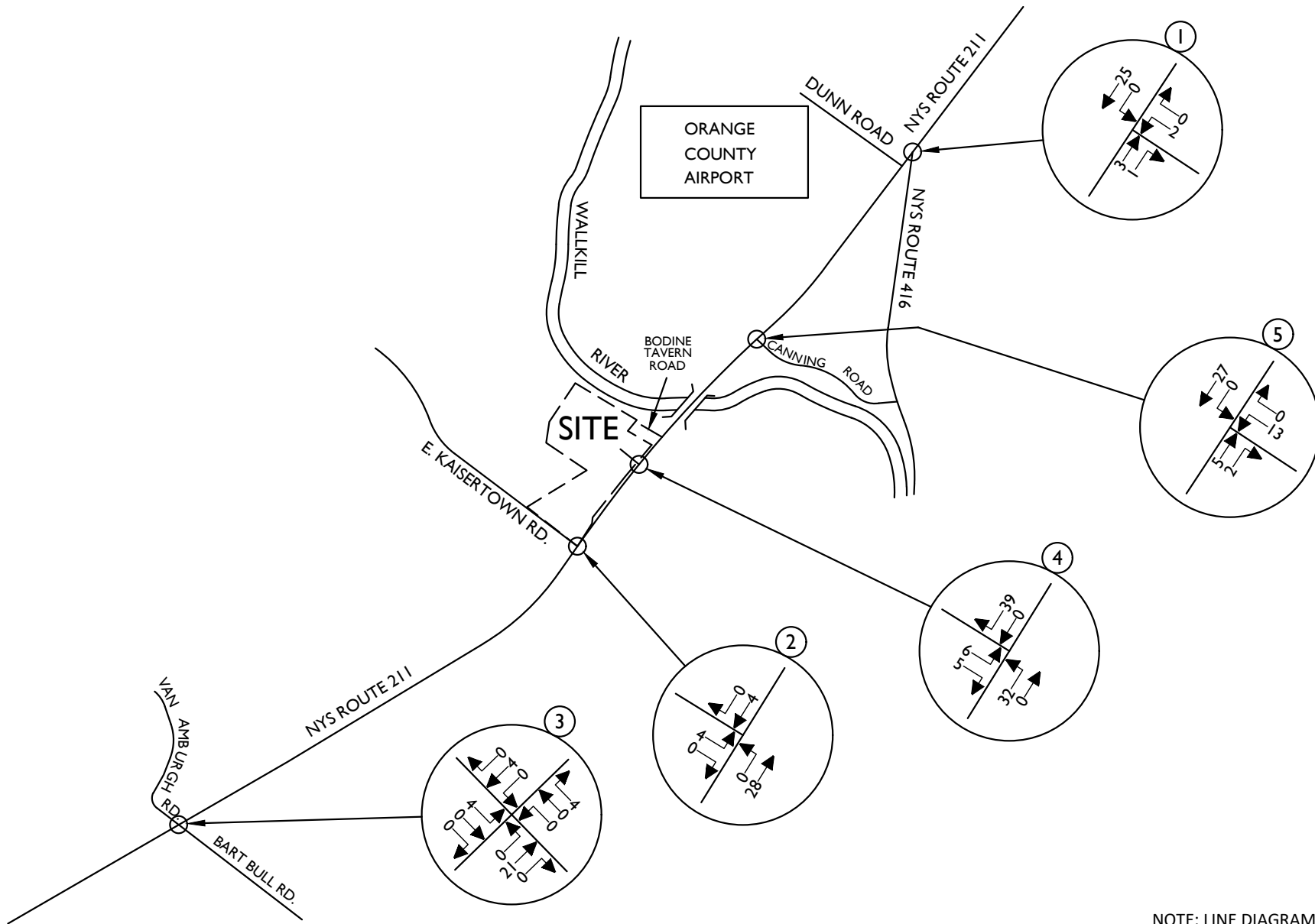
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PROJECT NUMBER:	DRAWING NAME:		
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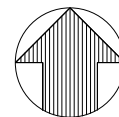
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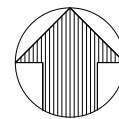
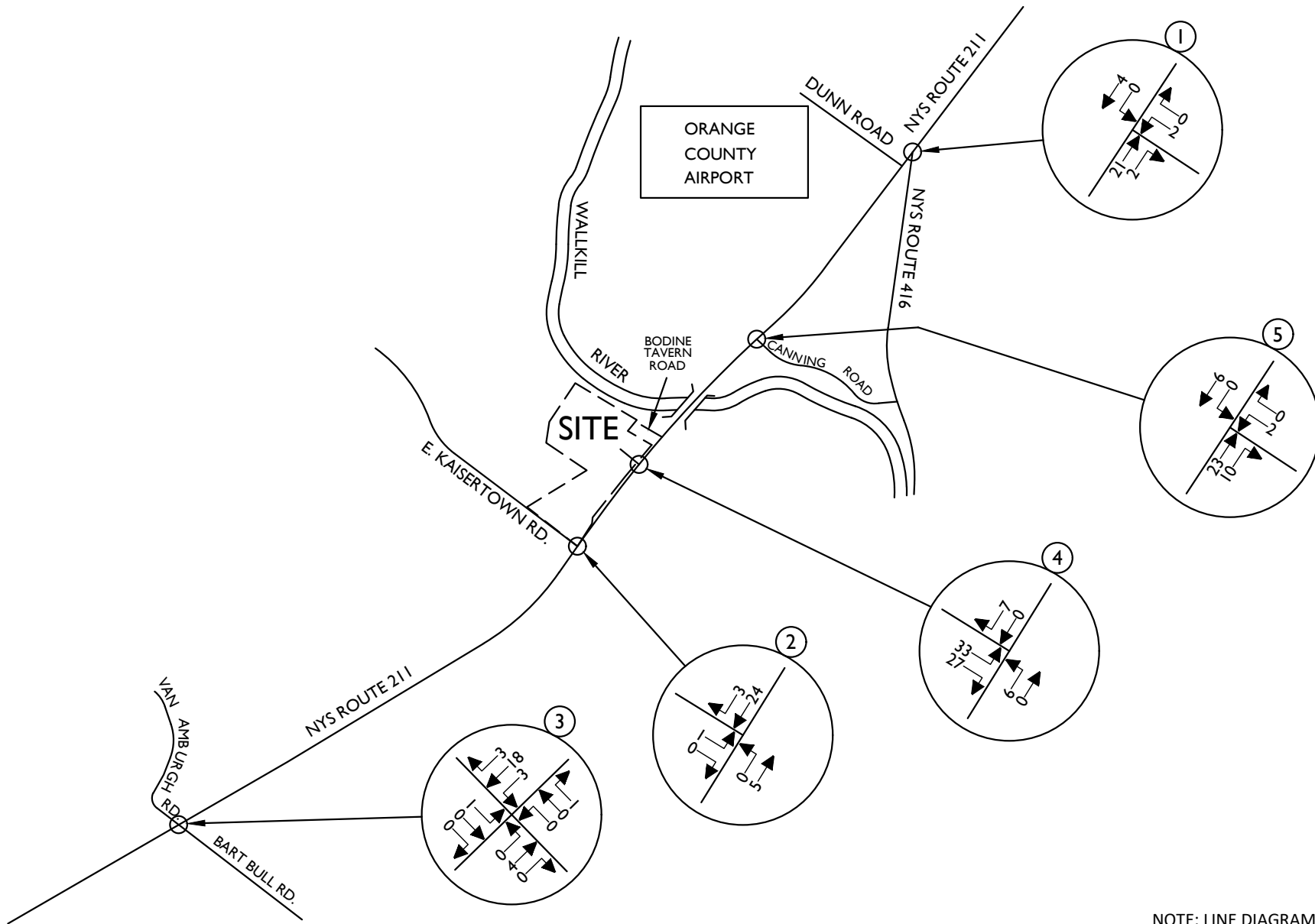
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SHEET TITLE: FIELD BOOK: XX PAGE: XX

(TOTAL)
SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER:

14



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PROJECT NUMBER:	22010719A	DRAWING NAME:	230105RH_FIGURE

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(TOTAL)
**SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR**

SHEET NUMBER:

15

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

Grunbaum Warehouse Town of Montgomery, Orange County, New York	Entry				Exit			
	HTGR ¹	Passenger Cars	Trucks	Total Volume	HTGR1	Passenger Cars	Trucks	Total Volume
Warehouse (100,194 Sq. Ft.)								
Peak AM Hour	0.27	26	1	27	0.09	8	1	9
Peak PM Hour	0.10	8	2	10	0.28	27	1	28

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 - 150 - WAREHOUSE.

KSH Development

May 13, 2022 (Revision #3)



Chairperson Kevin Conero
Village of Montgomery Planning Board
133 Clinton Street
Montgomery, NY 12549

RE: KSH Development LLC, Proposed Warehouse and Office Development, NYS Route 211 (a.k.a. Union Street), Village of Montgomery, Orange County, New York; CM Project No. 119-036

Dear Mr. Conero,

Creighton Manning Engineering, LLP (CM) has completed a revised Traffic Impact Study for the proposed warehouse development located on NYS Route 211 in the Village of Montgomery. Revisions were made based on comments made by the New York State Department of Transportation (NYSDOT) in an email dated January 21, 2022, which is included under Attachment A. The study herein evaluates traffic impacts based on the Sketch Plan, prepared by Engineering & Surveying Properties, PC (ESP), which is included under Attachment B, as well as industry-standard traffic engineering guidelines.

1.0 Project Description

The site is located on the west side of NYS Route 211 between Weaver Street and Chandler Lane. The proposed project consists of two stand-alone 60,000-square-foot warehouses and two stand-alone 80,000-square-foot warehouses. The site will be supported by a total of 266 parking spaces consisting 126 parking spaces for warehouse use and 140 parking spaces for office use in the warehouse. The primary access point to the site will be a full-movement driveway on NYS Route 211 aligned with Chandler Lane, which will be designed to accommodate both passenger vehicles and trucks (including tractor trailers). An emergency access driveway is proposed on NYS Route 211 approximately 450 feet south of Weaver Street. The proposed project is expected to be completed and occupied by 2025. A map illustrating the project location and adjacent roadway network is shown on Exhibit 1.



Exhibit 1 – Site Location

- NYS Route 211 and NYS Route 17K
- NYS Route 211, River Street, and the School Access Driveway
- NYS Route 211 and Chandler Lane
- NYS Route 211 and NYS Route 416

The traffic volumes for the AM and PM peak hours shown on Figure 1 provide base year 2019 conditions and form the basis for all traffic forecasts. The raw turning movement count data is included under Attachment B.

3.0 Traffic Assessment

Trip Generation – Proposed Conditions

As previously stated, the proposed development consists of two stand-alone 60,000-square-foot warehouses and two stand-alone 80,000-square-foot warehouses. Trip generation determines the quantity of traffic expected to travel to/from a given site. The Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 11th Edition, is the industry-standard resource for estimating trip generation for proposed land uses based on data collected at similar uses. Specifically, ITE Land Use 150 "Warehousing" was cited. Table 2 summarizes the potential trip generation for the weekday AM and weekday PM peak hours.

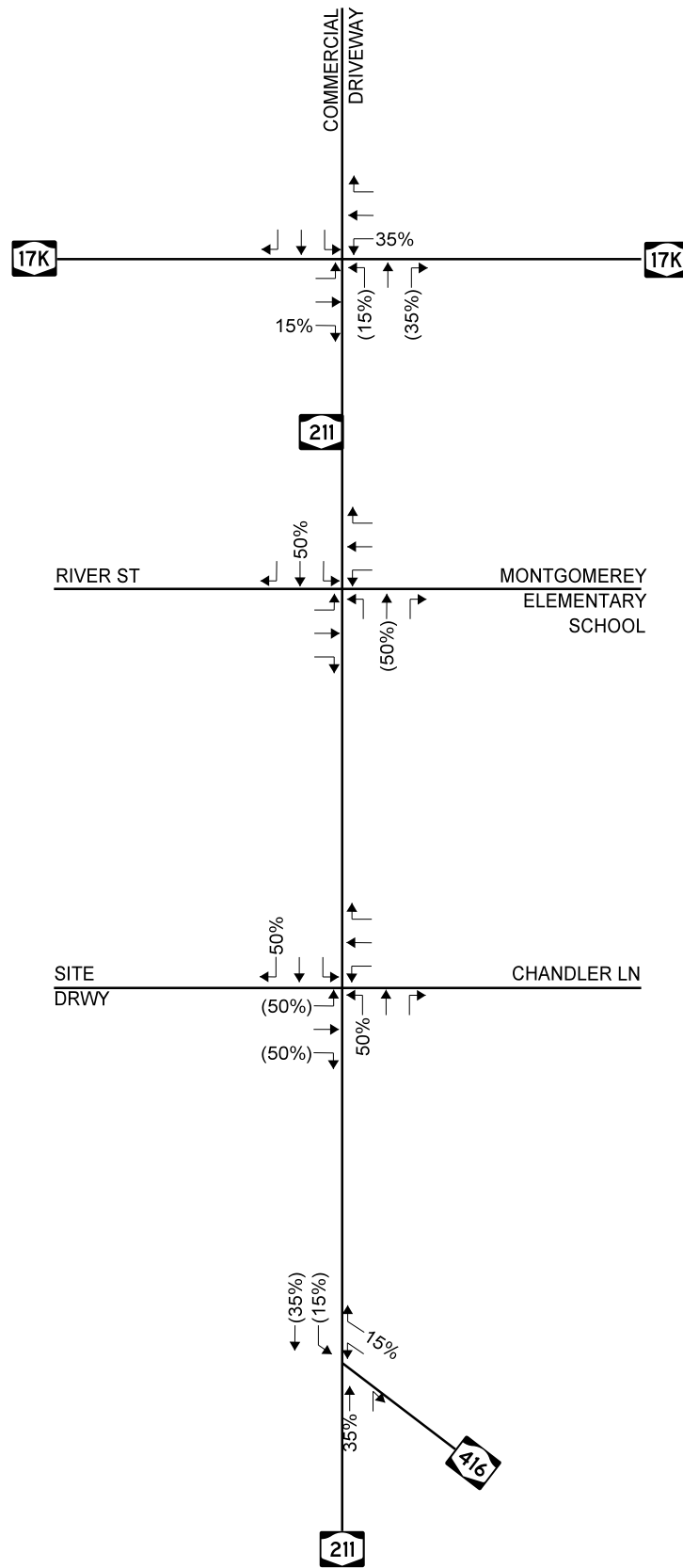
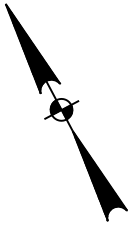
Table 2 – Trip Generation Summary

Land Use	Weekday AM Peak Hour			Weekday PM Peak Hour		
	Enter	Exit	Total	Enter	Exit	Total
Warehousing – 60,000 SF	24	7	31	9	25	34
Warehousing – 60,000 SF	24	7	31	9	25	34
Warehousing – 80,000 SF	25	8	33	10	26	36
Warehousing – 80,000 SF	25	8	33	10	26	36
Total Trips	98	30	128	38	102	140
Total Passenger Vehicle Trips	96	26	122	34	98	132
Total Truck Trips	2	4	6	4	4	8

It is important to note that there is no "pass-by" component of the traffic associated with the proposed warehouse/office development. Table 2 shows that the development is expected to generate 128 total trips during the weekday morning peak hour and 140 total trips during the weekday evening peak hour. Since these trips will be distributed throughout the roadway network, the trip increase at a single intersection or on a single approach is expected to be less.

Future Traffic Volumes

To evaluate the impact of the proposed development, traffic projections were prepared for the expected year of completion—2025. In order to forecast the 2025 traffic volumes, a 1.0% growth rate was applied to the 2019 existing traffic volumes and compounded annually for six years. Additionally, in consultation with the Town of Montgomery and Village of Montgomery, CM identified ongoing development projects that, if approved and constructed, could potentially increase traffic within the study area. Table 3 summarizes the other planned development projects that are directly considered in this analysis.

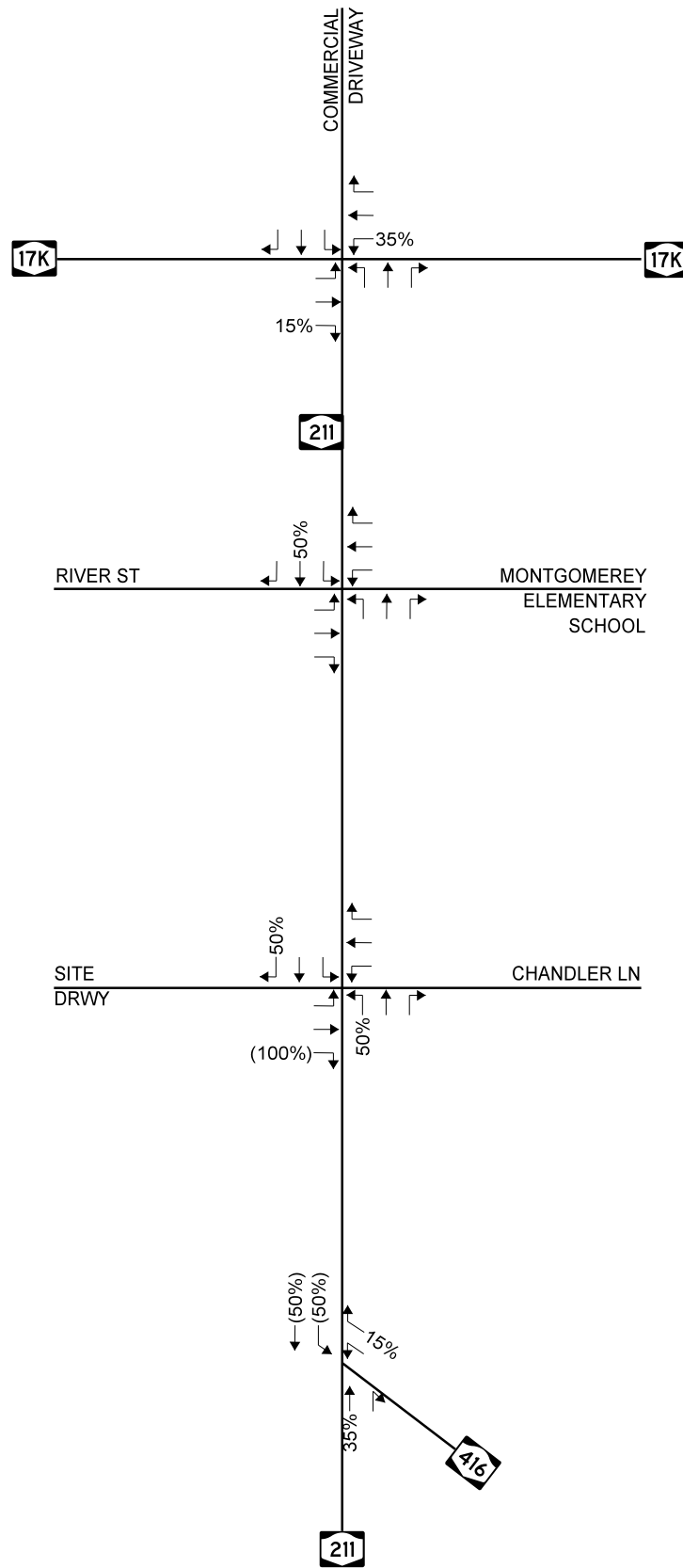
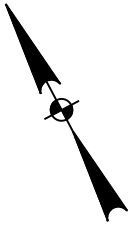


ENTER(EXIT)

WAREHOUSE PRIMARY
PASSENGER VEHICLE TRIP DISTRIBUTION

KSH DEVELOPMENT
VILLAGE OF MONTGOMERY,
ORANGE COUNTY, NEW YORK



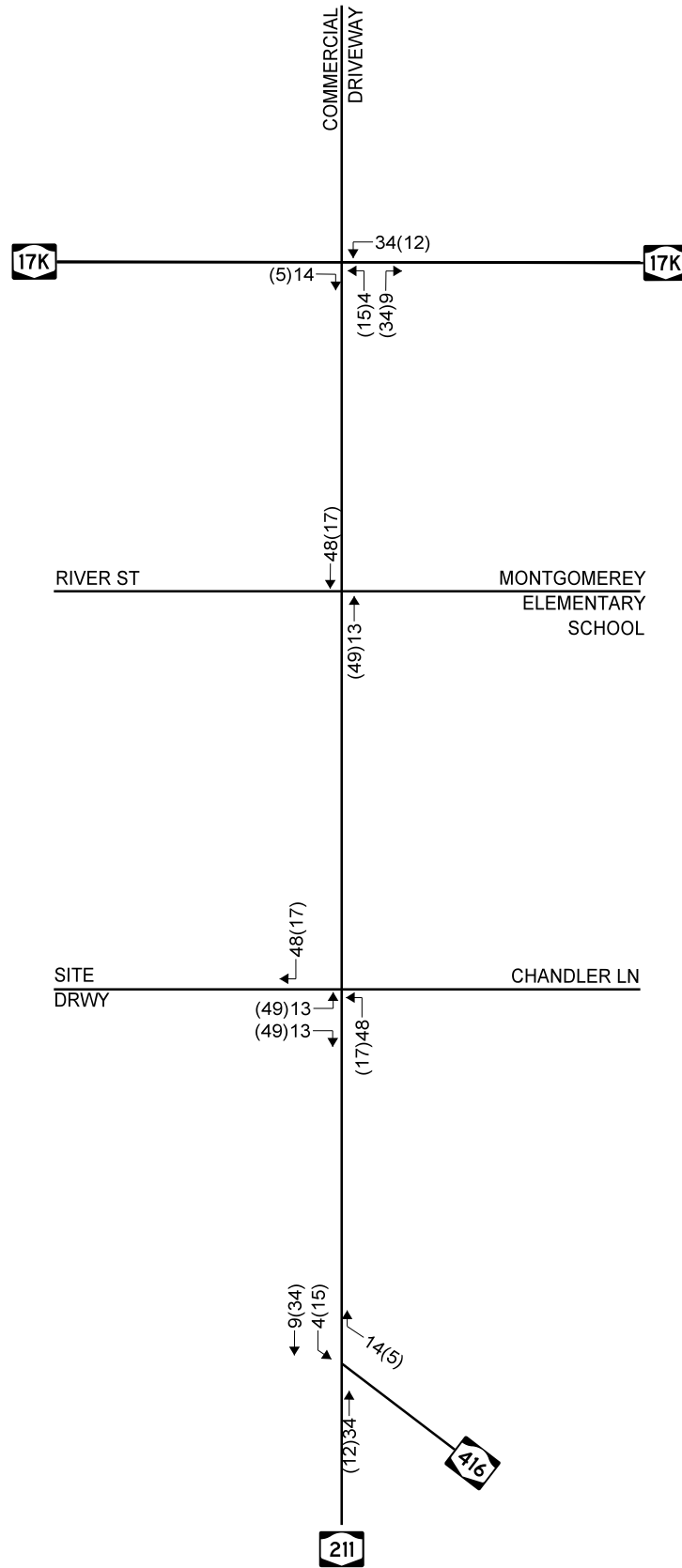
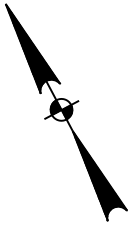


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WAREHOUSE PRIMARY
TRUCK TRIP DISTRIBUTION

KSH DEVELOPMENT
VILLAGE OF MONTGOMERY,
ORANGE COUNTY, NEW YORK



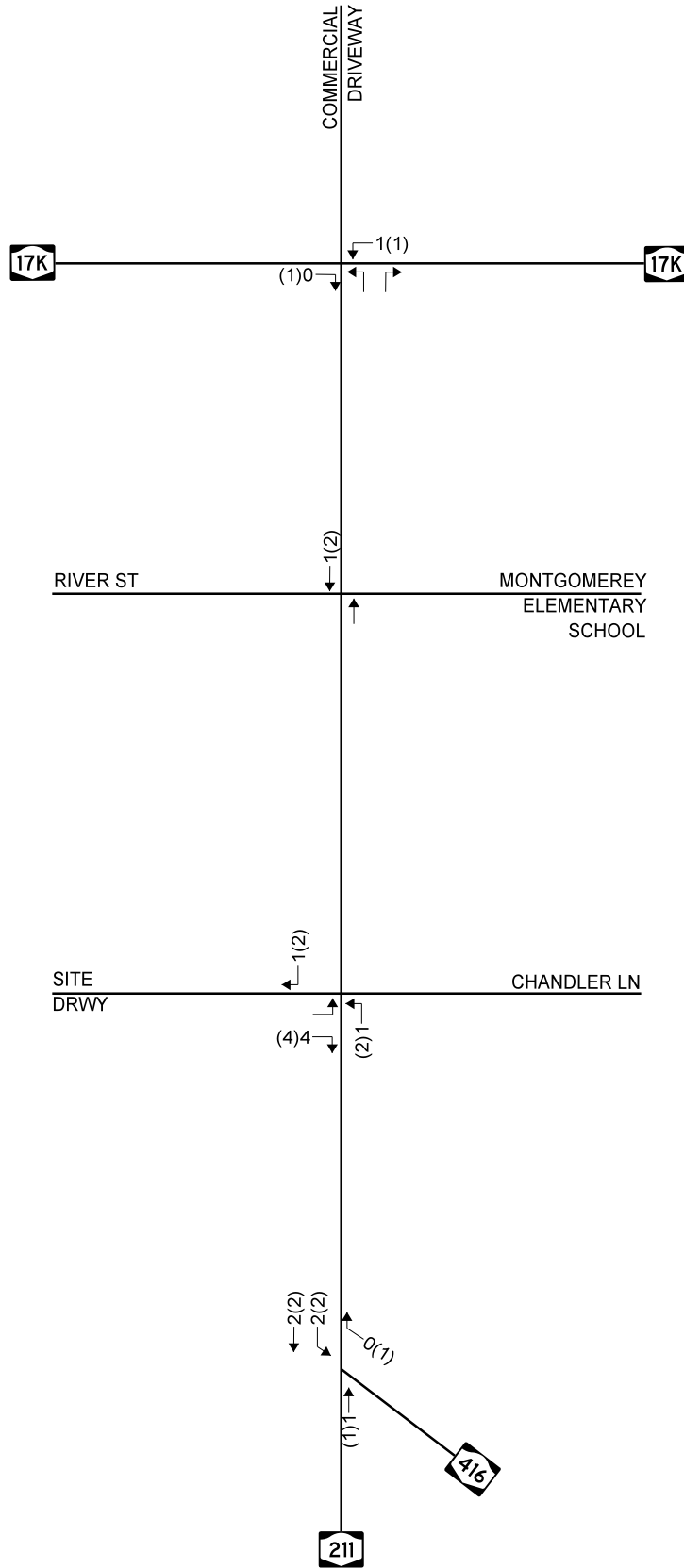
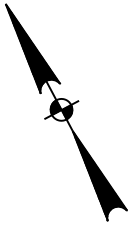


AM PEAK HOUR (PM PEAK HOUR)

WAREHOUSING PASSENGER VEHICLE
PRIMARY TRIP ASSIGNMENT

KSH DEVELOPMENT
VILLAGE OF MONTGOMERY,
ORANGE COUNTY, NEW YORK





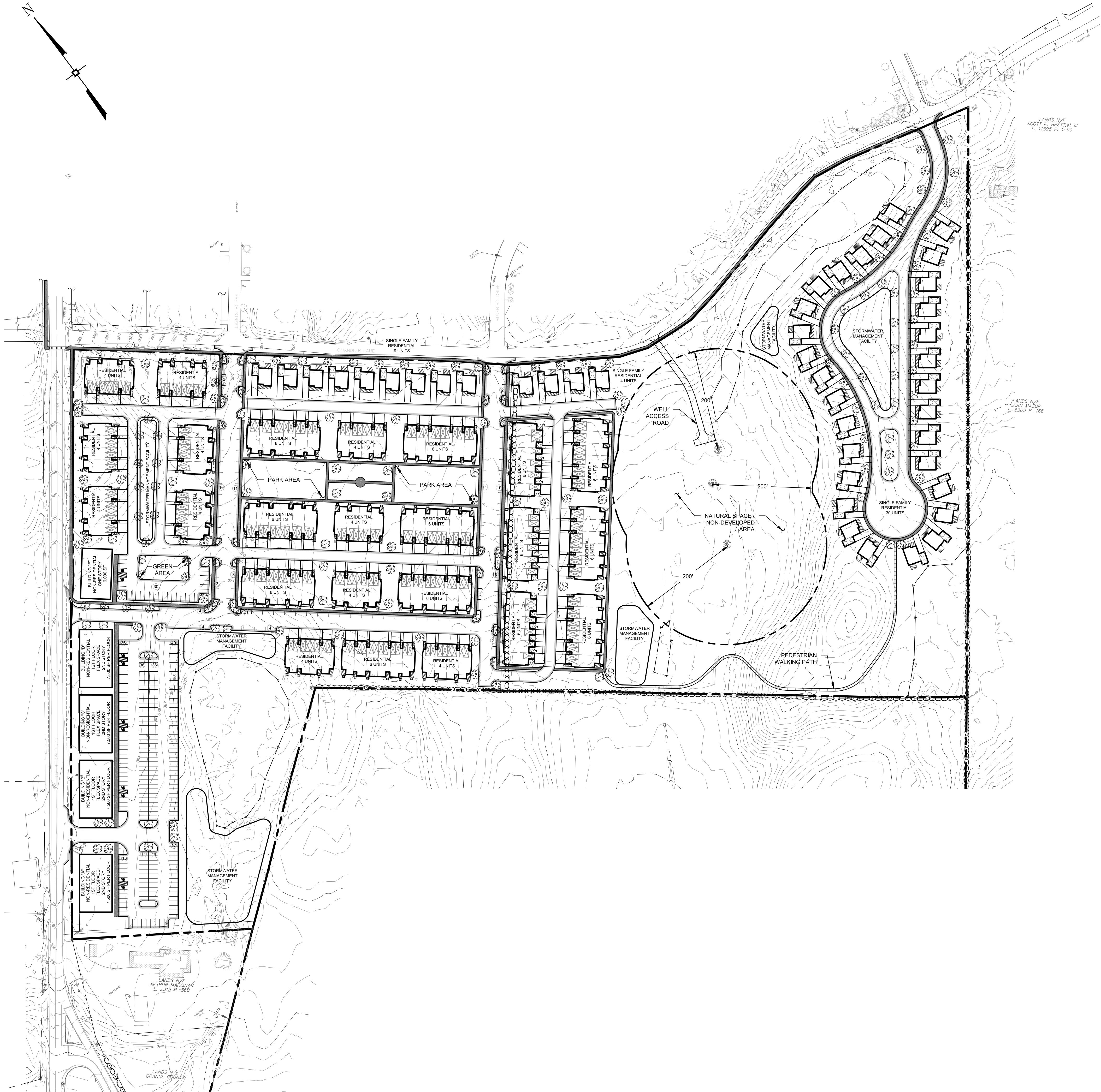
AM PEAK HOUR (PM PEAK HOUR)

WAREHOUSING TRUCK
PRIMARY ASSIGNMENT

KSH DEVELOPMENT
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Chandler Lane PDD



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2. BOUNDARY AND TOPOGRAPHICAL INFORMATION BASED UPON A SURVEY PROVIDED BY THE OWNER.
3. OWNER: EDMARC, LLC
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MONTGOMERY, NY 12549
4. APPLICANT: EDMARC, LLC
PO BOX 688
MONTGOMERY, NY 12549
5. APPROVED USE: PLANNED DEVELOPMENT DISTRICT (PDD-1)
6. THE EXACT LOCATION, SIZE AND CONFIGURATION OF NON-RESIDENTIAL BUILDINGS SHALL BE ALLOWED TO BE MODIFIED FROM WHAT IS SPECIFIED ON THE APPROVED PDD PLAN IN ACCORDANCE WITH BUILD TO SUIT DESIGN SO LONG AS THE GENERAL LOCATION AND LAYOUT ON THE APPROVED PDD PLAN IS ADHERED TO.
7. REGARDING BEDROOMS PER UNIT: ANY CONDOMINIUM UNIT MAY INCLUDE 3 BEDROOMS SO LONG AS THE MAXIMUM ORIGINAL BEDROOM COUNT (184 UNITS @ 2 BEDROOMS PER UNIT = 368 TOTAL BEDROOMS) IS NOT EXCEEDED. THE UNITS THAT MAY INCLUDE 3 BEDROOMS NEED NOT BE INDICATED DURING SITE PLAN REVIEW AS THE ACTUAL LOCATION OF THESE UNITS WILL BE DEPENDANT UPON OCCUPANT REQUEST.
8. THIS SITE PLAN IS NOT TO BE APPROVED OR DEVELOPED IN PHASES. THEREFORE, THE PHASE REQUIREMENTS SET FORTH IN SECTION 8(G) OF SCHEDULE A OF THE PDD APPROVAL DO NOT APPLY AND THE DEVELOPMENT MAY PROCEED WITH THE CONSTRUCTION FIRST SINCE IT IS NOT EXPECTED THAT THE OWNER/DEVELOPER CONSTRUCT NONRESIDENTIAL SPACE WITHOUT HAVING PROSPECTIVE TENANTS FOR THAT SPACE. HOWEVER, AT OR PRIOR TO THE BUILDING PERMIT THAT WOULD ALLOW CONSTRUCTION OF THE SIXTH FLOOR OF THE CONDOMINIUM RESIDENTIAL UNIT, THE OWNER WILL APPLY FOR NONRESIDENTIAL BUILDING PERMIT FOR AT LEAST TWO NONRESIDENTIAL BUILDINGS AND THOSE BUILDINGS ARE TO BE COMPLETED WITHIN TWO YEARS FROM THE DATE OF THE BUILDING PERMITS. THEREAFTER, ALL NONRESIDENTIAL BUILDING CONSTRUCTION IS TO BE COMPLETED WITHIN THREE (3) YEARS OF THE DATE OF THE BUILDING PERMIT ISSUED FOR THE ONE HUNDRED AND FIFTIETH (150TH) CONDOMINIUM RESIDENTIAL UNIT. THE OWNER MAY REQUEST THE VILLAGE BOARD TO MODIFY THIS SCHEDULE AT ANY TIME AND APPROVE A VARIATION OR MODIFICATION OF THE SCHEDULE, IF ANY, SHALL BE IN SOLE DISCRETION OF THE VILLAGE BOARD.
9. THE FOLLOWING RESOLUTION WAS ADOPTED ON MAY 15, 2018 BY THE VILLAGE OF MONTGOMERY BOARD OF TRUSTEES.

NOW, THEREFORE, BE IT RESOLVED THAT THE VILLAGE BOARD HAS REVIEWED A PROPOSED SITE PLAN DEPICTING A FULL BUILDOUT OF THE CHANDLER LAKE PDD+ DEVELOPMENT AND HEREBY DETERMINES THAT SAID PLAN (REVISION 1) IS IN ACCORDANCE WITH THE VILLAGE OF CHANDLER ZONING ORDINANCE. THE PROPERTIES IS COMPLIANT WITH, AND MEETS ALL OF, THE PARAMETERS AND REQUIREMENTS OF THE PDD APPROVAL, AS FORTH SET IN SCHEDULE A OF THE CHANDLER ZONING ORDINANCE, 2008, AND THE CHANDLER ZONING ORDINANCE (INCLUDING ITS LAYOUT, STREET GRID, PROPOSED BUILDING LOCATIONS AND TYPE, NUMBER OF UNITS AND AMOUNT OF NONRESIDENTIAL SPACE). SATISFACTORILY CONFORMS TO THE GENERAL LAYOUT, STREET GRID AND THE LOCATION OF COMMERCIAL AND RESIDENTIAL DEVELOPMENT IN THE CHANDLER ASU, AS SUCH, THE PLANNING BOARD MAY REVIEW THE SITE PLAN IDENTIFIED HEREIN FOR PURPOSES OF ENSURING IT IS PROPERLY CONSTRUCTED PURSUANT TO VILLAGE REQUIREMENTS. THIS RESOLUTION IS EFFECTIVE MAY 1, 2024, AND THE PLANNING BOARD MAY REVIEW THE PLANNING BOARD REVIEW STATE IN ACCORDANCE WITH THIS RESOLUTION.

APPROVED PDD-1 (MAXIMUMS):	PDD (ACTUAL):	
NON-RESIDENTIAL: 110,000 SF	NON-RESIDENTIAL:	66,000 SF
RESIDENTIAL: 184 UNITS	FLEX SPACE:	UPTO 12 APARTMENTS ABOVE NON-RESIDENTIAL IN BUILDINGS A-D
172 CONDOMINIUMS	RESIDENTIAL:	165 CONDOMINIUMS (43 DETACHED) (122 SEMI-DETACHED)
12 APARTMENTS		

REQUIRED PARKING SPACES
NON-RESIDENTIAL: 1 SPACE PER 250 SF
RESIDENTIAL: 2 SPACES PER UNIT

66,000 SF NON-RESIDENTIAL: 264 SPACES
177 RESIDENTIAL UNITS: 354 SPACES
TOTAL REQUIRED: 618 SPACES

SPACES PROVIDED:
PARKING LOTS: 241 SPACES
ON-STREET: 97 SPACES
GARAGES: 287 SPACES
DRIVEWAYS: 287 SPACES
TOTAL PROVIDED: 912 SPACES

[illegible]

DRAWING STATUS		ISSUE DATE:	
THIS SHEET IS PART OF THE PLAN SET ISSUED FOR		SHEET NUMBER	
<input checked="" type="checkbox"/> CONCEPT APPROVAL		1	OF 1
<input type="checkbox"/> PLANNING BOARD APPROVAL		N/A	OF N/A
<input type="checkbox"/> OCDOH REALTY SUBDIVISION APPROVAL		N/A	OF N/A
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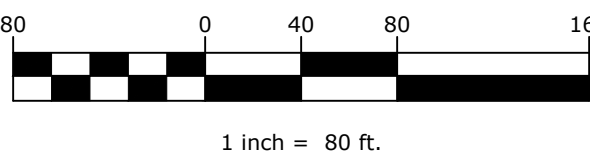
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NEW YORK LICENSE # 080023



**ENGINEERING
& SURVEYING
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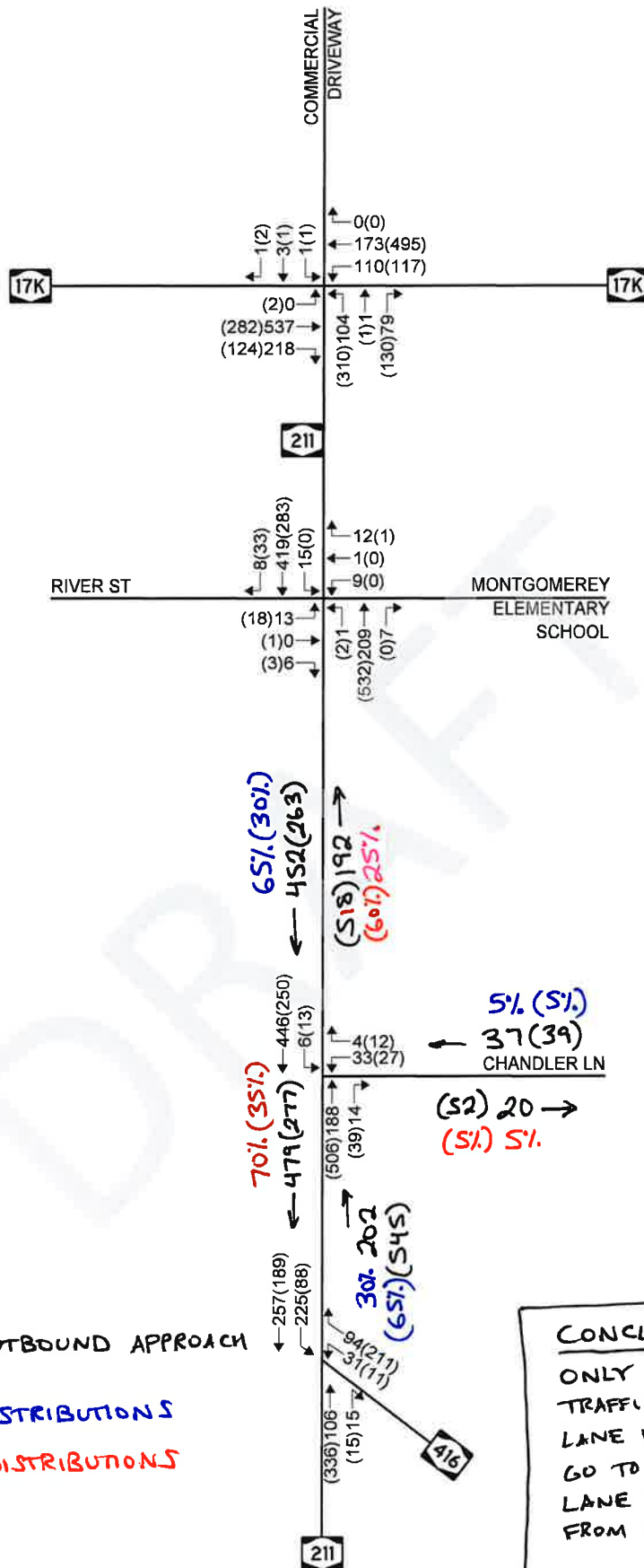
71 CLINTON STREET
MONTGOMERY, NY 12549
Ph: (845) 457-7727
Fx: (845) 457-1899

PDD PLAN

CHANDLER LANE PDD-1
S ROUTE 211 & CHANDLER LANE
VILLAGE OF MONTGOMERY
ORANGE COUNTY, NEW YORK

JOB #:	DRAWN BY:
980.01	JS
DATE:	SCALE:
02/13/18	1" = 100'
REVISION:	TAX LOT:
3 - 05/16/18	213-1-1

PDD-1

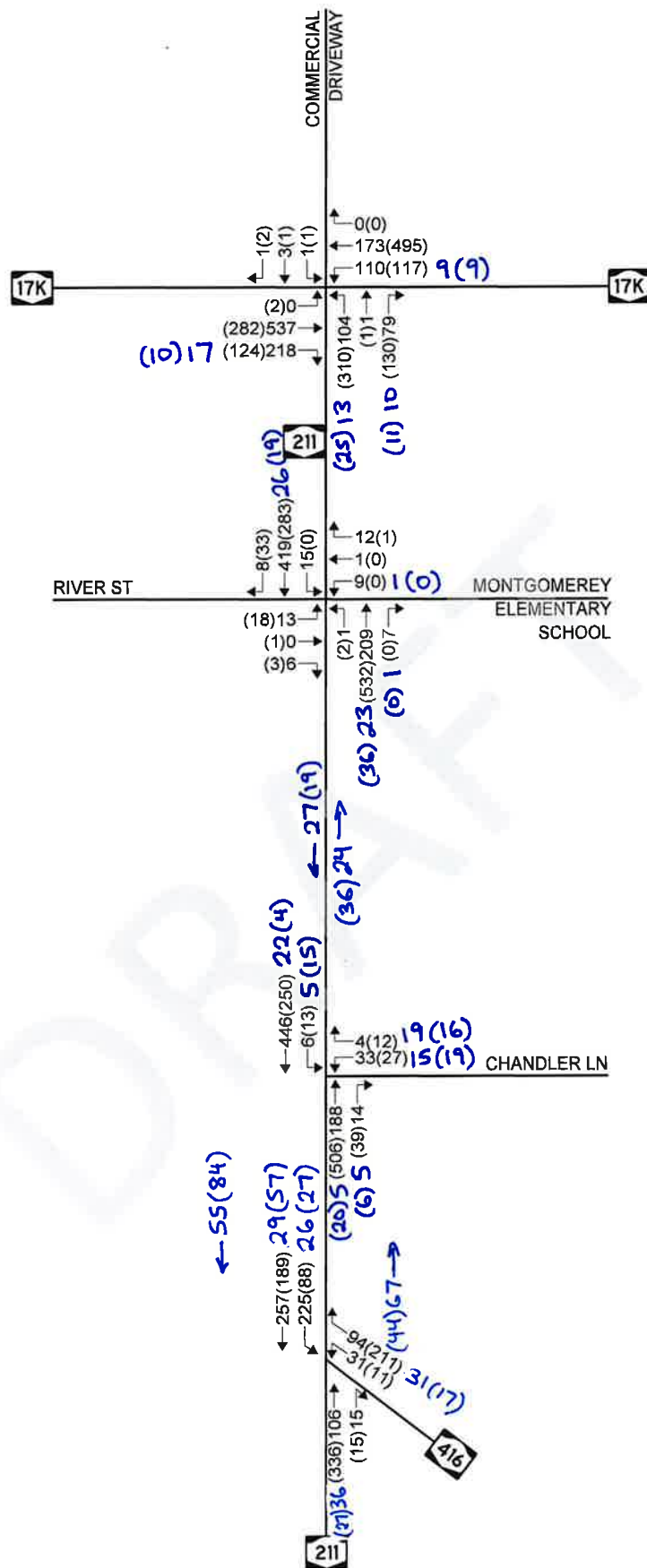


AM PEAK HOUR (PM PEAK HOUR)

2019 EXISTING TRAFFIC VOLUMES

KSH DEVELOPMENT
 VILLAGE OF MONTGOMERY,
 ORANGE COUNTY, NEW YORK





AM PEAK HOUR (PM PEAK HOUR)

2019 EXISTING TRAFFIC VOLUMES

KSH DEVELOPMENT
VILLAGE OF MONTGOMERY,
ORANGE COUNTY, NEW YORK



PROJECT:	119-036	DATE:	07/2019	FIGURE:	02
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Galaxy Maybrook Warehouse

MEMORANDUM



ENGINEERS
PLANNERS
SURVEYORS

Date: December 21, 2020

To: Village of Maybrook – Mayor Leahy & Village Trustees
From: Kenneth Wersted, PE, PTOE
cc: Jane Samuelson – Engineering Properties

Project: 117-303 – Galaxy Maybrook Rail Yard Redevelopment
Re: Supplemental Analysis of “Industrial Park”

The purpose of this memorandum is to document the supplemental analysis of the subject project as a 1,003,500 SF industrial park. This analysis is based on the January 30, 2020 Traffic Impact Study prepared by Creighton Manning that assumed 1.003 million SF of warehouses uses. This supplemental analysis updates the trip generation, trip assignment, build volumes, and the resulting intersection analyses and recommended mitigation addressing comments from the Villages traffic engineering consultant, Kimley-Horn (KH), dated November 23, 2020.

1. Trip Generation

Trip generation determines the quantity of traffic expected to travel to/from the project site. The trip generation assessment for this project focused on the typical peak commuter periods on the adjacent roadway network which coincide with the peaking characteristics of the site and the heaviest traffic volumes on the adjacent roadway network. The Institute of Transportation Engineers (ITE) Trip Generation, 10th edition, provides trip generation data for various land uses based on studies of similar existing developments located across the country. The January study considered 1.003 million SF of warehouses uses, but not knowing what tenants may occupy the project, a more conservative analysis of “industrial park” is the focus of this supplemental analysis. In addition, the Phase 1 of the project will begin with the northern section of the project with approximately 453,500 SF of development.

Table 1 – Trip Generation Summary

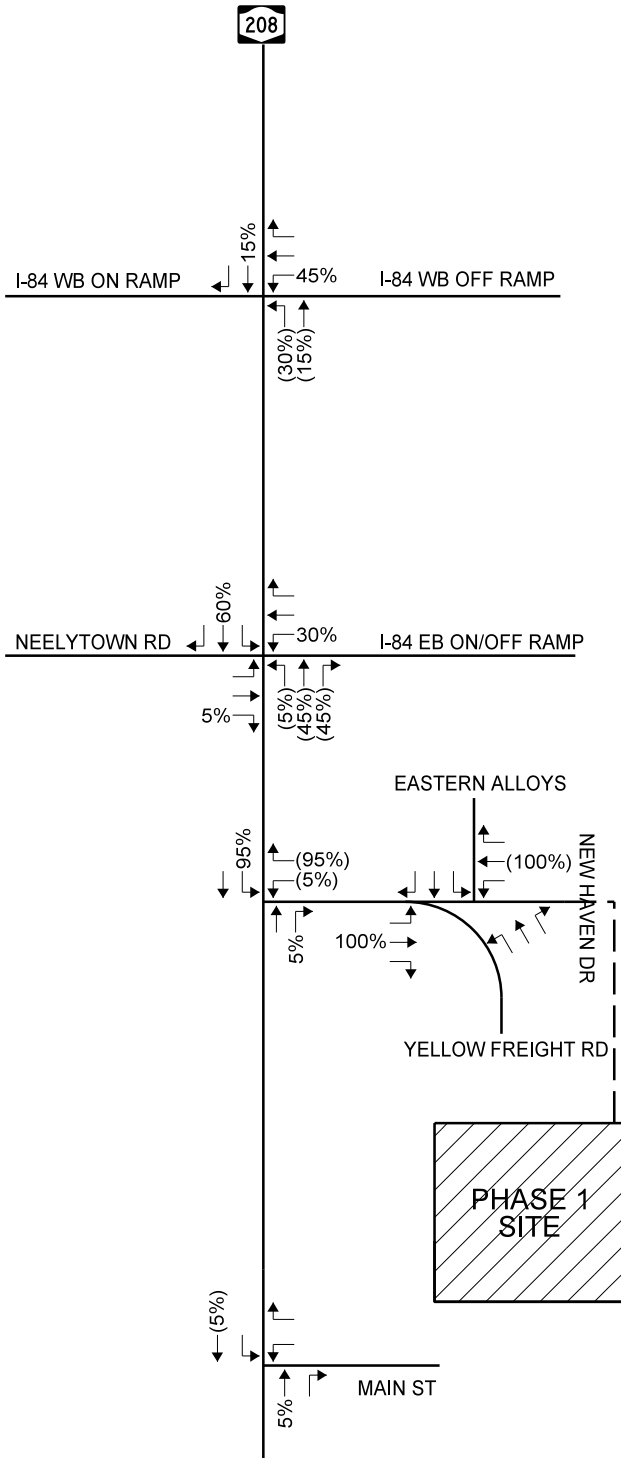
Land Use	Size	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
Phase 1 – Industrial Park	453.5 KSF	147	34	181	38	143	181
Total – Industrial Park	1,003.5 KSF	325	76	401	84	317	401

As a 1.003 million SF industrial park, the project is estimated to generate a total of approximately 401 trips during the AM peak (325 trips entering and 76 trips exiting) and 401 trips during the PM peak hour (84 trips entering and 317 trips exiting).

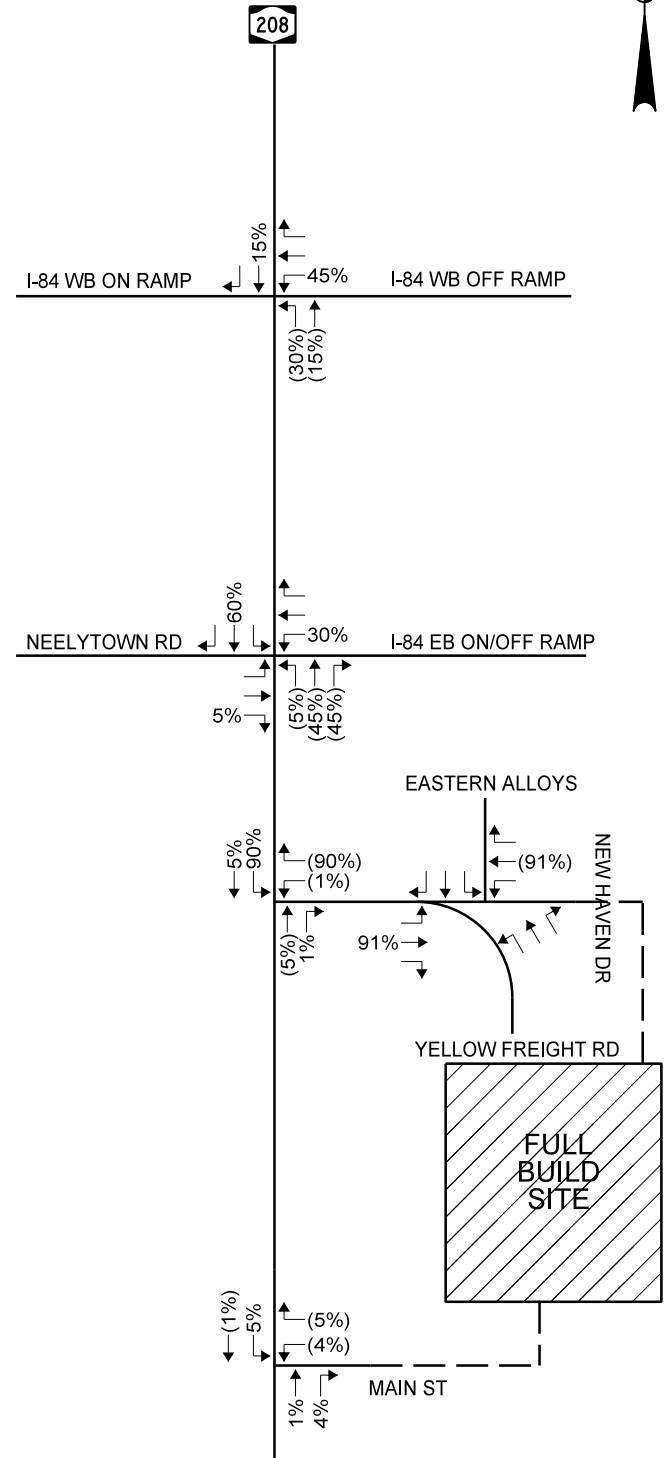
2. Traffic Volumes

The existing traffic volumes were factored up 7.5% in the AM peak hour and 4.5% in the PM peak hour as suggested by KH and are shown on Figure 1. These volumes were grown by 2% per year (Figure 2) and the other development traffic volumes (Figure 3) were added to generate the future 2022 (Phase 1) and 2027 (full build) No-Build traffic volumes (Figure 4). The other development trip assignment is shown on the attached spreadsheet tables. Trip distribution describes where traffic originates or where traffic is destined. Traffic generated by the proposed project was distributed based on existing travel patterns observed in the roadway network. Consistent with the January 2020 study, it is expected that approximately 15 percent of

PHASE 1
2022



FULL BUILD
2027



ENTERING (EXITING)

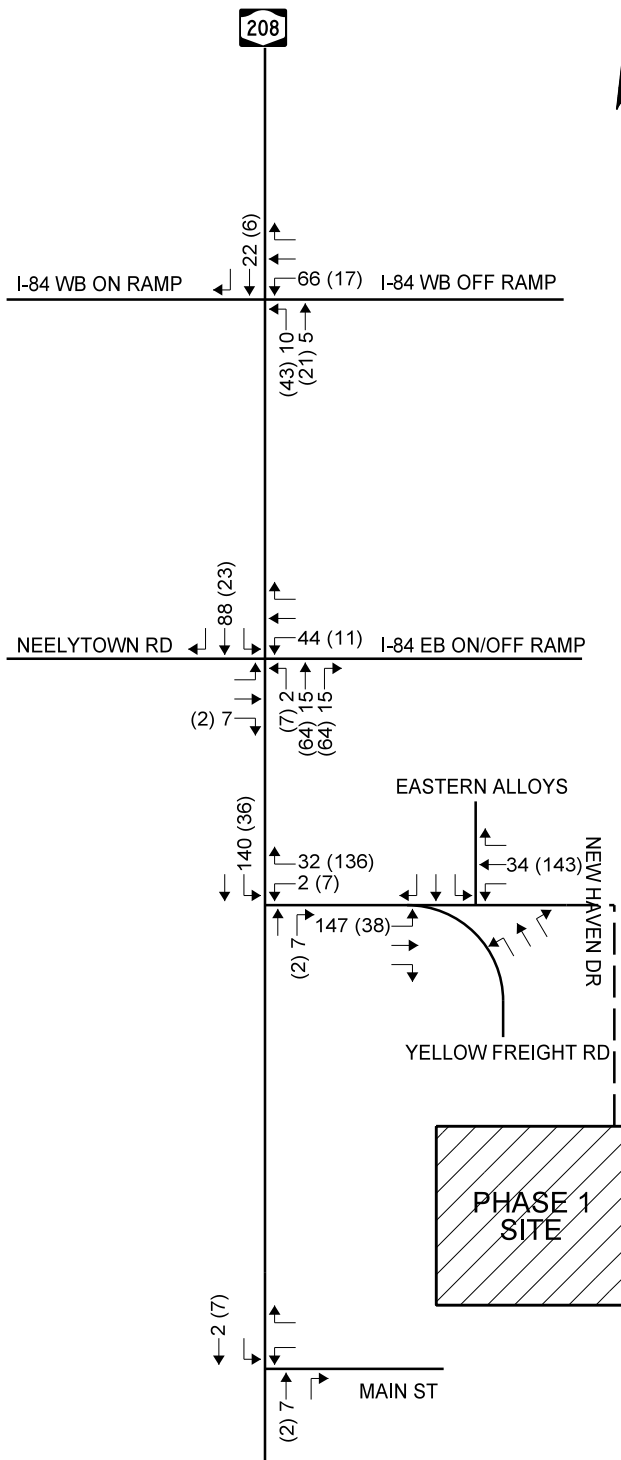
ENTERING (EXITING)

TRIP DISTRIBUTION

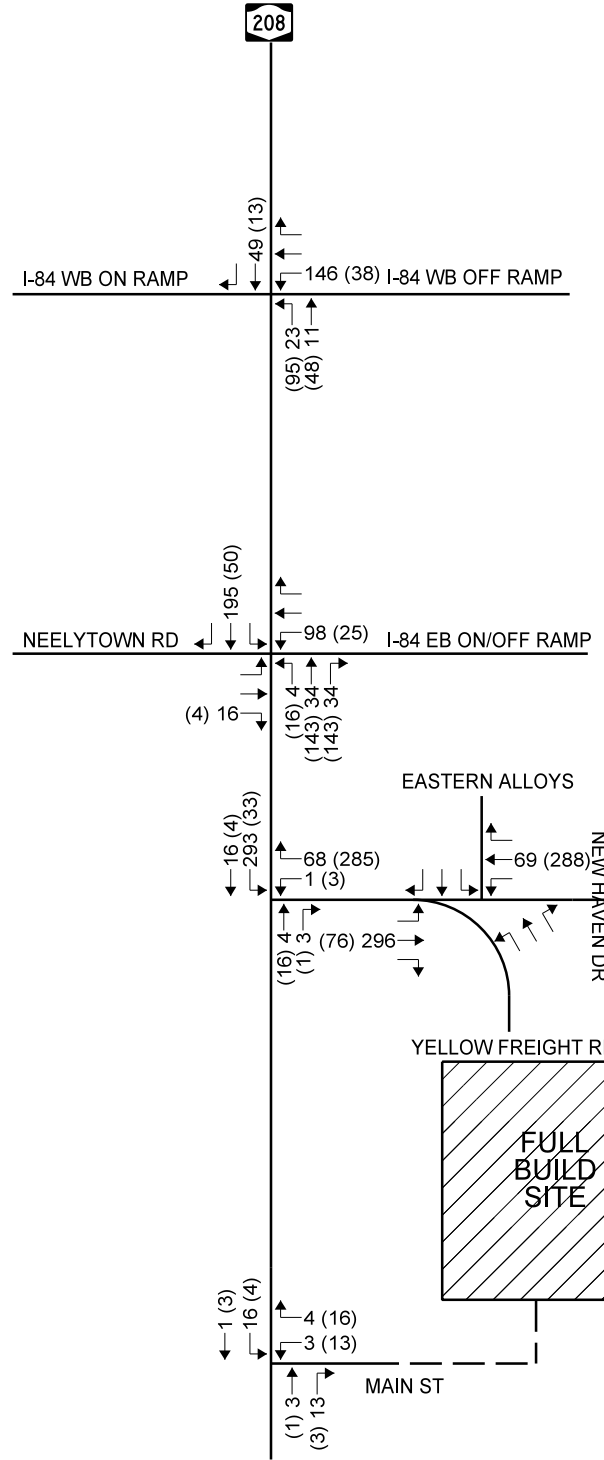
GALAXY WAREHOUSE
VILLAGE OF MAYBROOK
ORANGE COUNTY, NEW YORK



PHASE 1
2022



FULL BUILD
2027



AM PEAK HOUR (PM PEAK HOUR)

AM PEAK HOUR (PM PEAK HOUR)

TRIP ASSIGNMENT

GALAXY WAREHOUSE
VILLAGE OF MAYBROOK
ORANGE COUNTY, NEW YORK



Traffic Impact Study

Appendix I | Accident Data

FMO-22-20850 MAP



1/3/2023

Results Layer

Red: Band_1

Green: Band_2

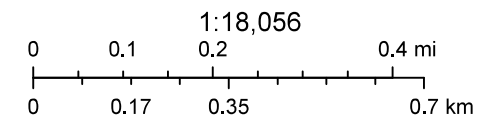
Blue: Band_3

Interstates

US Highways

State Routes

CityTown



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

36548427

Local Codes

KMVMP76H2JLM

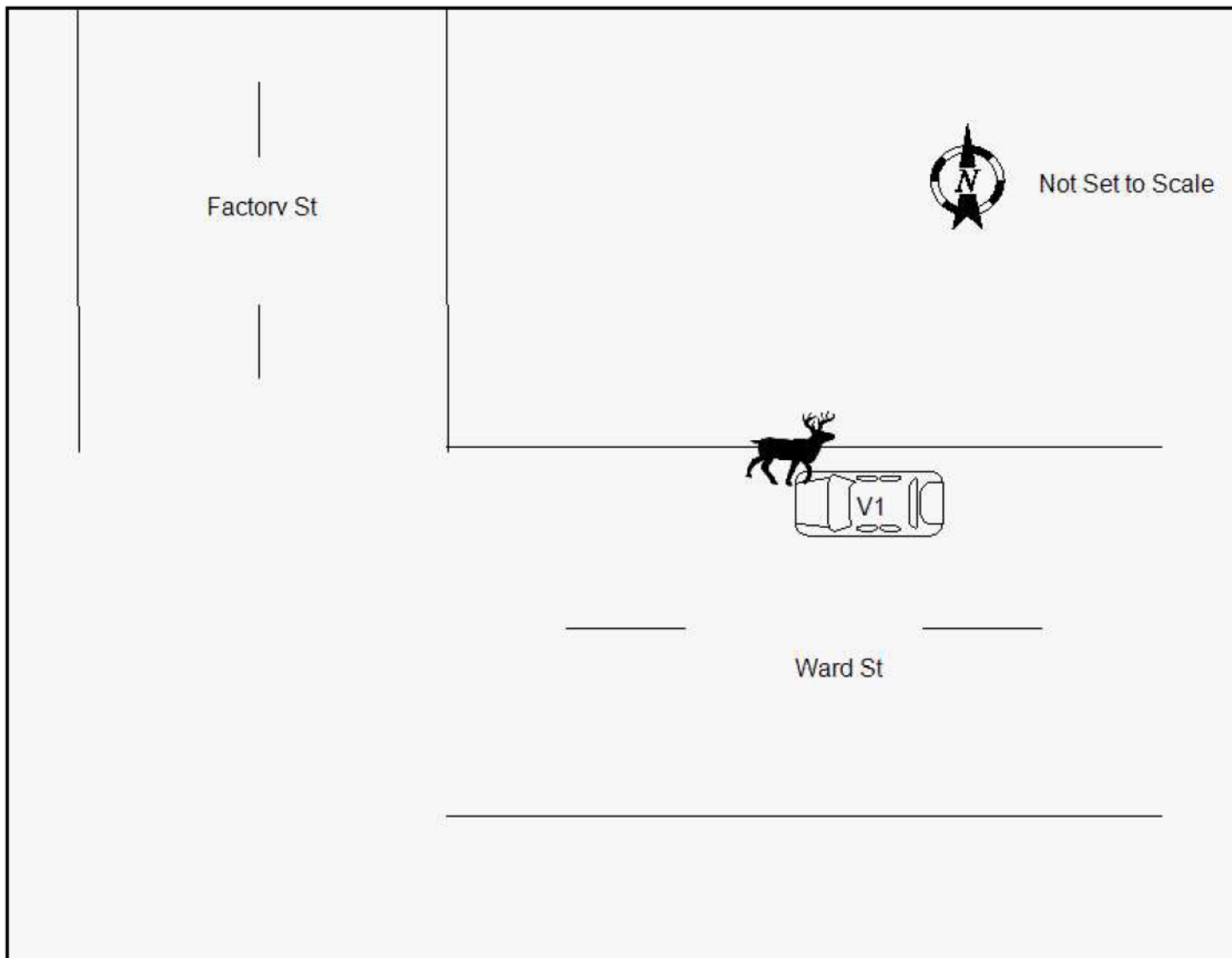
☐ AMENDED REPORT

DMV COPY

1	Accident Date			20
	Month 01	Day 02	Year 2017	
2	Day of Week MONDAY		21	
	Military Time 1718			
3	No. of Vehicles 1	No. Injured 0	22	
	No. Killed 0	Not Investigated at Scene <input type="checkbox"/>		
4	Left Scene <input type="checkbox"/>		23	
	Police Photos <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No			
5	Accident Reconstructed <input type="checkbox"/>		24	
	State of Lic. <input type="checkbox"/>			
6	VEHICLE 1		25	
	VEHICLE 2 <input type="checkbox"/> BICYCLIST <input type="checkbox"/> PEDESTRIAN <input type="checkbox"/> OTHER PEDESTRIAN <input type="checkbox"/>			
7	VEHICLE 2 - Driver		26	
	License ID Number			
8	Driver Name - exactly as printed on license		27	
	Address (Include Number & Street)			
9	City or Town		28	
	State Zip Code			
10	Date of Birth		29	
	Sex			
11	Unlicensed <input type="checkbox"/>		30	
	No. of Occupants			
12	Public Property Damaged <input type="checkbox"/>		31	
	Name—exactly as printed on registration			
13	Sex		32	
	Date of Birth			
14	Month Day Year		33	
	Address (Include Number & Street)			
15	City or Town		34	
	State Zip Code			
16	Plate Number		35	
	State of Reg. Vehicle Year & Make			
17	Vehicle Type		36	
	Ins. Code			
18	Ticket/Arrest Number(s)		37	
	Violation Section(s)			
19	Ticket/Arrest Number(s)		38	
	Violation Section(s)			
20	Check if involved vehicle is:		39	
	<input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.			
21	VEHICLE 1 DAMAGE CODES		40	
	Box 1 - Point of Impact Box 2 - Most Damage			
22	VEHICLE 2 DAMAGE CODES		41	
	Box 1 - Point of Impact Box 2 - Most Damage			
23	Enter up to three more Damage Codes		42	
	Vehicle By Towed: To			
24	Enter up to three more Damage Codes		43	
	Vehicle By Towed: To			
25	VEHICLE DAMAGE CODING:		44	
	1-13. SEE DIAGRAM ON RIGHT. 14. UNDERCARRIAGE 17. DEMOLISHED 15. TRAILER 18. NO DAMAGE 16. OVERTURNED 19. OTHER			
26	Reference Marker		45	
	Coordinates (if available)			
27	Latitude/Northing:		46	
	Longitude/Easting:			
28	Place Where Accident Occurred:		47	
	County ORAN <input type="checkbox"/> City <input checked="" type="checkbox"/> Village <input type="checkbox"/> Town of MONTGOMERY, VILLAGE OF			
29	Road on which accident occurred		48	
	at 1) intersecting street (Route Number or Street Name) at 2) 50 Feet Miles <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input checked="" type="checkbox"/> W of factory st (Milepost, Nearest intersecting Route Number or Street Name)			
30	Accident Description/Officer's Notes		49	
	Operator of V1 stated that while traveling in a westerly direction of travel on Ward St (State Rt-17K) a deer ran into her vehicle causing minimal damage to the right passenger side quarter panel. No injuries reported.			
31	Reference Marker		50	
	Coordinates (if available)			
32	Latitude/Northing:		51	
	Longitude/Easting:			
33	Place Where Accident Occurred:		52	
	County ORAN <input type="checkbox"/> City <input checked="" type="checkbox"/> Village <input type="checkbox"/> Town of MONTGOMERY, VILLAGE OF			
34	Road on which accident occurred		53	
	at 1) intersecting street (Route Number or Street Name) at 2) 50 Feet Miles <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input checked="" type="checkbox"/> W of factory st (Milepost, Nearest intersecting Route Number or Street Name)			
35	Accident Description/Officer's Notes		54	
	Operator of V1 stated that while traveling in a westerly direction of travel on Ward St (State Rt-17K) a deer ran into her vehicle causing minimal damage to the right passenger side quarter panel. No injuries reported.			
36	Reference Marker		55	
	Coordinates (if available)			
37	Latitude/Northing:		56	
	Longitude/Easting:			
38	Place Where Accident Occurred:		57	
	County ORAN <input type="checkbox"/> City <input checked="" type="checkbox"/> Village <input type="checkbox"/> Town of MONTGOMERY, VILLAGE OF			
39	Road on which accident occurred		58	
	at 1) intersecting street (Route Number or Street Name) at 2) 50 Feet Miles <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input checked="" type="checkbox"/> W of factory st (Milepost, Nearest intersecting Route Number or Street Name)			
40	Accident Description/Officer's Notes		59	
	Operator of V1 stated that while traveling in a westerly direction of travel on Ward St (State Rt-17K) a deer ran into her vehicle causing minimal damage to the right passenger side quarter panel. No injuries reported.			
41	Reference Marker		60	
	Coordinates (if available)			
42	Latitude/Northing:		61	
	Longitude/Easting:			
43	Place Where Accident Occurred:		62	
	County ORAN <input type="checkbox"/> City <input checked="" type="checkbox"/> Village <input type="checkbox"/> Town of MONTGOMERY, VILLAGE OF			
44	Road on which accident occurred		63	
	at 1) intersecting street (Route Number or Street Name) at 2) 50 Feet Miles <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input checked="" type="checkbox"/> W of factory st (Milepost, Nearest intersecting Route Number or Street Name)			
45	Accident Description/Officer's Notes		64	
	Operator of V1 stated that while traveling in a westerly direction of travel on Ward St (State Rt-17K) a deer ran into her vehicle causing minimal damage to the right passenger side quarter panel. No injuries reported.			
46	Reference Marker		65	
	Coordinates (if available)			
47	Latitude/Northing:		66	
	Longitude/Easting:			
48	Place Where Accident Occurred:		67	
	County ORAN <input type="checkbox"/> City <input checked="" type="checkbox"/> Village <input type="checkbox"/> Town of MONTGOMERY, VILLAGE OF			
49	Road on which accident occurred		68	
	at 1) intersecting street (Route Number or Street Name) at 2) 50 Feet Miles <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input checked="" type="checkbox"/> W of factory st (Milepost, Nearest intersecting Route Number or Street Name)			
50	Accident Description/Officer's Notes		69	
	Operator of V1 stated that while traveling in a westerly direction of travel on Ward St (State Rt-17K) a deer ran into her vehicle causing minimal damage to the right passenger side quarter panel. No injuries reported.			
51	Reference Marker		70	
	Coordinates (if available)			
52	Latitude/Northing:		71	
	Longitude/Easting:			
53	Place Where Accident Occurred:		72	
	County ORAN <input type="checkbox"/> City <input checked="" type="checkbox"/> Village <input type="checkbox"/> Town of MONTGOMERY, VILLAGE OF			
54	Road on which accident occurred		73	
	at 1) intersecting street (Route Number or Street Name) at 2) 50 Feet Miles <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input checked="" type="checkbox"/> W of factory st (Milepost, Nearest intersecting Route Number or Street Name)			
55	Accident Description/Officer's Notes		74	
	Operator of V1 stated that while traveling in a westerly direction of travel on Ward St (State Rt-17K) a deer ran into her vehicle causing minimal damage to the right passenger side quarter panel. No injuries reported.			
56	Reference Marker		75	
	Coordinates (if available)			
57	Latitude/Northing:		76	
	Longitude/Easting:			
58	Place Where Accident Occurred:		77	
	County ORAN <input type="checkbox"/> City <input checked="" type="checkbox"/> Village <input type="checkbox"/> Town of MONTGOMERY, VILLAGE OF			
59	Road on which accident occurred		78	
	at 1) intersecting street (Route Number or Street Name) at 2) 50 Feet Miles <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input checked="" type="checkbox"/> W of factory st (Milepost, Nearest intersecting Route Number or Street Name)			
60	Accident Description/Officer's Notes		79	
	Operator of V1 stated that while traveling in a westerly direction of travel on Ward St (State Rt-17K) a deer ran into her vehicle causing minimal damage to the right passenger side quarter panel. No injuries reported.			
61	Reference Marker		80	
	Coordinates (if available)			
62	Latitude/Northing:		81	
	Longitude/Easting:			
63	Place Where Accident Occurred:		82	
	County ORAN <input type="checkbox"/> City <input checked="" type="checkbox"/> Village <input type="checkbox"/> Town of MONTGOMERY, VILLAGE OF			
64	Road on which accident occurred		83	
	at 1) intersecting street (Route Number or Street Name) at 2) 50 Feet Miles <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input checked="" type="checkbox"/> W of factory st (Milepost, Nearest intersecting Route Number or Street Name)			
65	Accident Description/Officer's Notes		84	
	Operator of V1 stated that while traveling in a westerly direction of travel on Ward St (State Rt-17K) a deer ran into her vehicle causing minimal damage to the right passenger side quarter panel. No injuries reported.			
66	Reference Marker		85	
	Coordinates (if available)			
67	Latitude/Northing:		86	
	Longitude/Easting:			
68	Place Where Accident Occurred:		87	
	County ORAN <input type="checkbox"/> City <input checked="" type="checkbox"/> Village <input type="checkbox"/> Town of MONTGOMERY, VILLAGE OF			
69	Road on which accident occurred		88	
	at 1) intersecting street (Route Number or Street Name) at 2) 50 Feet Miles <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input checked="" type="checkbox"/> W of factory st (Milepost, Nearest intersecting Route Number or Street Name)			
70	Accident Description/Officer's Notes		89	
	Operator of V1 stated that while traveling in a westerly direction of travel on Ward St (State Rt-17K) a deer ran into her vehicle causing minimal damage to the right passenger side quarter panel. No injuries reported.			
71	Reference Marker		90	
	Coordinates (if available)			
72	Latitude/Northing:		91	
	Longitude/Easting:			
73	Place Where Accident Occurred:		92	
	County ORAN <input type="checkbox"/> City <input checked="" type="checkbox"/> Village <input type="checkbox"/> Town of MONTGOMERY, VILLAGE OF			
74	Road on which accident occurred		93	
	at 1) intersecting street (Route Number or Street Name) at 2) 50 Feet Miles <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input checked="" type="checkbox"/> W of factory st (Milepost, Nearest intersecting Route Number or Street Name)			
75	Accident Description/Officer's Notes		94	
	Operator of V1 stated that while traveling in a westerly direction of travel on Ward St (State Rt-17K) a deer ran into her vehicle causing minimal damage to the right passenger side quarter panel. No injuries reported.			
76	Reference Marker		95	
	Coordinates (if available)			
77	Latitude/Northing:		96	
	Longitude/Easting:			
78	Place Where Accident Occurred:		97	
	County ORAN <input type="checkbox"/> City <input checked="" type="checkbox"/> Village <input type="checkbox"/> Town of MONTGOMERY, VILLAGE OF			
79	Road on which accident occurred		98	
	at 1) intersecting street (Route Number or Street Name) at 2) 50 Feet Miles <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input checked="" type="checkbox"/> W of factory st (Milepost, Nearest intersecting Route Number or Street Name)			
80	Accident Description/Officer's Notes		99	
	Operator of V1 stated that while traveling in a westerly direction of travel on Ward St (State Rt-17K) a deer ran into her vehicle causing minimal damage to the right passenger side quarter panel. No injuries reported.			
81	Reference Marker		100	
	Coordinates (if available)			
82	Latitude/Northing:		101	
	Longitude/Easting:			
83	Place Where Accident Occurred:		102	
	County ORAN <input type="checkbox"/> City <input checked="" type="checkbox"/> Village <input type="checkbox"/> Town of MONTGOMERY, VILLAGE OF			
84	Road on which accident occurred		103	
	at 1) intersecting street (Route Number or Street Name) at 2) 50 Feet Miles <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input checked="" type="checkbox"/> W of factory st (Milepost, Nearest intersecting Route Number or Street Name)			
85	Accident Description/Officer's Notes		104	
	Operator of V1 stated that while traveling in a westerly direction of travel on Ward St (State Rt-17K) a deer ran into her vehicle causing minimal damage to the right passenger side quarter panel. No injuries reported.			
86	Reference Marker		105	
	Coordinates (if available)			
87	Latitude/Northing:		106	
	Longitude/Easting:			
88	Place Where Accident Occurred:		107	
	County ORAN <input type="checkbox"/> City <input checked="" type="checkbox"/> Village <input type="checkbox"/> Town of MONTGOMERY, VILLAGE OF			
89	Road on which accident occurred		108	
	at 1) intersecting street (Route Number or Street Name) at 2) 50 Feet Miles <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input checked="" type="checkbox"/> W of factory st (Milepost, Nearest intersecting Route Number or Street Name)			
90	Accident Description/Officer's Notes		109	
	Operator of V1 stated that while traveling in a westerly direction of travel on Ward St (State Rt-17K) a deer ran into her vehicle causing minimal damage to the right passenger side quarter panel. No injuries reported.			
91	Reference Marker		110	
	Coordinates (if available)			
92	Latitude/Northing:		111	
	Longitude/Easting:			
93	Place Where Accident Occurred:		112	
	County ORAN <input type="checkbox"/> City <input checked="" type="checkbox"/> Village <input type="checkbox"/> Town of MONTGOMERY, VILLAGE OF			
94	Road on which accident occurred		113	
	at 1) intersecting street (Route Number or Street Name) at 2) 50 Feet Miles <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input checked="" type="checkbox"/> W of factory st (Milepost, Nearest intersecting Route Number or Street Name)			
95	Accident Description/Officer's Notes		114	
	Operator of V1 stated that while traveling in a westerly direction of travel on Ward St (State Rt-17K) a deer ran into her vehicle causing minimal damage to the right passenger side quarter panel. No injuries reported.			
96	Reference Marker		115	
	Coordinates (if available)			
97	Latitude/Northing:		116	
	Longitude/Easting:			
98	Place Where Accident Occurred:		117	
	County ORAN <input type="checkbox"/> City <input checked="" type="checkbox"/> Village <input type="checkbox"/> Town of MONTGOMERY, VILLAGE OF			
99	Road on which accident occurred		118	
	at 1) intersecting street (Route Number or Street Name) at 2) 50 Feet Miles <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input checked="" type="checkbox"/> W of factory st (Milepost, Nearest intersecting Route Number or Street Name)			
100	Accident Description/Officer's Notes		119	
	Operator of V1 stated that while traveling in a westerly direction of travel on Ward St (State Rt-17K) a deer ran into her vehicle causing minimal damage to the right passenger side quarter panel. No injuries reported.			
101	Reference Marker		120	
	Coordinates (if available)			
102	Latitude/Northing:		121	
	Longitude/Easting:			
103	Place Where Accident Occurred:		122	
	County ORAN <input type="checkbox"/> City <input checked="" type="checkbox"/> Village <input type="checkbox"/> Town of MONTGOMERY, VILLAGE OF			
104	Road on which accident occurred		123	
	at 1) intersecting street (Route Number or Street Name) at 2) 50 Feet Miles <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input checked="" type="checkbox"/> W of factory st (Milepost, Nearest intersecting Route Number or Street Name)			
105	Accident Description/Officer's Notes		124	
	Operator of V1 stated that while traveling in a westerly direction of travel on Ward St (State Rt-17K) a deer ran into her vehicle causing minimal damage to the right passenger side quarter panel. No injuries reported.			
106	Reference Marker			

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

36567988

Local Codes

9KS0016JLNCM

☐ AMENDED REPORT

DMV COPY

Accident Date			Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene <input type="checkbox"/>	Left Scene	Police Photos
Month	Day	Year						Accident Reconstructed <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
01	12	2017	Thu	1230	2	0	0			

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIAN

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

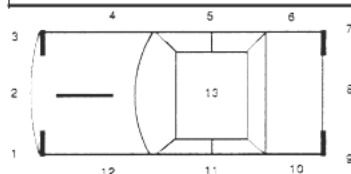
Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.	Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.	Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.
--	--	--

VEHICLE 1 DAMAGE CODES Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes Vehicle By UNKNOWN Towed: To UNKNOWN	VEHICLE 2 DAMAGE CODES Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes Vehicle By Towed: To	ACCIDENT DIAGRAM 1. Rear End 2. Sideswipe (same direction) 3. Left Turn 4. Right Angle 5. Right Turn 6. Left Turn 7. Right Turn 8. Sideswipe (opposite direction)
---	---	--

VEHICLE DAMAGE CODING:

1-13. SEE DIAGRAM ON RIGHT.

- | | |
|-------------------|----------------|
| 14. UNDERCARRIAGE | 17. DEMOLISHED |
| 15. TRAILER | 18. NO DAMAGE |
| 16. OVERTURNED | 19. OTHER |



Reference Marker	Coordinates (if available)	Place Where Accident Occurred:
2 0 8	Latitude/Northing:	County <u>ORAN</u> <input type="checkbox"/> City <input type="checkbox"/> Village <input checked="" type="checkbox"/> Town of <u>MONTGOMERY, TOWN OF</u>
8 3 0 1	Longitude/Easting:	Road on which accident occurred <u>STATE ROUTE 208</u> (Route Number or Street Name)
1 2 1 9		at 1) intersecting street _____ (Route Number or Street Name)
		or 2) <u>25</u> <input type="checkbox"/> N <input checked="" type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W of <u>STATE ROUTE 17K</u> (Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

V1 EXITED A CITGO GAS STATION MAKING A LEFT ONTO ST RT 208 TO HEAD SOUTH. D1 STATED AN UNINVOLVED VEHICLE IN THE STRAIGHT THROUGH LANE ON ST RT 208 BACKED UP TO LET V1 EXIT CITGO. V1 FAILED TO YIELD THE RIGHT OF WAY TO V2 WHICH WAS HEADING NORTH ON ST RT 208 IN THE LEFT TURN LANE.

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	X	1	22	2	-	-	-						
B	01	3	X	1	23	2	-	-	-						
C	01	5	X	1	19	2	-	-	-						
D	01	6	X	1	19	2	-	-	-						
E	01	4	X	1	22	2	-	-	-						
F	02	1	X	1	26	2	-	-	-						

Officer's Rank and Signature	Badge/ID No.	NCIC No.	Precinct/Post Troop/Zone	Station/Beat Sector	Reviewing Officer	Date/Time Reviewed
Print Name in Full JASON MEEHAN	61	03574	F2	3	VANTASSEL, JON	2017/01/17 10:37

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

36578061

Local Codes

SP2F396KC97D

☐ AMENDED REPORT

DMV COPY

Accident Date

Month
01Day
24Year
2017

Day of Week

Tues

Military Time

0930

No. of
Vehicles
2No. Injured
0No. Killed
0Not Investigated at Scene ☐Left Scene ☐Police Photos
☐ Yes ☒ NoAccident Reconstructed ☐

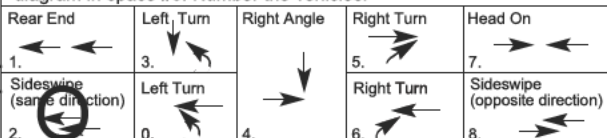
VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIANTicket/Arrest
Number(s)Ticket/Arrest
Number(s)Violation
Section(s)Violation
Section(s)

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

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

Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.



ACCIDENT DIAGRAM

DIAGRAM IS PRINTED ON LAST PAGE

Cost of repairs to any one vehicle will be more than \$1000.

☒ Unknown/Unable to Determine ☐ Yes ☐ No

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact 1 19 2 19
 Box 2 - Most Damage
 Enter up to three more Damage Codes 3 4 5

Vehicle By
Towed: To

VEHICLE 2 DAMAGE CODES

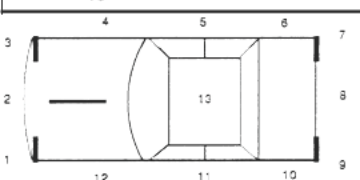
Box 1 - Point of Impact 4 1 4 2
 Box 2 - Most Damage
 Enter up to three more Damage Codes 3 4 5

Vehicle By
Towed: To

VEHICLE DAMAGE CODING:

1-13. SEE DIAGRAM ON RIGHT.

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



Reference Marker

Coordinates (if available)

1 7 K

Latitude/Northing:
566712

8 3 0 1

Longitude/Easting:
4597399

Place Where Accident Occurred:

County ORAN

☐ City ☐ Village ☒ Town of MONTGOMERY, TOWN OF

Road on which accident occurred STATE ROUTE 17K

(Route Number or Street Name)

at 1) intersecting street

(Route Number or Street Name)

or 2) 100 ☐ N ☐ S ☒ E ☐ W of State Route 208

(Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

V-1 was traveling westbound on State Route 17k in the middle driving lane. V-2 was traveling westbound on State Route 17k in the left turning lane. V-1 unsafely moved into the left turning lane, causing the snow plow connected to the front of V-1 to strike the passenger side of V-2. The witness states that he was traveling behind V-2, when he observed V-1 attempt to move from the middle lane to the left passing lane striking V-2. The OP V-1 states that he is not sure if he moved into the left lane, but doesn't believe he did. - WITNESS 1 [REDACTED]

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	56	1	-	-	-						
B	02	1	4	1	46	2	-	-	-						
C															
D															
E															
F															

Officer's Rank and Signature

TPR
Print Name in Full ANGELO KOUTROS

Badge/ID No.

3294

NCIC No.

13503

Precinct/Post
Troop/Zone

F2

Station/Beat/
Sector

31

Reviewing
Officer

KHALIL, AHMED

Date/Time Reviewed

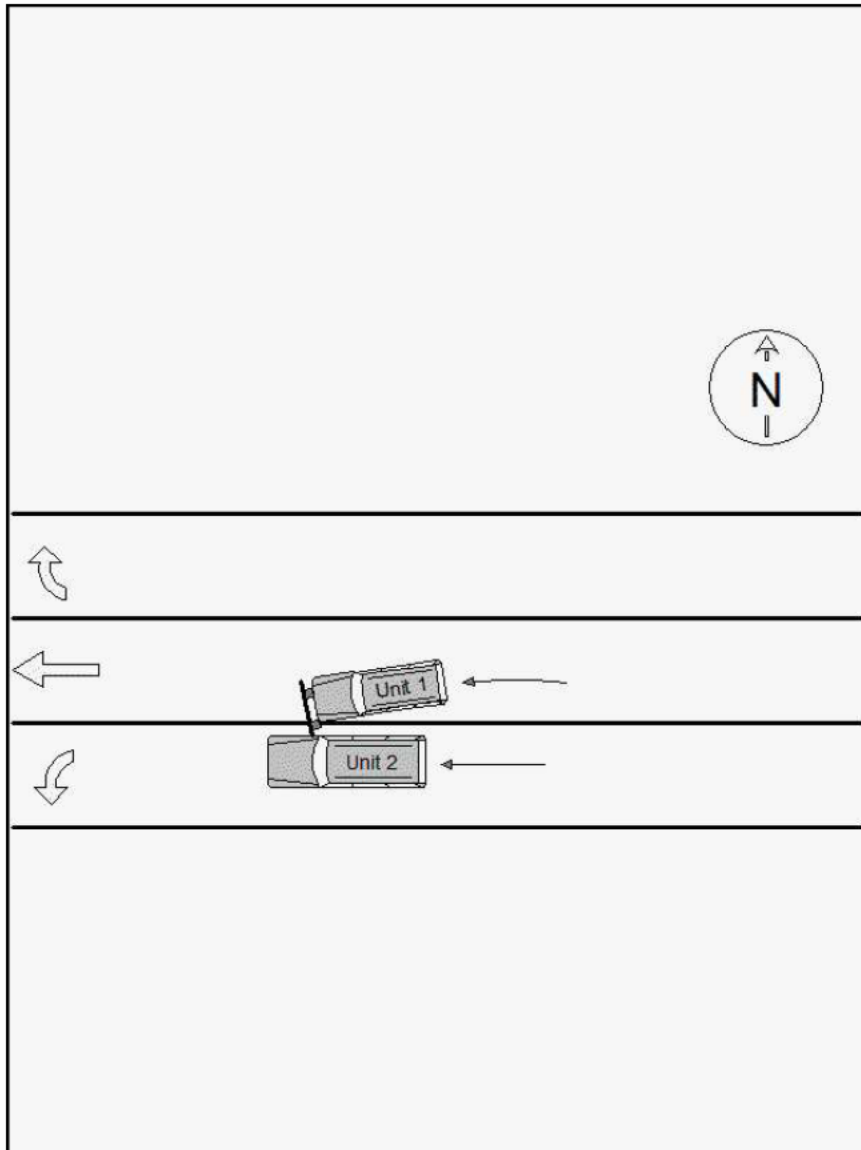
2017/01/24 23:43

USE
COVER
SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

36586329

Local Codes

KMVMP76JWHPM

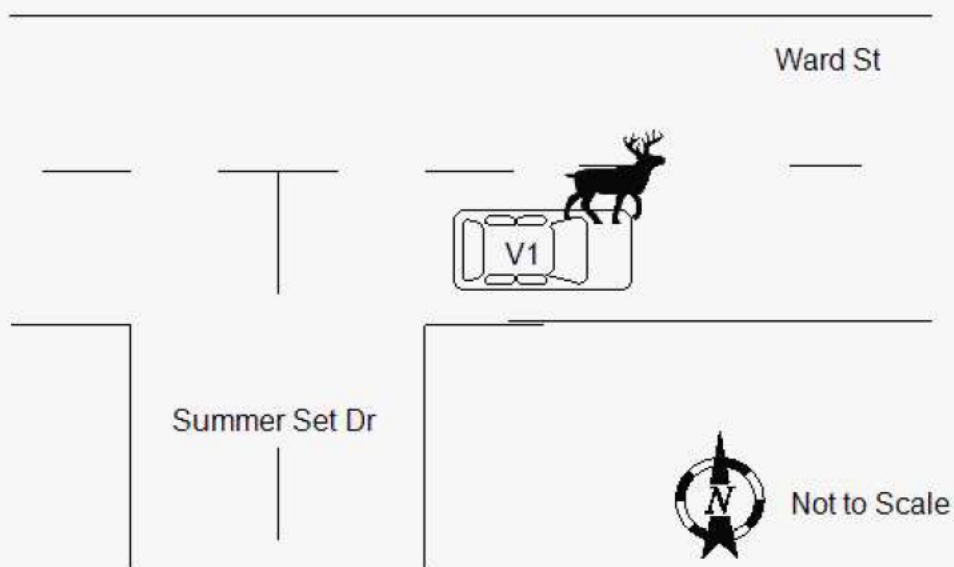
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	Operator of V1 stated that while traveling in a easterly direction of travel on Ward St (State Rt-17K) a deer ran into her vehicle causing damage to the driver side quarter panel, headlight, and driver side door. No injuries reported.																																																																																																									
31	ALL INVOLVED		50																																																																																																							
	<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <th>8</th><th>9</th><th>10</th><th>11</th><th>12</th><th>13</th><th>14</th><th>15</th><th>16</th><th>17</th><th>BY</th><th>TO</th><th>18</th><th>Names of all involved</th><th>Date of Death Only</th></tr> <tr> <td>A</td><td>01</td><td>1</td><td>4</td><td>1</td><td>56</td><td>2</td><td>-</td><td>-</td><td>-</td><td></td><td></td><td></td><td></td><td></td></tr> <tr> <td>B</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr> <td>C</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr> <td>D</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr> <td>E</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr> <td>F</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> </table>			8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only	A	01	1	4	1	56	2	-	-	-						B															C															D															E															F												
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New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

36625456

Local Codes

9KS0016N7M2G

☐ AMENDED REPORT

DMV COPY

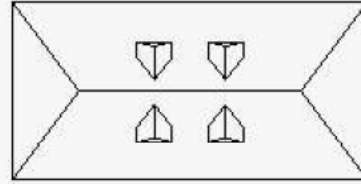
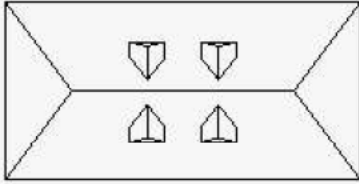
1	Accident Date			20
	Month 02	Day 18	Year 2017	
2	Day of Week SATURD		21	
	Military Time 1821			
3	No. of Vehicles 1	No. Injured 0	22	
	No. Killed 0	Not Investigated at Scene <input type="checkbox"/>		
4	Left Scene <input type="checkbox"/>		23	
	Police Photos <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No			
5	Accident Reconstructed <input type="checkbox"/>		24	
	Other PEDESTRIAN <input type="checkbox"/>			
6	VEHICLE 1		25	
	VEHICLE 2 - Driver License ID Number			
7	Driver Name - exactly as printed on license		26	
	Address (Include Number & Street)			
8	City or Town		27	
	State Zip Code			
9	Date of Birth		28	
	Sex			
10	Unlicensed <input type="checkbox"/>		29	
	No. of Occupants			
11	Public Property Damaged <input type="checkbox"/>		30	
	Name-exactly as printed on registration			
12	Sex		31	
	Date of Birth			
13	Month Day Year		32	
	Address (Include Number & Street)			
14	Apt. No.		33	
	Haz. Mat. Code			
15	City or Town		34	
	State Zip Code			
16	Plate Number		35	
	State of Reg.			
17	Vehicle Year & Make		36	
	Vehicle Type			
18	Ins. Code		37	
	Ticket/Arrest Number(s)			
19	Violation Section(s)		38	
	Violation Section(s)			
20	Check if involved vehicle is:		39	
	<input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.			
21	VEHICLE 1 DAMAGE CODES		40	
	Box 1 - Point of Impact Box 2 - Most Damage			
22	Enter up to three more Damage Codes		41	
	Vehicle By Towed: To			
23	Check if involved vehicle is:		42	
	<input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.			
24	VEHICLE 2 DAMAGE CODES		43	
	Box 1 - Point of Impact Box 2 - Most Damage			
25	Enter up to three more Damage Codes		44	
	Vehicle By Towed: To			
26	Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.		45	
	Rear End Left Turn Right Angle Right Turn Head On Sideswipe (same direction) Left Turn Right Turn Sideswipe (opposite direction)			
27	ACCORDING DIAGRAM		46	
	Diagram is printed on last page			
28	Cost of repairs to any one vehicle will be more than \$1000.		47	
	<input type="checkbox"/> Unknown/Unable to Determine <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
29	Place Where Accident Occurred:		48	
	County ORAN <input type="checkbox"/> City <input type="checkbox"/> Village <input checked="" type="checkbox"/> Town of MONTGOMERY, TOWN OF			
30	Road on which accident occurred STATE ROUTE 17K		49	
	at 1) intersecting street (Route Number or Street Name)			
31	or 2) 500 Feet Miles		50	
	<input type="checkbox"/> N <input type="checkbox"/> S <input checked="" type="checkbox"/> E <input type="checkbox"/> W of Factory Street			
32	(Milepost, Nearest intersecting Route Number or Street Name)		51	
	Accident Description/Officer's Notes			
33	Vehicle 1 traveling west on State Route 17k in the Town of Montgomery, NY 12549. Deer entered the roadway from the south. Deer ran into the front drivers side quarter panel / front bumper of Vehicle 1. NYS DOT contacted for removal of Deer. No injuries reported.		52	
	Reference Marker Coordinates (if available)			
34	Latitude/Northing:		53	
	Longitude/Easting:			
35	1 7 K 8 3 0 1 1 1 1 8		54	
	12 11 10 9 8 7 6 5 4 3 2 1			
36	ALL INVOLVED		55	
	8 9 10 11 12 13 14 15 16 17 BY TO 18			
37	Names of all involved		56	
	Date of Death Only			
38	A 01 1 4 1 54 1 - - - B 01 3 4 1 17 1 - - - C D E F		57	
	Officer's Rank and Signature PO Print Name in Full DAVE GOWANS			
39	Badge/ID No. 27		58	
	NCIC No. 03574			
40	Precinct/Post Troop/Zone F21		59	
	Station/Beat/Sector TMPD			
41	Reviewing Officer FARINA, G		60	
	Date/Time Reviewed 2017/02/28 01:19			

USE
COVER
SHEET

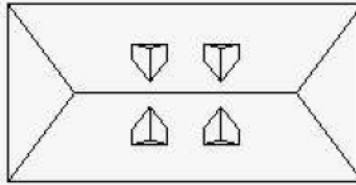
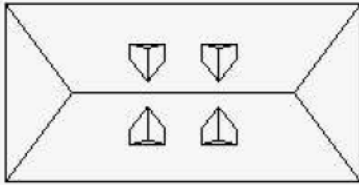
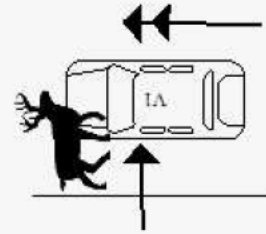
N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
 Accident Diagram

ACCIDENT DIAGRAM



State Route 17k



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

36642174

Local Codes

9KC2656KXWX1

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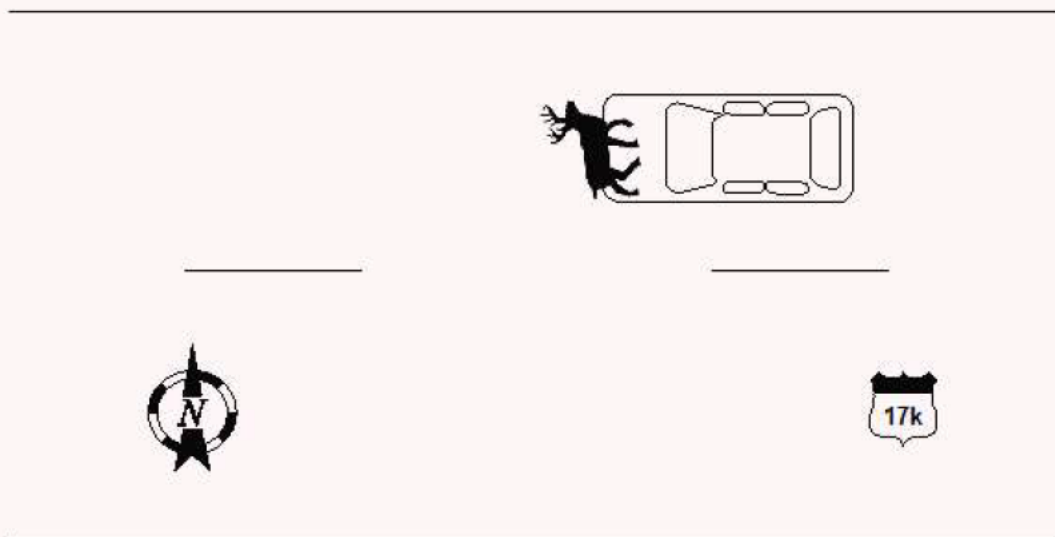
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	Latitude/Northing: _____ Longitude/Easting: _____																																																																																																									
22	Place Where Accident Occurred:		41																																																																																																							
	County ORAN <input type="checkbox"/> City <input type="checkbox"/> Village <input checked="" type="checkbox"/> Town of MONTGOMERY, TOWN OF _____ Road on which accident occurred STATE RT 17K (Route Number or Street Name) at 1) intersecting street _____ (Route Number or Street Name) or 2) .25 <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input checked="" type="checkbox"/> W of Bailey rd (Milepost, Nearest intersecting Route Number or Street Name) Feet Miles																																																																																																									
23	Accident Description/Officer's Notes		42																																																																																																							
	Vehicle #1 was traveling west on State Route 17k when a deer crossed into the roadway. The driver was unable to avoid the deer, and did strike it.																																																																																																									
24	ALL INVOLVED		43																																																																																																							
	<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <th>8</th> <th>9</th> <th>10</th> <th>11</th> <th>12</th> <th>13</th> <th>14</th> <th>15</th> <th>16</th> <th>17</th> <th>BY</th> <th>TO</th> <th>18</th> <th>Names of all involved</th> <th>Date of Death Only</th> </tr> <tr> <td>A</td> <td>01</td> <td>1</td> <td>4</td> <td>1</td> <td>29</td> <td>2</td> <td>-</td> <td>-</td> <td>-</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>B</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>C</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>D</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>E</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>F</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>			8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only	A	01	1	4	1	29	2	-	-	-						B															C															D															E															F												
8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only																																																																																												
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F																																																																																																										
25	Officer's Rank and Signature PO		44																																																																																																							
	Print Name in Full ROBERT MCNEELY Badge/ID No. 18 NCIC No. 03574 Precinct/Post Troop/Zone F2 Station/Beat/Sector 1 Reviewing Officer VANTASSEL, JON Date/Time Reviewed 2017/02/04 09:15																																																																																																									

USE
COVER
SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

36642179

Local Codes

9KS0026JSQXG

☐ AMENDED REPORT

DMV COPY

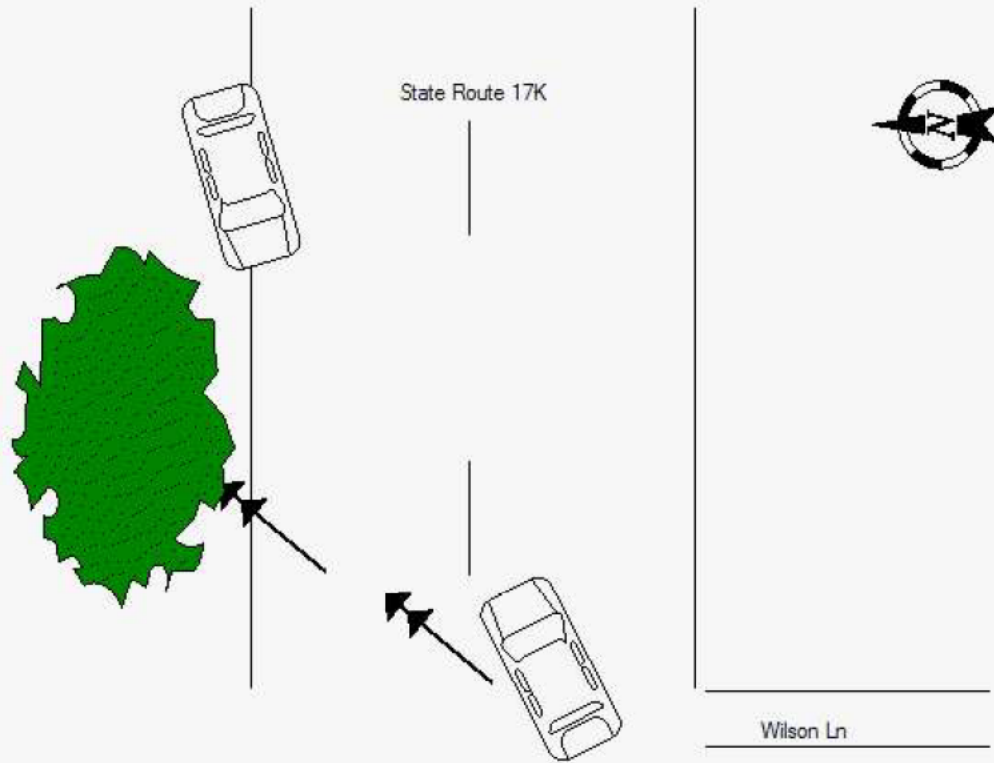
1	Accident Date			20
	Month 01	Day 19	Year 2017	
2	Day of Week THURSD		21	
	Military Time 0440			
3	No. of Vehicles 1	No. Injured 0	22	
	No. Killed 0	Not Investigated at Scene <input type="checkbox"/>		
4	Accident Reconstructed <input type="checkbox"/>		23	
	Left Scene <input type="checkbox"/>			
5	Police Photos <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		24	
	State of Lic.			
6	VEHICLE 1		25	
	VEHICLE 2 <input type="checkbox"/> BICYCLIST <input type="checkbox"/> PEDESTRIAN <input type="checkbox"/> OTHER PEDESTRIAN			
7	VEHICLE 2 - Driver License ID Number		26	
	Driver Name - exactly as printed on license			
8	Address (Include Number & Street)		27	
	Apt. No.			
9	City or Town		28	
	State Zip Code			
10	Date of Birth		29	
	Sex			
11	Unlicensed <input type="checkbox"/>		30	
	No. of Occupants			
12	Public Property Damaged <input type="checkbox"/>		31	
	Name—exactly as printed on registration			
13	Sex		32	
	Date of Birth			
14	Month Day Year		33	
	Address (Include Number & Street)			
15	Apt. No.		34	
	Haz. Mat. Code			
16	City or Town		35	
	State Zip Code			
17	Plate Number		36	
	State of Reg.			
18	Vehicle Year & Make		37	
	Vehicle Type			
19	Ins. Code		38	
	Ticket/Arrest Number(s)			
20	S0026JSPKQ S0026JSQ4		39	
	Violation Section(s)			
21	5091 1120A		40	
	Violation Section(s)			
22	Check if involved vehicle is:		41	
	<input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.			
23	VEHICLE 1 DAMAGE CODES		42	
	Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes Vehicle By Towed: KENS To KENS			
24	VEHICLE 2 DAMAGE CODES		43	
	Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes Vehicle By Towed: To			
25	Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.		44	
	Rear End Left Turn Right Angle Right Turn Head On Sideswipe (same direction) Left Turn Right Turn Sideswipe (opposite direction)			
26	ACCIDENT DIAGRAM		45	
	9. Cost of repairs to any one vehicle will be more than \$1000. <input type="checkbox"/> Unknown/Unable to Determine <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
27	VEHICLE DAMAGE CODING:		46	
	1-13. SEE DIAGRAM ON RIGHT. 14. UNDERCARRIAGE 17. DEMOLISHED 15. TRAILER 18. NO DAMAGE 16. OVERTURNED 19. OTHER			
28	Reference Marker		47	
	Coordinates (if available)			
29	Latitude/Northing:		48	
	Longitude/Easting:			
30	Place Where Accident Occurred:		49	
	County ORAN <input type="checkbox"/> City <input type="checkbox"/> Village <input checked="" type="checkbox"/> Town of MONTGOMERY, TOWN OF Road on which accident occurred STATE ROUTE 17K at 1) intersecting street _____ (Route Number or Street Name) or 2) 50 _____ <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input checked="" type="checkbox"/> W of wilson ln Feet Miles (Milepost, Nearest intersecting Route Number or Street Name)			
31	Accident Description/Officer's Notes		50	
	On the above date and time, vehicle 1 was traveling West on State Route 17K when the vehicle crossed over into the East bound lane. The vehicle collided with a tree which cause it to spin, coming to stop facing East in the East bound lane.			
32	ALL INVOLVED		51	
	8 9 10 11 12 13 14 15 16 17 BY TO 18 Names of all involved Date of Death Only			
33	Officer's Rank and Signature		52	
	Print Name in Full			
34	Badge/ID No.		53	
	NCIC No.			
35	Precinct/Post Troop/Zone		54	
	Station/Beat/Sector			
36	Reviewing Officer		55	
	Date/Time Reviewed			
37	LINDSAY MCGANN		56	
	34 03574 F24 4 VANTASSEL, JON 2017/02/04 09:13			

USE
COVER
SHEET

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New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

36659118

Local Codes

9KS0016RNKBP

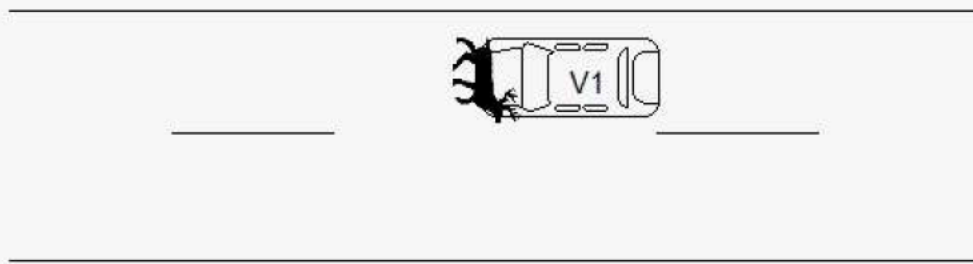
☐ AMENDED REPORT

DMV COPY

1	Accident Date			20																																																																																																						
	Month 03	Day 20	Year 2017																																																																																																							
2	Day of Week MONDAY		21																																																																																																							
	Military Time 1314																																																																																																									
3	No. of Vehicles 1	No. Injured 0	22																																																																																																							
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	County ORAN <input type="checkbox"/> City <input type="checkbox"/> Village <input checked="" type="checkbox"/> Town of MONTGOMERY, TOWN OF Road on which accident occurred STATE ROUTE 17K (Route Number or Street Name) at 1) intersecting street _____ (Route Number or Street Name) or 2) .1 <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input checked="" type="checkbox"/> W of montgomery heights dr (Milepost, Nearest intersecting Route Number or Street Name)																																																																																																									
28	Accident Description/Officer's Notes		47																																																																																																							
	Vehicle 1 struck a deer that entered the roadway.																																																																																																									
29	Diagram is printed on last page		48																																																																																																							
	Cost of repairs to any one vehicle will be more than \$1000. <input checked="" type="checkbox"/> Unknown/Unable to Determine <input type="checkbox"/> Yes <input type="checkbox"/> No																																																																																																									
30	ALL INVOLVED		49																																																																																																							
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8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only																																																																																												
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B																																																																																																										
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36	Reviewing Officer		55																																																																																																							
	BARNETT, DENNIS																																																																																																									
37	Date/Time Reviewed		56																																																																																																							
	2017/03/26 07:48																																																																																																									

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



State Route 17k



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

36674701

Local Codes

KMC4236STZ5C

☐ AMENDED REPORT

DMV COPY

Accident Date

Month

Day

Year

Day of Week

Military Time

No. of Vehicles

No. Injured

No. Killed

Not Investigated at Scene ☐

Left Scene

Police Photos

04

04

2017

Tues

1431

2

0

0

Accident Reconstructed ☐☐☐ Yes ☒ No

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIAN

Name—exactly as printed on registration

FIRST STUDENT INC

Sex

C

Date of Birth

Month

Day

Year

Address (Include Number & Street)

P O BOX 260

Apt. No.

Haz.

Mat.

Code

Released

☐

City or Town

WALLKILL

State

NY

Zip Code

12589

Plate Number

22185BB

State of Reg.

NY

Vehicle Year & Make

2014 FRHT

Vehicle Type

BUS

Ins. Code

Ticket/Arrest

Number(s)

Ticket/Arrest

Number(s)

Violation

Section(s)

Violation

Section(s)

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact 1 2

Box 2 - Most Damage 3 3

Enter up to three more Damage Codes 3 4 5

Vehicle By Towed: To

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 2 DAMAGE CODES

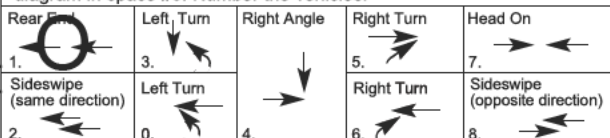
Box 1 - Point of Impact 8 8

Box 2 - Most Damage 8 8

Enter up to three more Damage Codes 3 4 5

Vehicle By Towed: To

Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.



ACCIDENT DIAGRAM

DIAGRAM IS PRINTED ON LAST PAGE

Cost of repairs to any one vehicle will be more than \$1000.

☐ Unknown/Unable to Determine ☒ Yes ☐ No

Reference Marker

Coordinates (if available)

Latitude/Northing:

Longitude/Easting:

Place Where Accident Occurred:

County ORAN

☐ City ☒ Village ☐ Town of MONTGOMERY, VILLAGE OF

Road on which accident occurred WARD STREET

(Route Number or Street Name)

at 1) intersecting street

(Route Number or Street Name)

or 2) 50 Feet Miles

☐ N ☐ S☐ E ☐ W

of Spring Street, at Eastbound 17k Railroad crossing

(Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

At t/p/o Vehicle 2 a school bus traveling S/E on Ward St was stopping at the railroad crossing on Ward Street near the intersection of spring St. Vehicle 1 started from a stopped position making a right turn off of Spring street onto Ward Street. The operator of Vehicle 1 did not see Vehicle 2 stopping for the railroad crossing and collided into the rear of Vehicle 2, causing damage to Vehicle 2 rear bumper as well as Vehicle 1 front bumper and grill. - WITNESS 1

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	46	1	-	-	-						
B	01	3	4	1	27	1	-	-	-						
C	02	1	4	1	63	2	-	-	-						
D															
E															
F															

Officer's Rank and Signature OFFICER

Print Name in Full ANDREW LENANE

Badge/ID No.

017

NCIC No.

03527

Precinct/Post

Troop/Zone

Station/Beat/

Sector

Reviewing

Officer WALSH, STEVEN

Date/Time Reviewed

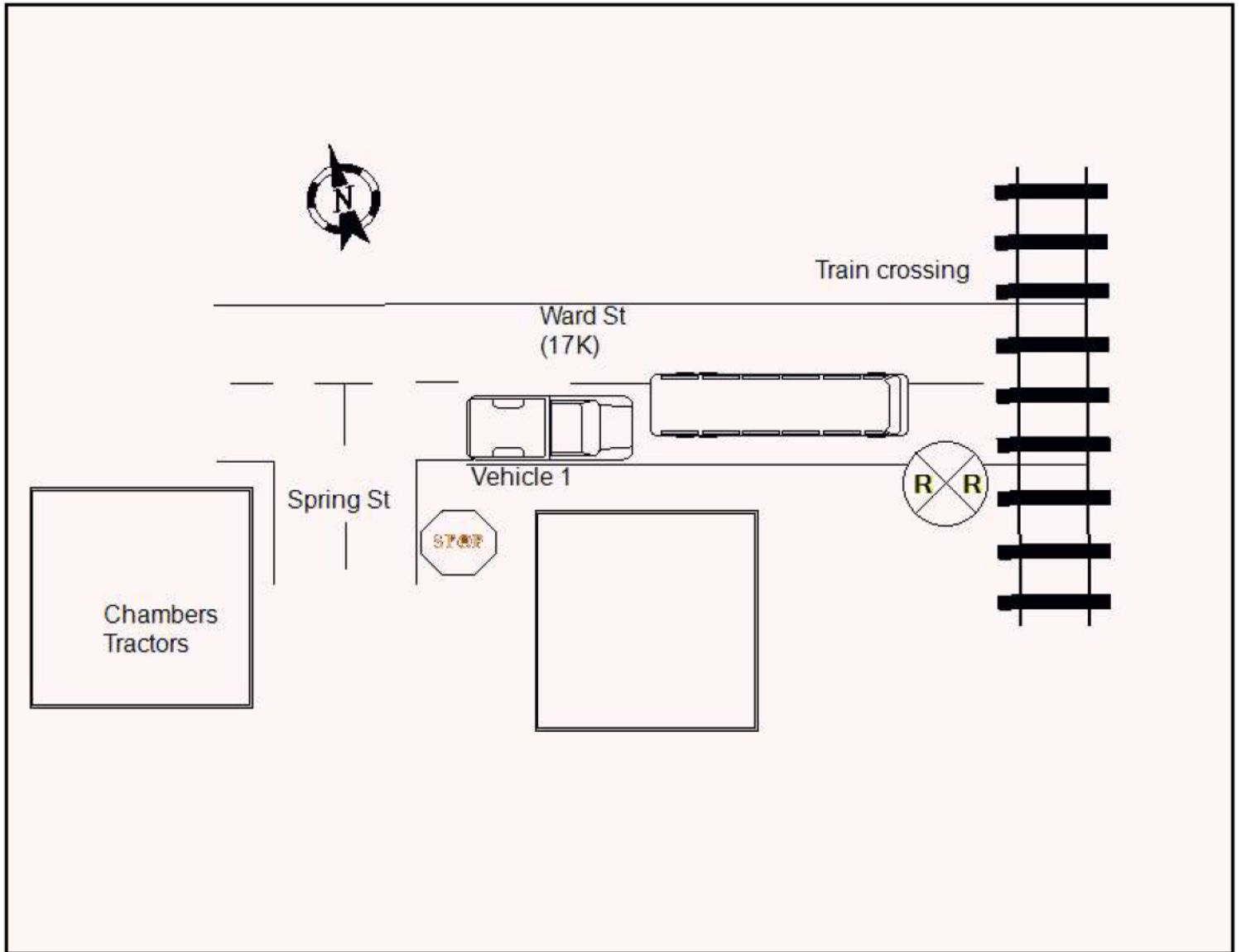
2017/04/05 15:38

USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

36703329

Local Codes

9KS0016VM846

☐ AMENDED REPORT

DMV COPY

19
X

1	Accident Date			Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene <input type="checkbox"/>	Left Scene <input type="checkbox"/>	Police Photos <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	20
	Month	Day	Year									
	04	21	2017	Fri	0615	2	1	0	Accident Reconstructed <input type="checkbox"/>	<input type="checkbox"/>		

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIAN21
X

22

23
824
7

2	[Redacted Area]												21
3	[Redacted Area]												22
4	[Redacted Area]												23
5	[Redacted Area]												24

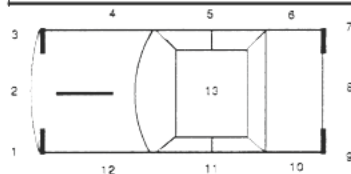
5	Ticket/Arrest Number(s)						Ticket/Arrest Number(s)						25
6	Violation Section(s)						Violation Section(s)						26

6	VEHICLE 1 DAMAGE CODES	Check if involved vehicle is:				VEHICLE 2 DAMAGE CODES	Check if involved vehicle is:				ACCIDENT DIAGRAM	25
		<input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.					<input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.					
7	Box 1 - Point of Impact	1	2			Box 1 - Point of Impact	4	2			26	
3	Box 2 - Most Damage	12	12			Box 2 - Most Damage	4	4			1	
1	Enter up to three more Damage Codes	3	4	5		Enter up to three more Damage Codes	3	4	5			
	Vehicle Towed:	By To				Vehicle Towed:	By To					

VEHICLE DAMAGE CODING:

1-13. SEE DIAGRAM ON RIGHT.

- | | |
|-------------------|----------------|
| 14. UNDERCARRIAGE | 17. DEMOLISHED |
| 15. TRAILER | 18. NO DAMAGE |
| 16. OVERTURNED | 19. OTHER |



Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.

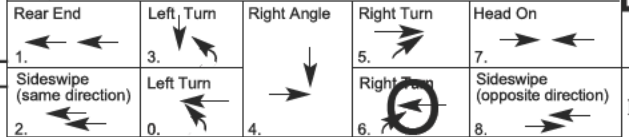


DIAGRAM IS PRINTED ON LAST PAGE

Cost of repairs to any one vehicle will be more than \$1000.

☒ Unknown/Unable to Determine ☐ Yes ☐ No

Reference Marker	Coordinates (if available)	Place Where Accident Occurred:
	Latitude/Northing:	County <u>ORAN</u> <input type="checkbox"/> City <input type="checkbox"/> Village <input checked="" type="checkbox"/> Town of <u>MONTGOMERY, TOWN OF</u>
	Longitude/Easting:	Road on which accident occurred <u>ROUTE 17K</u> (Route Number or Street Name)
		at 1) intersecting street <u>STATE ROUTE 208</u> (Route Number or Street Name)
		or 2) <u> </u> <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W of <u> </u> (Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

AT ABOVE DATE AND TIME DRIVER OF VEHICLE #1 STATES SHE STOPPED AT RED LIGHT AND PROCEEDED TO MAKE RIGHT TURN FROM RT 208 ONTO 17K WEST WHEN BOTH VEHICLES COLLIDED. DRIVER OF VEHICLE #2 STATES WHILE TRAVELING W/B ON ROUTE 17K DRIVER OF VEHICLE #1 DID MAKE RIGHT TURN IN FRONT OF HER DISREGARDING RED SIGNAL CAUSING COLLISION. DRIVER OF VEHICLE #2 FURTHER STATES SHE HAS COLLISION ON DASH-CAM AND HIT HER HEAD ON STEERING WHEEL.

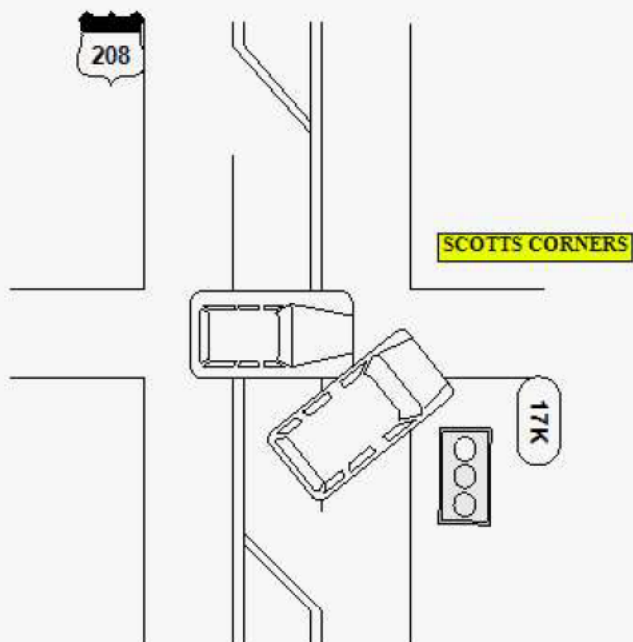
30
-
USE COVER SHEET

ALL INVOLVED	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	61	2	-	-	-						
B	02	1	4	1	19	2	1	12	6			3516			
C															
D															
E															
F															

Officer's Rank and Signature	POLICE OFF	Badge/ID No.	35	NCIC No.	03574	Precinct/Post Troop/Zone		Station/Beat/Sector		Reviewing Officer	VANTASSEL, JON	Date/Time Reviewed	2017/04/29 09:42
Print Name in Full	DANNY VENDITTI												

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

36726592

Local Codes

9KS0026XVVHL

☐ AMENDED REPORT

DMV COPY

1 -	Accident Date			Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene <input type="checkbox"/>	Left Scene	Police Photos	20 4
	Month 05	Day 12	Year 2017	Fri	0852	2	0	0	Accident Reconstructed <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIAN

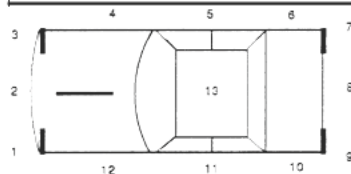
2 -													21 -
3 2													22 -
4 1													24 1
5 1													25 2

6 1	Ticket/Arrest Number(s)				Ticket/Arrest Number(s)				25 2
	Violation Section(s)				Violation Section(s)				
7 2	Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.				Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.				26 1
	VEHICLE 1 DAMAGE CODES Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes				VEHICLE 2 DAMAGE CODES Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes				

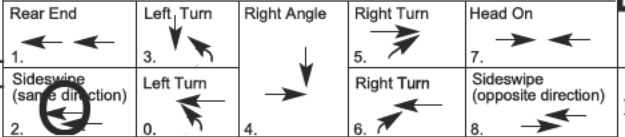
VEHICLE DAMAGE CODING:

1-13. SEE DIAGRAM ON RIGHT.

- | | |
|-------------------|----------------|
| 14. UNDERCARRIAGE | 17. DEMOLISHED |
| 15. TRAILER | 18. NO DAMAGE |
| 16. OVERTURNED | 19. OTHER |



Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.



ACCIDENT DIAGRAM

DIAGRAM IS PRINTED ON LAST PAGE

Cost of repairs to any one vehicle will be more than \$1000.

☒ Unknown/Unable to Determine ☐ Yes ☐ No

Reference Marker	Coordinates (if available)
2 0 8	Latitude/Northing:
8 3 0 1	
1 2 1 9	Longitude/Easting:

Place Where Accident Occurred:

County ORAN ☐ City ☐ Village ☒ Town of MONTGOMERY, TOWN OFRoad on which accident occurred STATE RTE 208 N/B

(Route Number or Street Name)

at 1) intersecting street STATE RTE 17K

(Route Number or Street Name)

or 2) ☐ N ☐ S ☐ E ☐ W of _____
Feet Miles (Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

ON THE ABOVE DATE, TIME AND LOCATION THE DRIVER OF VEHICLE #1 MADE A RIGHT HAND TURN ONTO RTE 208 FROM 17-K IN FRONT OF VEHICLE #2 WHICH WAS TRAVELING NORTHBOUND ON RTE 208. CAUSING VEHICLE #1 TO SIDESWIPE VEHICLE #2.

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	23	2	-	-	-						
B	02	1	4	1	22	2	-	-	-						
C															
D															
E															
F															

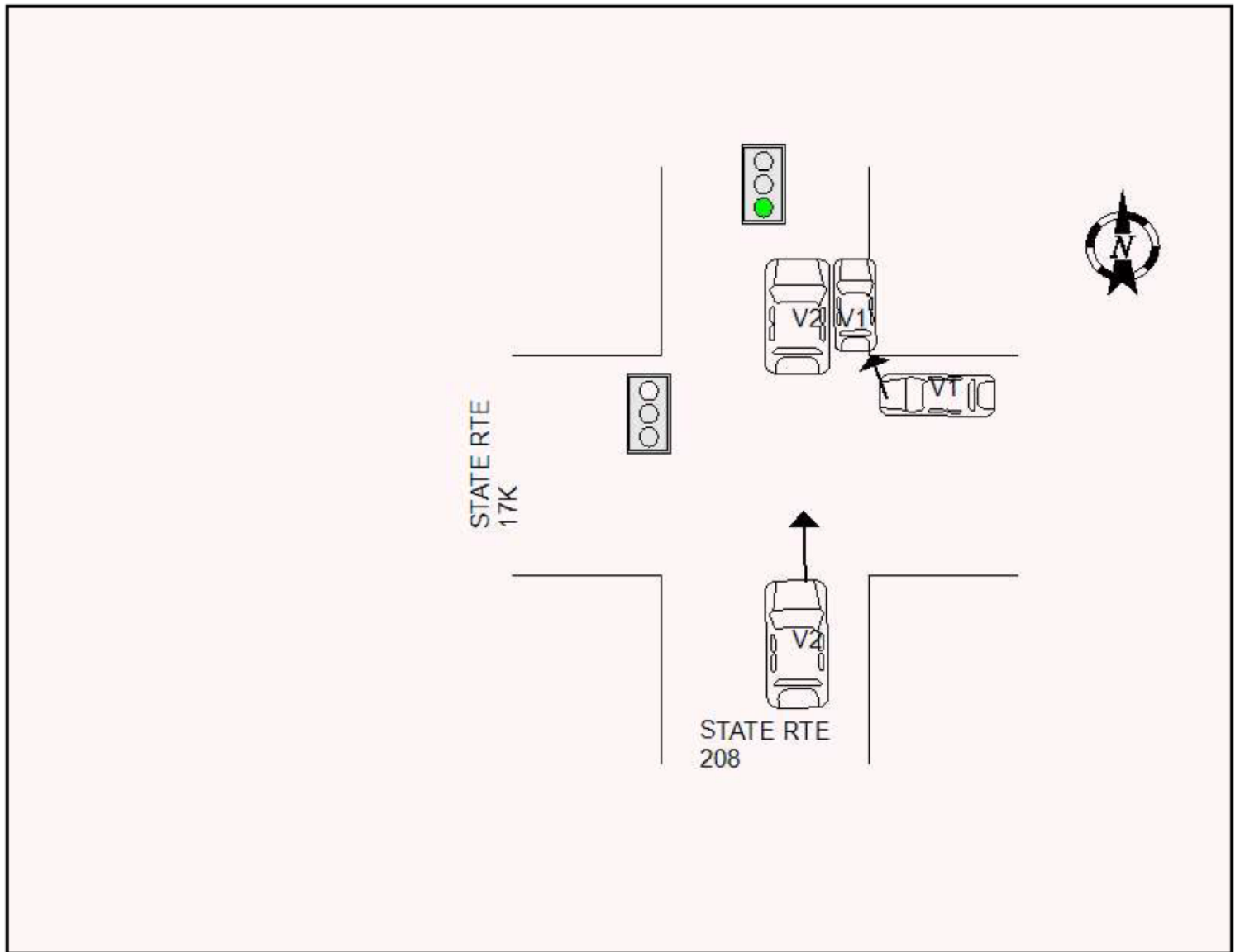
Officer's Rank and Signature Print Name in Full	PO KEN BYRNES	Badge/ID No.	24	NCIC No.	03574	Precinct/Post Troop/Zone	F2	Station/Beat/Sector	3	Reviewing Officer	VANTASSEL, JON	Date/Time Reviewed	2017/05/17 12:06
--	------------------	--------------	----	----------	-------	--------------------------	----	---------------------	---	-------------------	----------------	--------------------	------------------

USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

36731480

Local Codes

9KS0026Z9DQ3

☐ AMENDED REPORT

DMV COPY

Accident Date

Month
05Day
10Year
2017

Day of Week

Wed

Military Time

1409

No. of
Vehicles
2No. Injured
0No. Killed
0Not Investigated at Scene ☐Left Scene ☐Police Photos
☐ Yes ☒ NoAccident Reconstructed ☐

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIANTicket/Arrest
Number(s)Ticket/Arrest
Number(s)Violation
Section(s)Violation
Section(s)

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

Check if involved vehicle is:

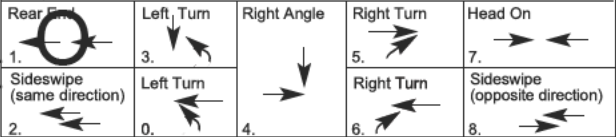
☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.



ACCIDENT DIAGRAM

DIAGRAM IS PRINTED ON LAST PAGE

Cost of repairs to any one vehicle will be more than \$1000.

☐ Unknown/Unable to Determine ☒ Yes ☐ No

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact 2 1 2

Box 2 - Most Damage

Enter up to three more Damage Codes 3 4 5

VEHICLE 2 DAMAGE CODES

Box 1 - Point of Impact 8 1 8

Box 2 - Most Damage

Enter up to three more Damage Codes 3 4 5

Vehicle By Towed: To

Vehicle By Towed: To

VEHICLE DAMAGE CODING:

1-13. SEE DIAGRAM ON RIGHT.

14. UNDERCARRIAGE 17. DEMOLISHED

15. TRAILER 18. NO DAMAGE

16. OVERTURNED 19. OTHER

Reference Marker

2 0 8

8 3 0 1

1 2 1 9

Coordinates (if available)

Latitude/Northing:

Longitude/Easting:

Place Where Accident Occurred:

County ORAN

☐ City ☐ Village ☒ Town of

MONTGOMERY, TOWN OF

Road on which accident occurred STATE ROUTE 208

(Route Number or Street Name)

at 1) intersecting street STATE ROUTE 17K

(Route Number or Street Name)

or 2)

☐ N ☐ S☐ E ☐ W of

Feet Miles

(Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

v2 was stopped in traffic facing north bound on state route 208..v1 was behind v2 same direction..v1's front bumper area made contact with v2's rear bumper area and right rear muffler causing damage to both..v1 sustained damage to it's front bumper only..both driver exchanged information at scene..no injuries claimed by either operator..neither vehicle required towing.

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	53	2	-	-	-						
B	02	1	4	1	56	2	-	-	-						
C															
D															
E															
F															

Officer's Rank and Signature

PO

Print Name in Full RON FABRIZIO

Badge/ID No.

29

NCIC No.

03574

Precinct/Post Troop/Zone

F2

Station/Beat/Sector

4

Reviewing Officer

BARNETT, DENNIS

Date/Time Reviewed

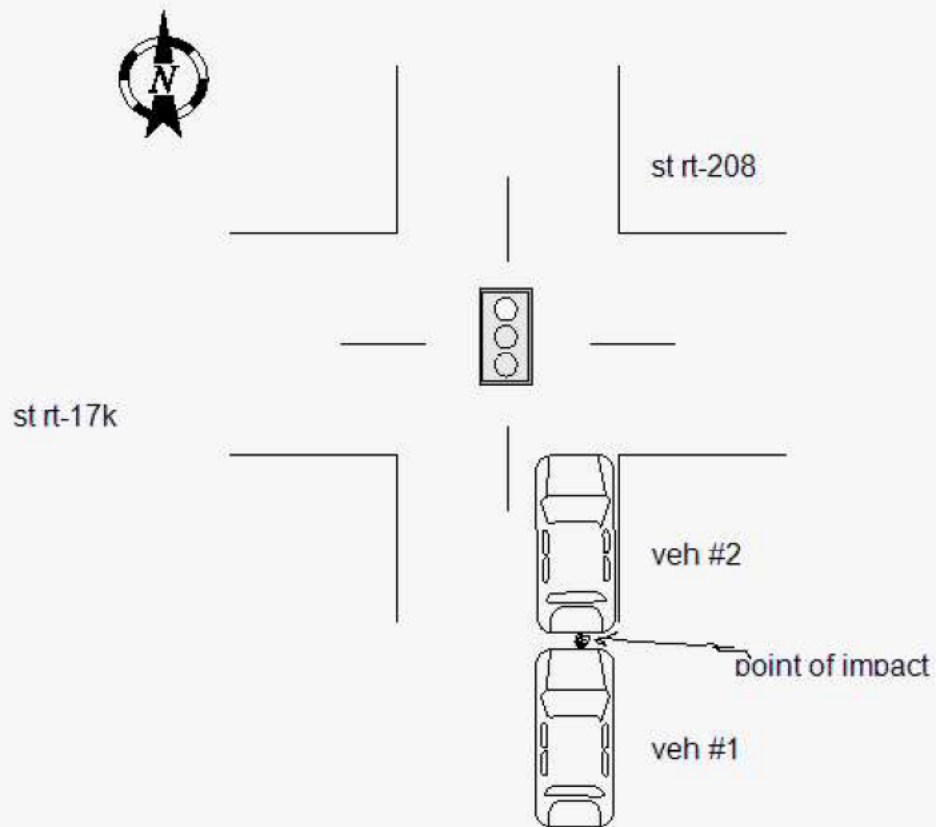
2017/05/21 07:58

USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

36740242

Local Codes

9KM267708G2T

☐ AMENDED REPORT

DMV COPY

1 -	Accident Date			Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene <input type="checkbox"/>	Left Scene	Police Photos	20 -
	Month 05	Day 25	Year 2017	Thu	0915	2	0	0	Accident Reconstructed <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIAN

2 -	[Redacted Area]												21 -
3 2	[Redacted Area]												22 -
4 1	[Redacted Area]												23 6
5 2	[Redacted Area]												24 3

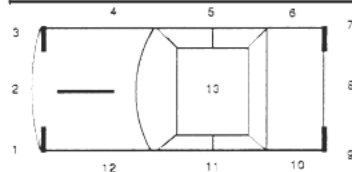
5 2	Ticket/Arrest Number(s)						Ticket/Arrest Number(s)						25 3
Violation Section(s)						Violation Section(s)							

6 2	VEHICLE 1 DAMAGE CODES	Check if involved vehicle is:				VEHICLE 2 DAMAGE CODES	Check if involved vehicle is:				ACCIDANT DIAGRAM	26 1
		<input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.					<input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.					
		Box 1 - Point of Impact	3	1	2		Box 1 - Point of Impact	1	1	2		
7 3	VEHICLE 1 DAMAGE CODES	Enter up to three more Damage Codes				VEHICLE 2 DAMAGE CODES	Enter up to three more Damage Codes					
1	Vehicle By Towed:	To				Vehicle By Towed:	To KEN'S					

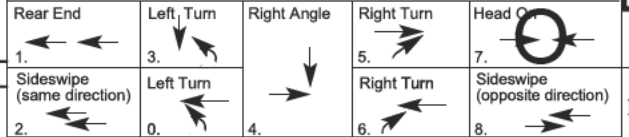
VEHICLE DAMAGE CODING:

1-13. SEE DIAGRAM ON RIGHT.

- | | |
|-------------------|----------------|
| 14. UNDERCARRIAGE | 17. DEMOLISHED |
| 15. TRAILER | 18. NO DAMAGE |
| 16. OVERTURNED | 19. OTHER |



Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.



ACCIDENT DIAGRAM

Cost of repairs to any one vehicle will be more than \$1000.

☐ Unknown/Unable to Determine ☒ Yes ☐ No

Reference Marker	Coordinates (if available)	Place Where Accident Occurred:
1 7 K	Latitude/Northing:	County <u>ORAN</u> <input type="checkbox"/> City <input type="checkbox"/> Village <input checked="" type="checkbox"/> Town of <u>MONTGOMERY, TOWN OF</u>
8 3 0 1	Longitude/Easting:	Road on which accident occurred <u>ST RT 17K</u> (Route Number or Street Name)
1		at 1) intersecting street <u>ST RT 208</u> (Route Number or Street Name)
		or 2) <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W of _____ (Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

V1, TURNING FROM ST RT 17K WEST ONTO ST RT 208 SOUTH, TURNED INTO THE PATH OF V2.

ALL INVOLVED	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	18	2	-	-	-						
B	02	1	4	1	41	2	-	-	-						
C															
D															
E															
F															

Officer's Rank and Signature	Badge/ID No.	NCIC No.	Precinct/Post Troop/Zone	Station/Beat/Sector	Reviewing Officer	Date/Time Reviewed
Print Name in Full JASON MEEHAN	61	03574	F2	4	BARNETT, DENNIS	2017/05/27 06:43

FOLD → :: ← HERE

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

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

1

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

36753394

Local Codes

KMM42870T6DH

☒ **AMENDED REPORT****DMV COPY**

Accident Date

Month 05 Day 30 Year 2017

Day of Week

Tues

Military Time

1500

No. of Vehicles

2

No. Injured

0

No. Killed

0

Not Investigated at Scene ☐Accident Reconstructed ☐Left Scene ☐

Police Photos

☐ Yes ☒ No

VEHICLE 1

☒ VEHICLE 2 ☐ BICYCLIST ☐ PEDESTRIAN ☐ OTHER PEDESTRIAN

Name—exactly as printed on registration

price; right; paving; inc

Sex

C

Date of Birth

Month Day Year

Address (Include Number & Street)

61 SCHREMPF LANE

Apt. No.

Haz.

Mat.

Code

Released

☐

City or Town

PINE BUSH

State

NY

Zip Code

12566000

Plate Number

11852MD

State of Reg.

NY

Vehicle Year & Make

2011 FORD

Vehicle Type

PICK

Ins. Code

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

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact 2 1 2

Box 2 - Most Damage

Enter up to three more Damage Codes 3 4 5

Vehicle By Towed: To

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 2 DAMAGE CODES

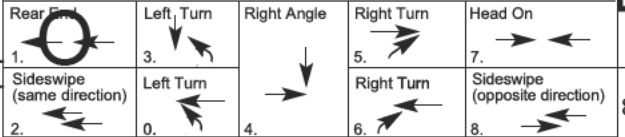
Box 1 - Point of Impact 1 5 2

Box 2 - Most Damage

Enter up to three more Damage Codes 3 4 5

Vehicle By Towed: To

Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.



ACCIDENT DIAGRAM

DIAGRAM IS PRINTED ON LAST PAGE

Cost of repairs to any one vehicle will be more than \$1000.

☐ Unknown/Unable to Determine ☒ Yes ☐ No

Reference Marker

1 7 K

8 3 0 1

1 1 0 6

Coordinates (if available)

Latitude/Northing:

563936

Longitude/Easting:

4597444

Place Where Accident Occurred:

County ORAN

☐ City☒ Village☐ Town

of MONTGOMERY, VILLAGE OF

Road on which accident occurred WARD ST

(Route Number or Street Name)

at 1) intersecting street SPRING ST

(Route Number or Street Name)

or 2) ☐ N ☐ S ☐ E ☐ W of

Feet Miles

(Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

VEH #1 OPERATOR STATES THAT SHE WAS TRAVELING IN A WESTERLY DIRECTION ON WARD ST. IN THE VILLAGE OF MONTGOMERY, WHEN SHE STRUCK A TRAILER BEING TOWED BY VEH #2. VEH #1 OPERATOR FURTHER STATED THAT SHE WAS SOMEHOW DISTRACTED, AND FAILED TO SEE VEH #2 STOPPED IN TRAFFIC, BEFORE STRIKING VEH #2'S TRAILER. VEH #2 OPERATOR STATES THAT HE WAS STOPPED IN TRAFFIC, WHEN VEH #1 STRUCK VEH #2 FROM BEHIND. VEH #2 TRAILER IS REGISTERED IN N.Y. WITH TRAILER LICENSE PLATE

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	28	2	-	-	-						
B	02	1	4	1	29	1	-	-	-						
C															
D															
E															
F															

Officer's Rank and Signature

OFFICER

Print Name in Full

CHARLES BODENSIECK

Badge/ID No.

24

NCIC No.

03527

Precinct/Post Troop/Zone

Station/Beat/ Sector

Reviewing Officer

HERLIHY, WILLIAM

Date/Time Reviewed

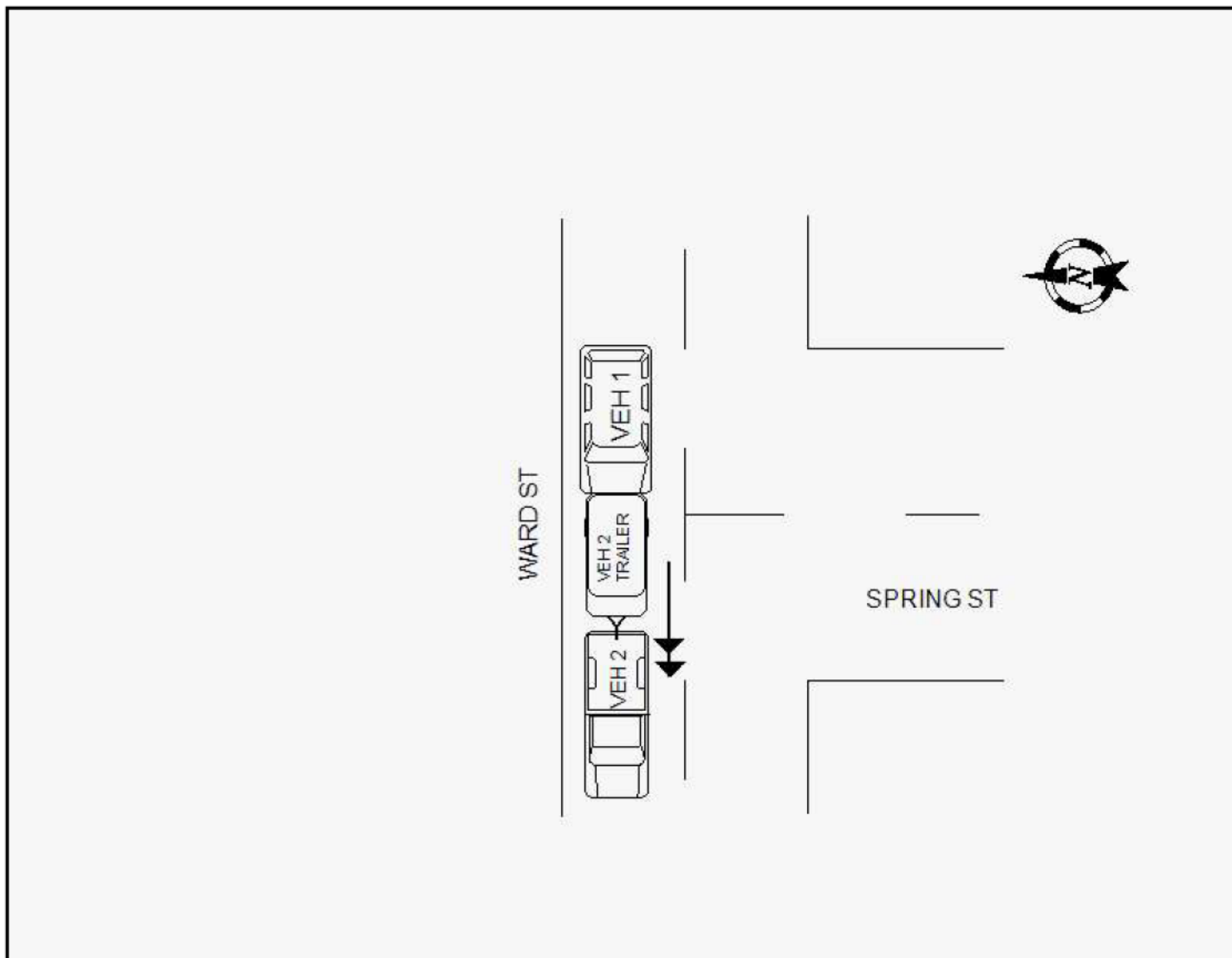
2017/06/06 11:42

USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

36753398

Local Codes

KMM4406ZBS77

☐ AMENDED REPORT

DMV COPY

Accident Date

Month
05Day
16Year
2017

Day of Week

Tues

Military Time

0540

No. of Vehicles

2

No. Injured

0

No. Killed

0

Not Investigated at Scene ☐Accident Reconstructed ☐Left Scene ☐

Police Photos

☐ Yes ☒ No

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIANTicket/Arrest
Number(s)Ticket/Arrest
Number(s)Violation
Section(s)Violation
Section(s)

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

Check if involved vehicle is:

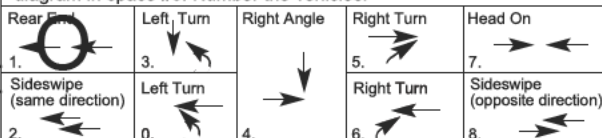
☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.



ACCIDENT DIAGRAM

DIAGRAM IS PRINTED ON LAST PAGE

Cost of repairs to any one vehicle will be more than \$1000.

☒ Unknown/Unable to Determine ☐ Yes ☐ No

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact 2 1 2

Box 2 - Most Damage

Enter up to three more Damage Codes 3 4 5

VEHICLE 2 DAMAGE CODES

Box 1 - Point of Impact 8 1 8

Box 2 - Most Damage

Enter up to three more Damage Codes 3 4 5

Vehicle By Towed: To

Vehicle By Towed: To

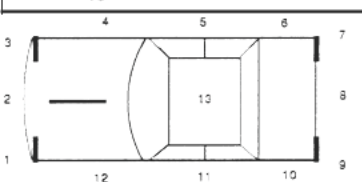
VEHICLE DAMAGE CODING:

1-13. SEE DIAGRAM ON RIGHT.

14. UNDERCARRIAGE 17. DEMOLISHED

15. TRAILER 18. NO DAMAGE

16. OVERTURNED 19. OTHER



Reference Marker

Coordinates (if available)

2 1 1

Latitude/Northing:

8 3 0 1

563657

3 1 0 6

Longitude/Easting:

4597601

Place Where Accident Occurred:

County ORAN

☐ City ☒ Village ☐ Town of MONTGOMERY, VILLAGE OF

Road on which accident occurred WARD ST

(Route Number or Street Name)

at 1) intersecting street UNION ST

(Route Number or Street Name)

or 2) ☐ N ☐ S ☐ E ☐ W of

(Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

James Harrison, the driver of V1 stated that he was headed east on Ward Street when his foot slipped off the brake and his vehicle drove forward striking the back of V2, a motorcycle, which was driven by Sean Grogan. Neither driver's sustained injuries and both vehicles were driven from scene.

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	72	1	-	-	-						
B	02	1	-	1	32	1	-	-	-						
C															
D															
E															
F															

Officer's Rank and Signature

OFFICER

Print Name in Full

HANNAH SCHMITT

Badge/ID No.

035

NCIC No.

03527

Precinct/Post Troop/Zone

Station/Beat/Sector

Reviewing Officer

HERLIHY, WILLIAM

Date/Time Reviewed

2017/06/06 15:21

USE COVER SHEET

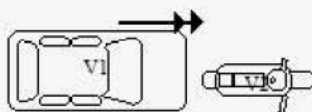
N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



Ward Street



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

36753399

Local Codes

KMMVP76WF84J

☐ AMENDED REPORT

DMV COPY

Accident Date

Month
04Day
28Year
2017

Day of Week

Fri

Military Time

1753

No. of
Vehicles
2No. Injured
0No. Killed
0Not Investigated at Scene ☐Accident Reconstructed ☐Left Scene ☐

Police Photos

☐ Yes ☒ No

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIANTicket/Arrest
Number(s)Ticket/Arrest
Number(s)Violation
Section(s)Violation
Section(s)

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact 1 2

Box 2 - Most Damage 1 1

Enter up to three more Damage Codes 3 4 5

Vehicle By Towed: To

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 2 DAMAGE CODES

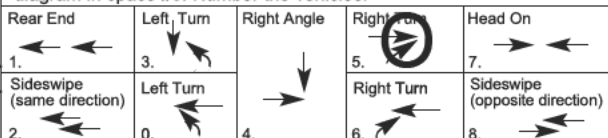
Box 1 - Point of Impact 2 2

Box 2 - Most Damage 1 2

Enter up to three more Damage Codes 3 4 5

Vehicle By Towed: To

Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.



ACCIDENT DIAGRAM

DIAGRAM IS PRINTED ON LAST PAGE

Cost of repairs to any one vehicle will be more than \$1000.

☐ Unknown/Unable to Determine ☒ Yes ☐ No

Reference Marker

2 1 1

8 3 0 1

3 0 0 0

Coordinates (if available)

Latitude/Northing:
563656

Longitude/Easting:
4597603

Place Where Accident Occurred:

County ORAN

☐ City ☒ Village ☐ Town of MONTGOMERY, VILLAGE OF

Road on which accident occurred WARD ST

(Route Number or Street Name)

at 1) intersecting street UNION ST

(Route Number or Street Name)

or 2) ☐ N ☐ S ☐ E ☐ W of

(Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

While on patrol, PO HARB and PO CINTRON were dispatched out by 911 to the intersection of WARD ST and UNION ST for a car vs motorcycle mva. Upon arrival PO HARB was greeted by one [REDACTED] whom stated on scene that the accident was his fault as his steering column locked up on him causing him to lose control of the motorcycle and eventually have it crash into the vehicle stopped at the traffic light. After further investigation it was learned that their were no injuries as all parties refused medical attention. PO HARB verified that all parties had valid licenses, insurance and registration as a MV104a will be necessary. A tow was not needed and all parties were able to drive off. PO HARB reached out to the caller one [REDACTED] and

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	71	1	-	-	-						
B	01	3	4	1	70	2	-	-	-						
C	02	1	1	2	40	1	-	-	-						
D															
E															
F															

Officer's Rank and Signature OFFICER

Print Name in Full JACK HARB

Badge/ID No. 011

NCIC No. 03527

Precinct/Post Troop/Zone

Station/Beat/ Sector

Reviewing Officer

HERLIHY, WILLIAM

Date/Time Reviewed

2017/06/06 15:00

USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

36753399

19

Local Codes

KMMVP76WF84J

☐ AMENDED REPORT

DMV COPY

1	Accident Date		Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene <input type="checkbox"/>	Left Scene	Police Photos	20																																																																																																									
	Month 04	Day 28	Year 2017	Fri	1753	2	0	0	Accident Reconstructed <input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No																																																																																																								
2	VEHICLE 1					<input type="checkbox"/> VEHICLE 2 <input type="checkbox"/> BICYCLIST <input type="checkbox"/> PEDESTRIAN <input type="checkbox"/> OTHER PEDESTRIAN						21																																																																																																								
	VEHICLE 1 - Driver License ID Number					VEHICLE 2 - Driver License ID Number					22																																																																																																									
	Driver Name - exactly as printed on license					Driver Name - exactly as printed on license																																																																																																														
	Address (Include Number & Street)					Address (Include Number & Street)																																																																																																														
3	City or Town					City or Town					23																																																																																																									
	State					State																																																																																																														
	Zip Code					Zip Code																																																																																																														
	Date of Birth					Date of Birth																																																																																																														
4	Sex					Sex					24																																																																																																									
	Unlicensed <input type="checkbox"/>					Unlicensed <input type="checkbox"/>																																																																																																														
	No. of Occupants					No. of Occupants																																																																																																														
	Public Property Damaged <input type="checkbox"/>					Public Property Damaged <input type="checkbox"/>																																																																																																														
5	Name - exactly as printed on registration					Name - exactly as printed on registration					25																																																																																																									
	Sex					Sex																																																																																																														
	Date of Birth					Date of Birth																																																																																																														
	Address (Include Number & Street)					Address (Include Number & Street)																																																																																																														
6	City or Town					City or Town					26																																																																																																									
	State					State																																																																																																														
	Zip Code					Zip Code																																																																																																														
	Plate Number					Plate Number																																																																																																														
7	State of Reg.					State of Reg.					27																																																																																																									
	Vehicle Year & Make					Vehicle Year & Make																																																																																																														
	Vehicle Type					Vehicle Type																																																																																																														
	Ins. Code					Ins. Code																																																																																																														
8	Ticket/Arrest Number(s)					Ticket/Arrest Number(s)					28																																																																																																									
	Violation Section(s)					Violation Section(s)																																																																																																														
	Check if involved vehicle is:					Check if involved vehicle is:																																																																																																														
	<input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.					<input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.																																																																																																														
9	VEHICLE 1 DAMAGE CODES					VEHICLE 2 DAMAGE CODES					29																																																																																																									
	Box 1 - Point of Impact					Box 1 - Point of Impact																																																																																																														
	Box 2 - Most Damage					Box 2 - Most Damage																																																																																																														
	Enter up to three more Damage Codes					Enter up to three more Damage Codes																																																																																																														
10	Vehicle By Towed: To					Vehicle By Towed: To					30																																																																																																									
	VEHICLE DAMAGE CODING:					VEHICLE DAMAGE CODING:																																																																																																														
	1-13. SEE DIAGRAM ON RIGHT.					1-13. SEE DIAGRAM ON RIGHT.																																																																																																														
	14. UNDERCARRIAGE 17. DEMOLISHED 15. TRAILER 18. NO DAMAGE 16. OVERTURNED 19. OTHER					14. UNDERCARRIAGE 17. DEMOLISHED 15. TRAILER 18. NO DAMAGE 16. OVERTURNED 19. OTHER																																																																																																														
11	Reference Marker					Place Where Accident Occurred:					31																																																																																																									
	Coordinates (if available)					County <u>ORAN</u> <input type="checkbox"/> City <input checked="" type="checkbox"/> Village <input type="checkbox"/> Town of <u>MONTGOMERY, VILLAGE OF</u>																																																																																																														
	Latitude/Northing: <u>563656</u>					Road on which accident occurred <u>WARD ST</u>																																																																																																														
	Longitude/Easting: <u>4597603</u>					at 1) intersecting street <u>UNION ST</u>																																																																																																														
12						or 2) <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W of _____					32																																																																																																									
						(Route Number or Street Name)																																																																																																														
						(Route Number or Street Name)																																																																																																														
						(Milepost, Nearest intersecting Route Number or Street Name)																																																																																																														
13	Accident Description/Officer's Notes										33																																																																																																									
	was advised that he was right behind said motorcycle as the driver appeared to have stalled out while making a right hand turn onto WARD STREET and lost control of his motorcycle as it went crashing into the vehicle that was stopped at the light. An MV104a was completed and an accident exchange for was provided. -																																																																																																																			
	WITNESS 1 [REDACTED]																																																																																																																			
14	ALL INVOLVED										34																																																																																																									
	<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <th>8</th><th>9</th><th>10</th><th>11</th><th>12</th><th>13</th><th>14</th><th>15</th><th>16</th><th>17</th><th>BY</th><th>TO</th><th>18</th><th>Names of all involved</th><th>Date of Death Only</th> </tr> <tr><td>A</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>B</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>C</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>D</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>E</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>F</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> </table>											8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only	A															B															C															D															E															F														
	8	9	10	11	12	13	14	15	16	17		BY	TO	18	Names of all involved	Date of Death Only																																																																																																				
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F																																																																																																																				
15	Officer's Rank and Signature OFFICER Print Name in Full JACK HARB										35																																																																																																									
	Badge/ID No. <u>011</u>																																																																																																																			
	NCIC No. <u>03527</u>																																																																																																																			
	Precinct/Post Troop/Zone																																																																																																																			
16	Station/Beat/Sector										36																																																																																																									
	Reviewing Officer HERLIHY, WILLIAM																																																																																																																			
	Date/Time Reviewed 2017/06/06 15:00																																																																																																																			

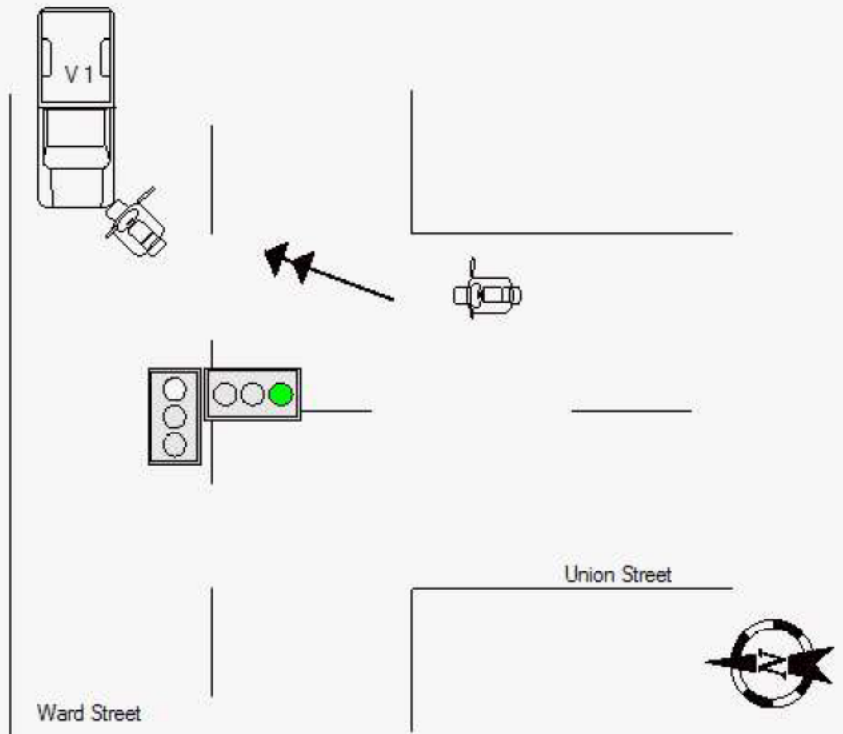
USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM

Not to Scale



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

36780712

Local Codes

KMM44071W63V

☐ AMENDED REPORT

DMV COPY

Accident Date

Month 06 Day 09 Year 2017

Day of Week

Fri

Military Time

1439

No. of Vehicles

2

No. Injured

2

No. Killed

0

Not Investigated at Scene ☐Accident Reconstructed ☐Left Scene ☐

Police Photos

☐ Yes ☒ No

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIANTicket/Arrest
Number(s)Ticket/Arrest
Number(s)Violation
Section(s)Violation
Section(s)

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact 1 2

Box 2 - Most Damage 1 1

Enter up to three more Damage Codes 3 4 5

Vehicle By K&S

Towed: To K&S

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 2 DAMAGE CODES

Box 1 - Point of Impact 8 8

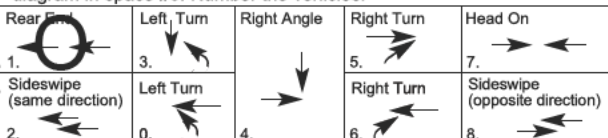
Box 2 - Most Damage 8 8

Enter up to three more Damage Codes 3 4 5

Vehicle By

Towed: To

Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.



ACCIDENT DIAGRAM

DIAGRAM IS PRINTED ON LAST PAGE

Cost of repairs to any one vehicle will be more than \$1000.

☐ Unknown/Unable to Determine ☒ Yes ☐ No

Reference Marker

1 7 K

8 3 0 1

1 1 0 9

Coordinates (if available)

Latitude/Northing:
564479

Longitude/Easting:
4597419

Place Where Accident Occurred:

County ORAN ☐ City ☒ Village ☐ Town of MONTGOMERY, VILLAGE OF

Road on which accident occurred WARD ST

at 1) intersecting street FACTORY ST

(Route Number or Street Name)

(Route Number or Street Name)

or 2) ☐ N ☐ S ☐ E ☐ W of (Milepost, Nearest intersecting Route Number or Street Name)

Feet Miles

Accident Description/Officer's Notes

At t/p/o Vehicle 1 was traveling eastbound on ward street where vehicle 2 was stopped in traffic waiting to make a left turn. Driver 1 stated that he looked down to close his water bottle and when he looked up he was about collide into the rear of vehicle 2. Driver 1 sated that he did not have enough time to stop or avoid the collision. - WITNESS 1

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	26	1	11	12	6	9999		3516			
B	02	1	4	1	38	1	1	12	5	9999		3516			
C															
D															
E															
F															

Officer's Rank and Signature OFFICER

Print Name in Full ANDREW LENANE

Badge/ID No.

017

NCIC No.

03527

Precinct/Post Troop/Zone

Station/Beat/ Sector

Reviewing Officer

WALSH, STEVEN

Date/Time Reviewed

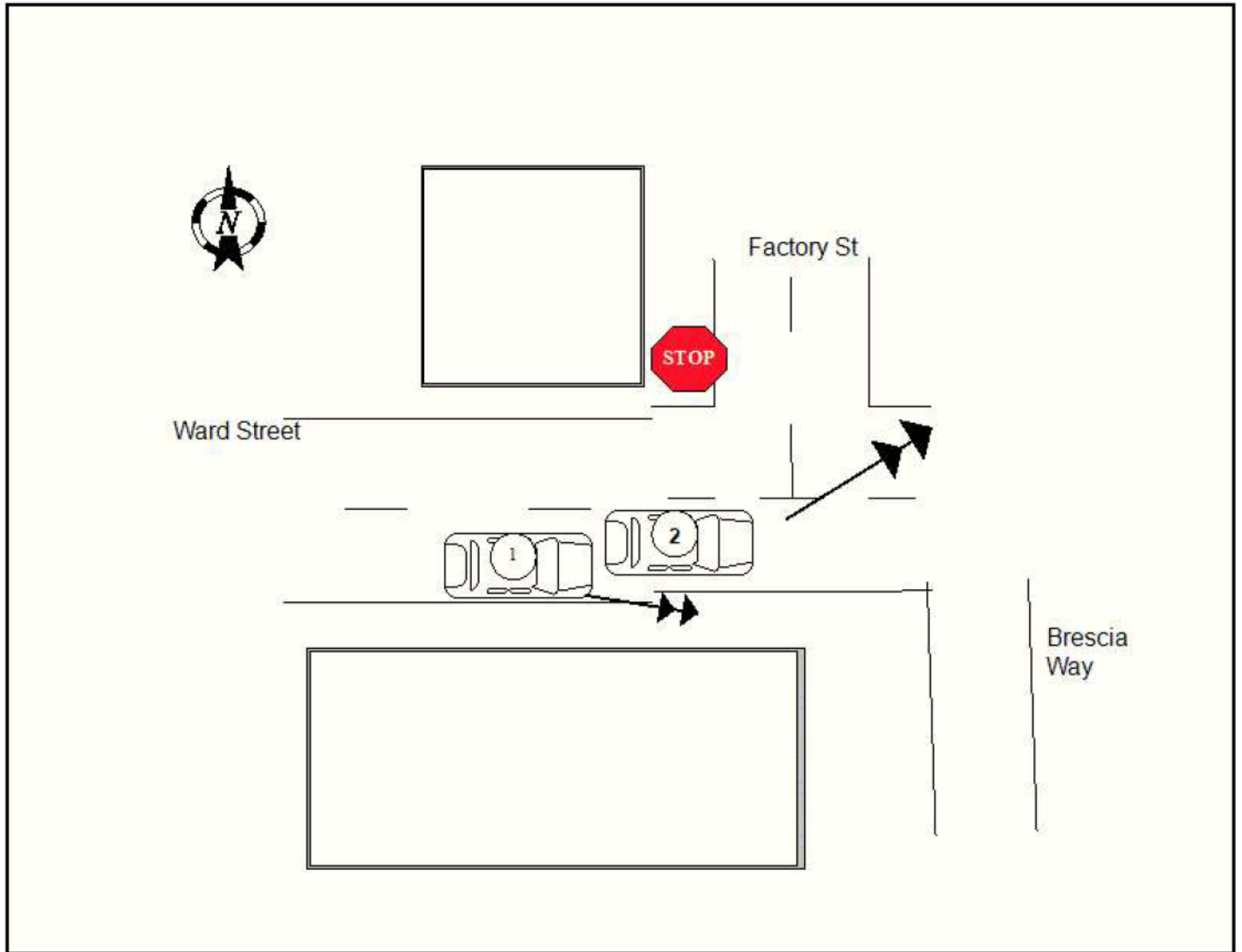
2017/06/26 11:08

USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

36838238

Local Codes

9KS00776PG98

☐ AMENDED REPORT

DMV COPY

Accident Date			Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene <input type="checkbox"/>	Left Scene	Police Photos
Month	Day	Year						Accident Reconstructed <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
07	22	2017	Sat	2154	2	1	0			

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIAN

Ticket/Arrest Number(s)	BE4940180	BE4940191	S00276J86M
Violation Section(s)	5091	5111A	340A

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

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact	1	2
Box 2 - Most Damage	2	2

Enter up to three more Damage Codes

3	4	5
---	---	---

Vehicle Towed: By To

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 2 DAMAGE CODES

Box 1 - Point of Impact	8	8
Box 2 - Most Damage	8	8

Enter up to three more Damage Codes

3	4	5
---	---	---

Vehicle Towed: By To

Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.

1.	3.	Right Angle	Right Turn	Head On
2.	0.	4.	6.	8.

ACCIDENT DIAGRAM

DIAGRAM IS PRINTED ON LAST PAGE

Cost of repairs to any one vehicle will be more than \$1000.

☒ Unknown/Unable to Determine ☐ Yes ☐ No

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

Place Where Accident Occurred:

County ORAN ☐ City ☐ Village ☒ Town of MONTGOMERY, TOWN OF

Road on which accident occurred ST RT 208 (Route Number or Street Name)

at 1) intersecting street 17K AND NY ST RT 208 (Route Number or Street Name)

or 2) ☐ N ☐ S ☐ E ☐ W of (Milepost, Nearest intersecting Route Number or Street Name)

Feet Miles

Accident Description/Officer's Notes

Vehicle 2 was stopped for a red light when vehicle 1 crashed into the back of vehicle 2. Minor damage to both vehicle's. The passenger of vehicle 2 was complaining of back pain from the impact. The driver of vehicle 1 was arrested and issued several tickets.

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	43	2	-	-	-						
B	01	3	4	1	45	1	-	-	-						
C	01	5	5	1	2	1	-	-	-						
D	02	1	4	1	29	1	-	-	-						
E	02	3	4	1	27	2	6	12	6						
F															

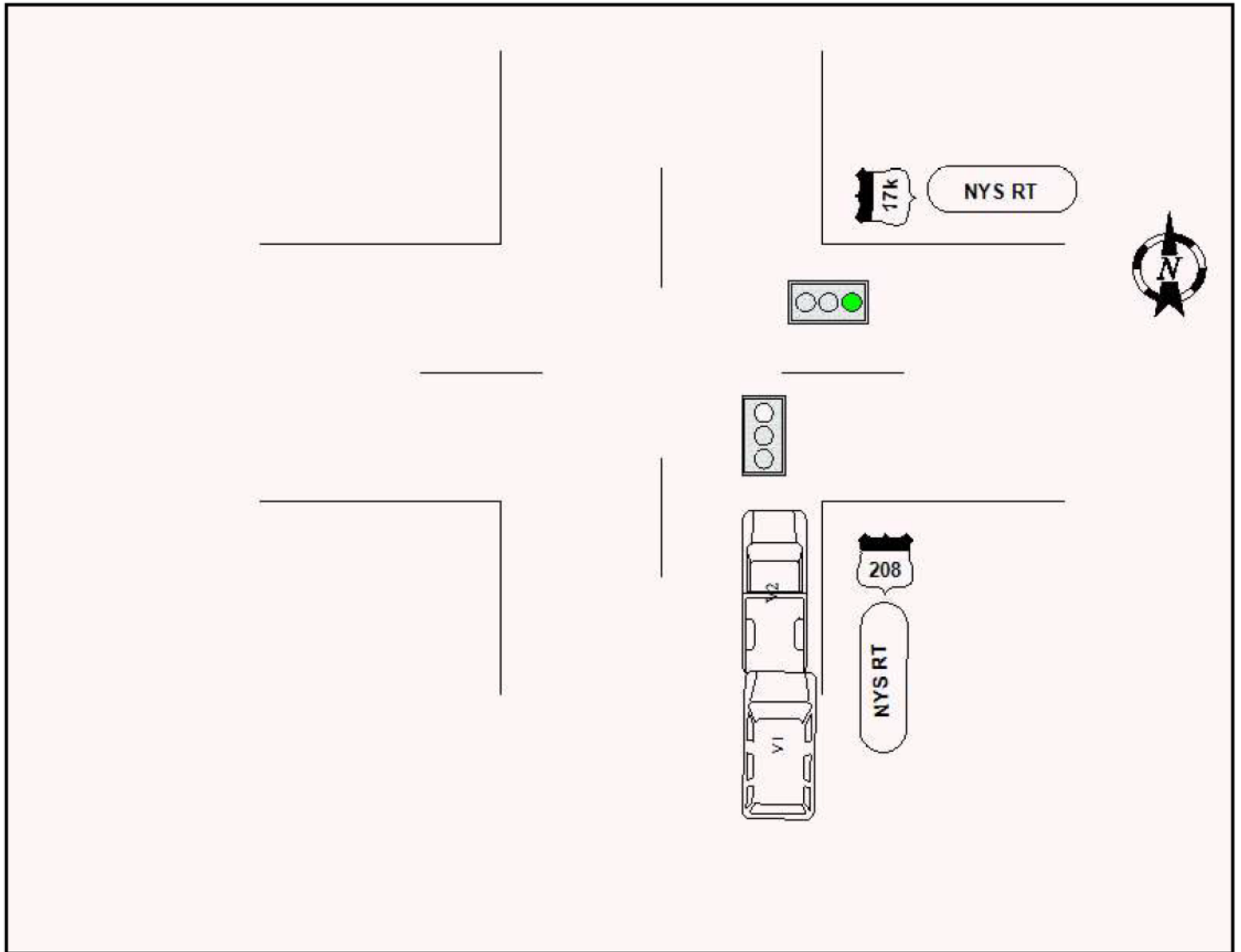
Officer's Rank and Signature	PO	Badge/ID No.	40	NCIC No.	03574	Precinct/Post Troop/Zone	FF	Station/Beat/Sector	2	Reviewing Officer	VANTASSEL, JON	Date/Time Reviewed	2017/07/31 17:50
Print Name in Full	ROBERT VASTA												

USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

36838240

Local Codes

9KC26577C7VC

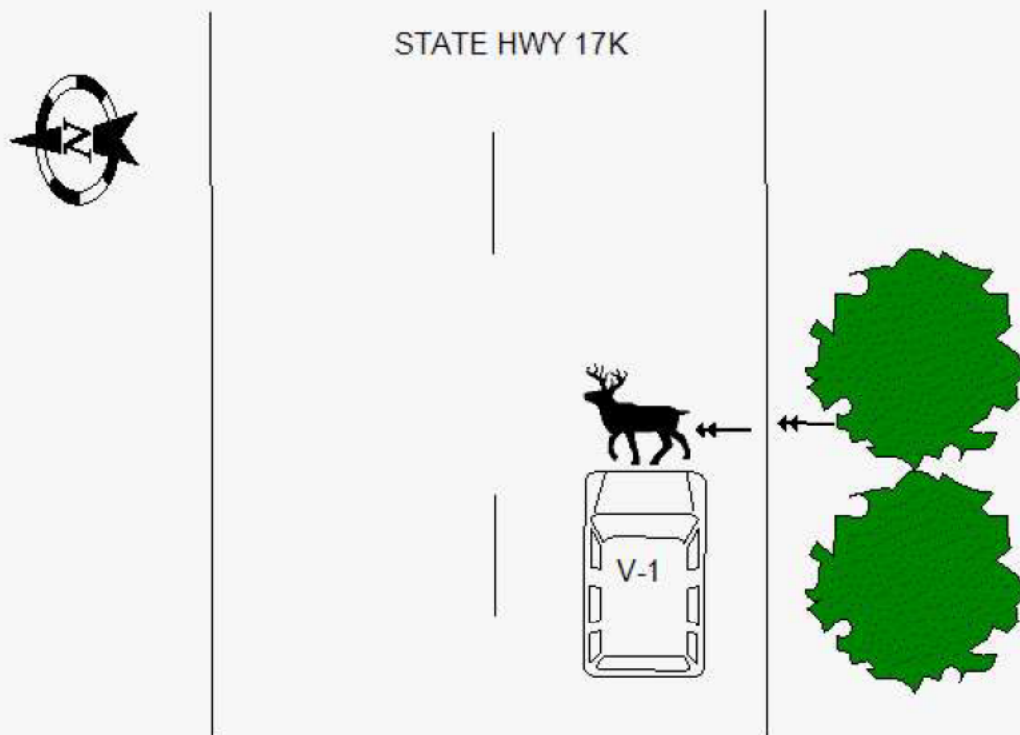
☐ AMENDED REPORT

DMV COPY

1	Accident Date Month 07 Day 30 Year 2017		Day of Week SUNDAY	Military Time 2107	No. of Vehicles 1	No. Injured 0	No. Killed 0	Not Investigated at Scene <input type="checkbox"/>	Left Scene <input type="checkbox"/>	Police Photos <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	20		
2	VEHICLE 1					<input type="checkbox"/> VEHICLE 2 <input type="checkbox"/> BICYCLIST <input type="checkbox"/> PEDESTRIAN <input type="checkbox"/> OTHER PEDESTRIAN						21	
3	VEHICLE 2 - Driver License ID Number					State of Lic.						22	
4	Driver Name - exactly as printed on license					Apt. No.						23	
5	Address (Include Number & Street)					City or Town State Zip Code						24	
6	Date of Birth Month Day Year					Sex	Unlicensed <input type="checkbox"/>	No. of Occupants	Public Property Damaged <input type="checkbox"/>			25	
7	Name—exactly as printed on registration					Sex	Date of Birth Month Day Year		Released <input type="checkbox"/>			26	
8	Address (Include Number & Street)					Apt. No.	Haz. Mat. Code	City or Town State Zip Code				27	
9	Plate Number					State of Reg.	Vehicle Year & Make	Vehicle Type	Ins. Code			28	
10	Ticket/Arrest Number(s)					Ticket/Arrest Number(s)						29	
11	Violation Section(s)					Violation Section(s)						30	
12	Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.					Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.					Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.		31
13	VEHICLE 1 DAMAGE CODES Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes Vehicle By Towed: To					VEHICLE 2 DAMAGE CODES Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes Vehicle By Towed: To					ACCIDENT DIAGRAM 9. Cost of repairs to any one vehicle will be more than \$1000. <input checked="" type="checkbox"/> Unknown/Unable to Determine <input type="checkbox"/> Yes <input type="checkbox"/> No		32
14	VEHICLE DAMAGE CODING: 1-13. SEE DIAGRAM ON RIGHT. 14. UNDERCARRIAGE 17. DEMOLISHED 15. TRAILER 18. NO DAMAGE 16. OVERTURNED 19. OTHER					Place Where Accident Occurred: County ORAN <input type="checkbox"/> City <input type="checkbox"/> Village <input checked="" type="checkbox"/> Town of MONTGOMERY, TOWN OF Road on which accident occurred STATE ROUTE 17K at 1) intersecting street (Route Number or Street Name) or 2) 500 Feet Miles <input type="checkbox"/> N <input type="checkbox"/> S <input checked="" type="checkbox"/> E <input type="checkbox"/> W of factory st (Milepost, Nearest intersecting Route Number or Street Name)					DIAGRAM IS PRINTED ON LAST PAGE		33
15	Accident Description/Officer's Notes AT TIME AND PLACE OF OCCURRENCE V-1 TRAVELING W/B ON STATE HWY 17K DID HIT A DEER THAT RAN FROM A WOODED AREA AND INTO THE ROADWAY CAUSING THE ABOVE LISTED DAMAGE.											34	
16	ALL INVOLVED											35	
17	OFFICER'S RANK AND SIGNATURE PO Print Name in Full JOHN FLORIO											36	
18	Badge/ID No. 39											37	
19	NCIC No. 03574											38	
20	Precinct/Post Troop/Zone F2											39	
21	Station/Beat/Sector 1											40	
22	Reviewing Officer VANTASSEL, JON											41	
23	Date/Time Reviewed 2017/08/04 14:00											42	

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

36838243

Local Codes

9KM26777K53Q

☐ AMENDED REPORT

DMV COPY

Accident Date

Month 08 Day 01 Year 2017

Day of Week

Tues

Military Time

1734

No. of Vehicles

2

No. Injured

2

No. Killed

0

Not Investigated at Scene ☐Accident Reconstructed ☐Left Scene ☐

Police Photos

☐ Yes ☒ No

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIANTicket/Arrest
Number(s)Violation
Section(s)Ticket/Arrest
Number(s)Violation
Section(s)

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact 2 1 2

Box 2 - Most Damage

Enter up to three more Damage Codes 3 4 5

Vehicle By PATS TOWING

Towed: To PATS TOWING

VEHICLE DAMAGE CODING:

1-13. SEE DIAGRAM ON RIGHT.

14. UNDERCARRIAGE 17. DEMOLISHED

15. TRAILER 18. NO DAMAGE

16. OVERTURNED 19. OTHER

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 2 DAMAGE CODES

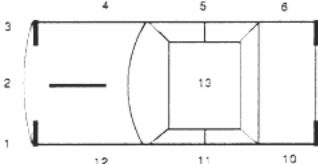
Box 1 - Point of Impact 8 1 8

Box 2 - Most Damage

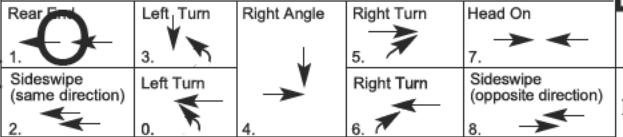
Enter up to three more Damage Codes 3 4 5

Vehicle By PATS TOWING

Towed: To PATS TOWING



Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.



ACCIDENT DIAGRAM

DIAGRAM IS PRINTED ON LAST PAGE

Cost of repairs to any one vehicle will be more than \$1000.

☐ Unknown/Unable to Determine ☒ Yes ☐ No

Reference Marker

6

Coordinates (if available)

Latitude/Northing:

8 3 0 1

Longitude/Easting:

1 1 1 5

Place Where Accident Occurred:

County ORAN

☐ City ☐ Village ☒ Town of MONTGOMERY, TOWN OF

Road on which accident occurred STATE ROUTE 17K

(Route Number or Street Name)

at 1) intersecting street

(Route Number or Street Name)

or 2) 1 ☐ N ☐ S ☐ E ☐ W of state route 211

Feet Miles

(Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

AT TIME AND PLACE OF OCCURRENCE V2 WAS TRAVELING WESTBOUND ON STATE ROUTE 17K. V1 WAS TRAVELING WESTBOUND BEHIND V2. V2 STOPPED FOR A DEER ON THE SIDE OF THE ROADWAY RESULTING IN V1 REAR ENDING V2 AND CAUSING THE ABOVE LISTED DAMAGE. - WITNESS 1 [REDACTED] - WITNESS 2 [REDACTED]

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	42	2	5	12	6					[REDACTED]	
B	02	1	4	1	64	2	6	12	6					[REDACTED]	
C															
D															
E															
F															

Officer's Rank and Signature po

Print Name in Full GINA KEHOE

Badge/ID No. 45

NCIC No. 03574

Precinct/Post Troop/Zone F4

Station/Beat/Sector

Reviewing Officer

VANTASSEL, JON

Date/Time Reviewed

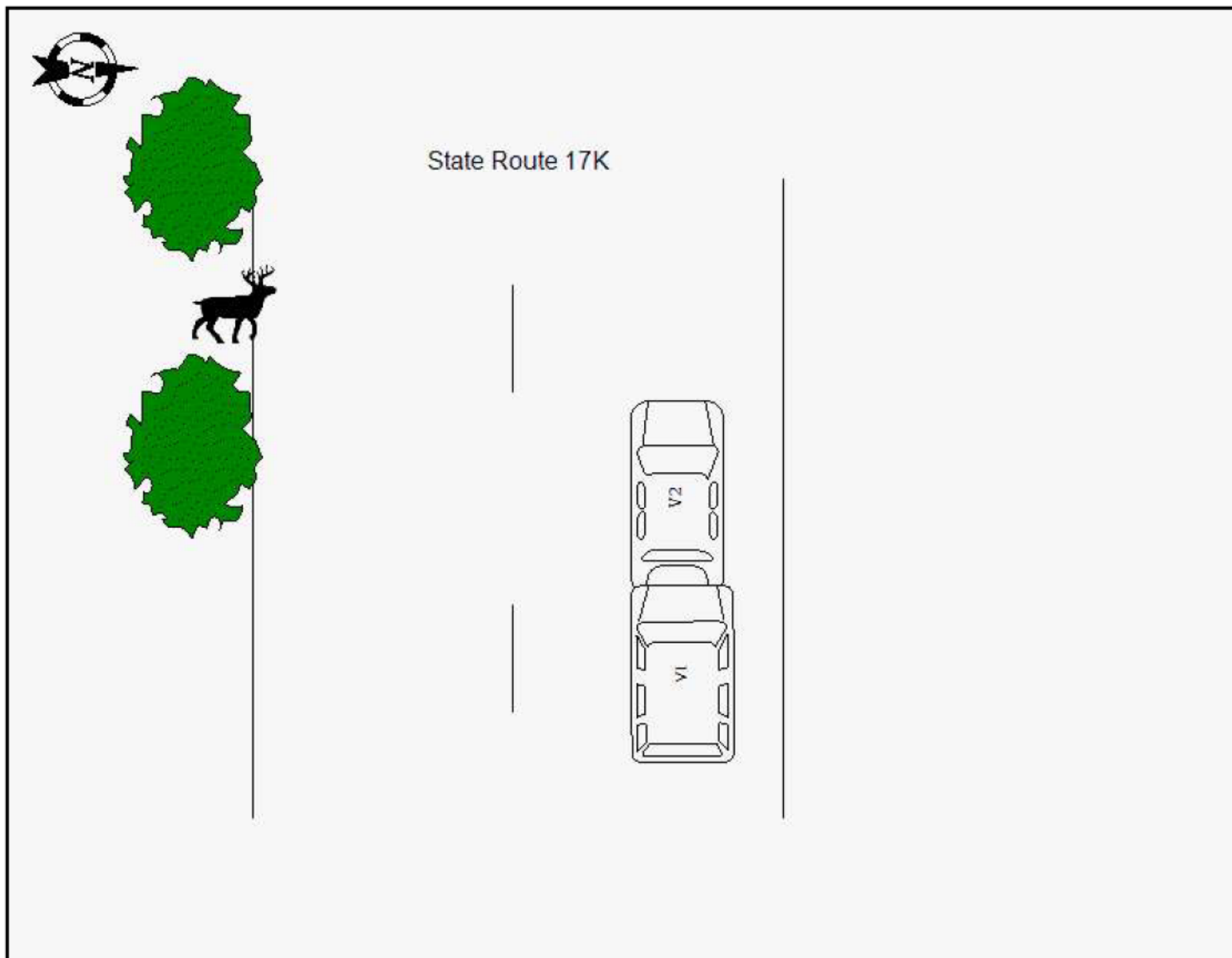
2017/08/04 13:59

USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

36859245

Local Codes

9KS00279PNJ7

☐ AMENDED REPORT

DMV COPY

Accident Date

Month
08Day
21Year
2017

Day of Week

Mon

Military Time

2050

No. of
Vehicles
2No. Injured
1No. Killed
0Not Investigated at Scene ☐
Accident Reconstructed ☐Left Scene ☐Police Photos
☐ Yes ☒ No

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIANTicket/Arrest
Number(s)Violation
Section(s)Ticket/Arrest
Number(s)Violation
Section(s)

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

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact
Box 2 - Most Damage

Enter up to three more Damage Codes

Vehicle By KEN'S
Towed: To KEN'S

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

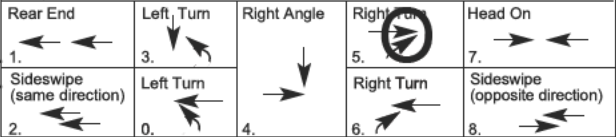
VEHICLE 2 DAMAGE CODES

Box 1 - Point of Impact
Box 2 - Most Damage

Enter up to three more Damage Codes

Vehicle By YOUNGS
Towed: To YOUNGS

Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.



ACCIDENT DIAGRAM

DIAGRAM IS PRINTED ON LAST PAGE

Cost of repairs to any one vehicle will be more than \$1000.

☐ Unknown/Unable to Determine ☒ Yes ☐ No

Reference Marker

2 0 8

8 3 0 1

1 2 1 9

Coordinates (if available)

Latitude/Northing:

Longitude/Easting:

Place Where Accident Occurred:

County ORAN

City ☐ Village ☐ Town of MONTGOMERY, TOWN OF

Road on which accident occurred STATE HWY 208

(Route Number or Street Name)

at 1) intersecting street STATE HWY 17K

(Route Number or Street Name)

or 2) _____ of _____
 Feet Miles (Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

OPER #1 STATED HE WAS TRAVELING RT 17K E/B AND WAS MAKING RIGHT TURN ONTO RT 208 S/B. STATED HIS VIEW WAS OBSTRUCTED BY ANOTHER UNKNOWN VEHICLE'S HEADLIGHTS AND HE LOOKED AWAY TO ADJUST HIS SIDE VIEW MIRROR AND BECAUSE OF THESE TWO FACTORS HE VEERED ACROSS THE DOUBLE LINE IN THE MIDDLE OF THE TURN STRIKING OPER #2. OPER #2 STATED OPER #1 CAME INTO HIS LANE STRIKING HIM.

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	60	1	-	-	-						
B	02	1	4	1	53	1	9	12	6	15186ev	3516				
C															
D															
E															
F															

Officer's Rank and Signature INV

Print Name in Full BRIAN TURNER

Badge/ID No. 19

NCIC No. 03574

Precinct/Post Troop/Zone F2

Station/Beat/Sector 4

Reviewing Officer

BARNETT, DENNIS

Date/Time Reviewed

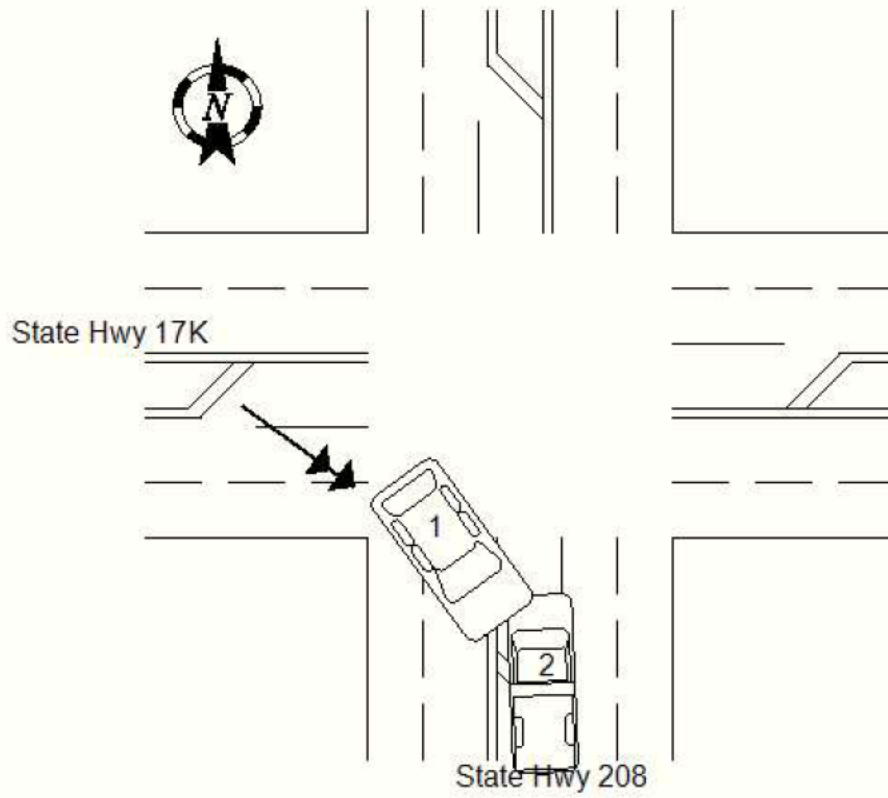
2017/08/22 08:23

USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

36879931

Local Codes

9KS0017BXB23

☐ AMENDED REPORT

DMV COPY

Accident Date

Month

Day

Year

09

01

2017

Day of Week

Fri

Military Time

1817

No. of Vehicles

2

No. Injured

0

No. Killed

0

Not Investigated at Scene ☐Accident Reconstructed ☐Left Scene ☐

Police Photos

☐ Yes ☒ No

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIANTicket/Arrest
Number(s)Ticket/Arrest
Number(s)Violation
Section(s)Violation
Section(s)

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact 3 1 2 3

Box 2 - Most Damage

Enter up to three more Damage Codes 3 4 5

Vehicle By Towed: To

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 2 DAMAGE CODES

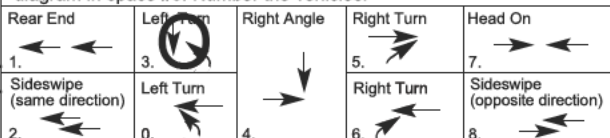
Box 1 - Point of Impact 11 1 2 11

Box 2 - Most Damage

Enter up to three more Damage Codes 3 4 5

Vehicle By Towed: To

Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.



ACCIDENT DIAGRAM

DIAGRAM IS PRINTED ON LAST PAGE

Cost of repairs to any one vehicle will be more than \$1000.

☐ Unknown/Unable to Determine ☒ Yes ☐ No

Reference Marker

Coordinates (if available)

1 7 K

Latitude/Northing:

8 3 0 1

Longitude/Easting:

1 1 2 8

Place Where Accident Occurred:

County ORAN

☐ City ☐ Village ☒ Town of MONTGOMERY, TOWN OF

Road on which accident occurred STATE ROUTE 17K

(Route Number or Street Name)

at 1) intersecting street

(Route Number or Street Name)

or 2) 50

Feet Miles

☐ N ☐ S☐ E ☒ W of

STATE ROUTE 208

(Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

Vehicle 1 making a left turn onto State Route 17k, from the A&P Plaza Located in the Town of Montgomery, NY 12549. Vehicle 2 proceeding west on State Route 17k in the left hand turn lane. Vehicle 1 pulled onto State Route 17k and struck Vehicle 2 in the drivers side rear door. No injuries reported.

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	53	1	-	-	-						
B	02	1	4	1	36	2	-	-	-						
C															
D															
E															
F															

Officer's Rank and Signature PO

Print Name in Full DAVE GOWANS

Badge/ID No.

27

NCIC No.

03574

Precinct/Post Troop/Zone

F23

Station/Beat/Sector

TMPD

Reviewing Officer

VANTASSEL, JON

Date/Time Reviewed

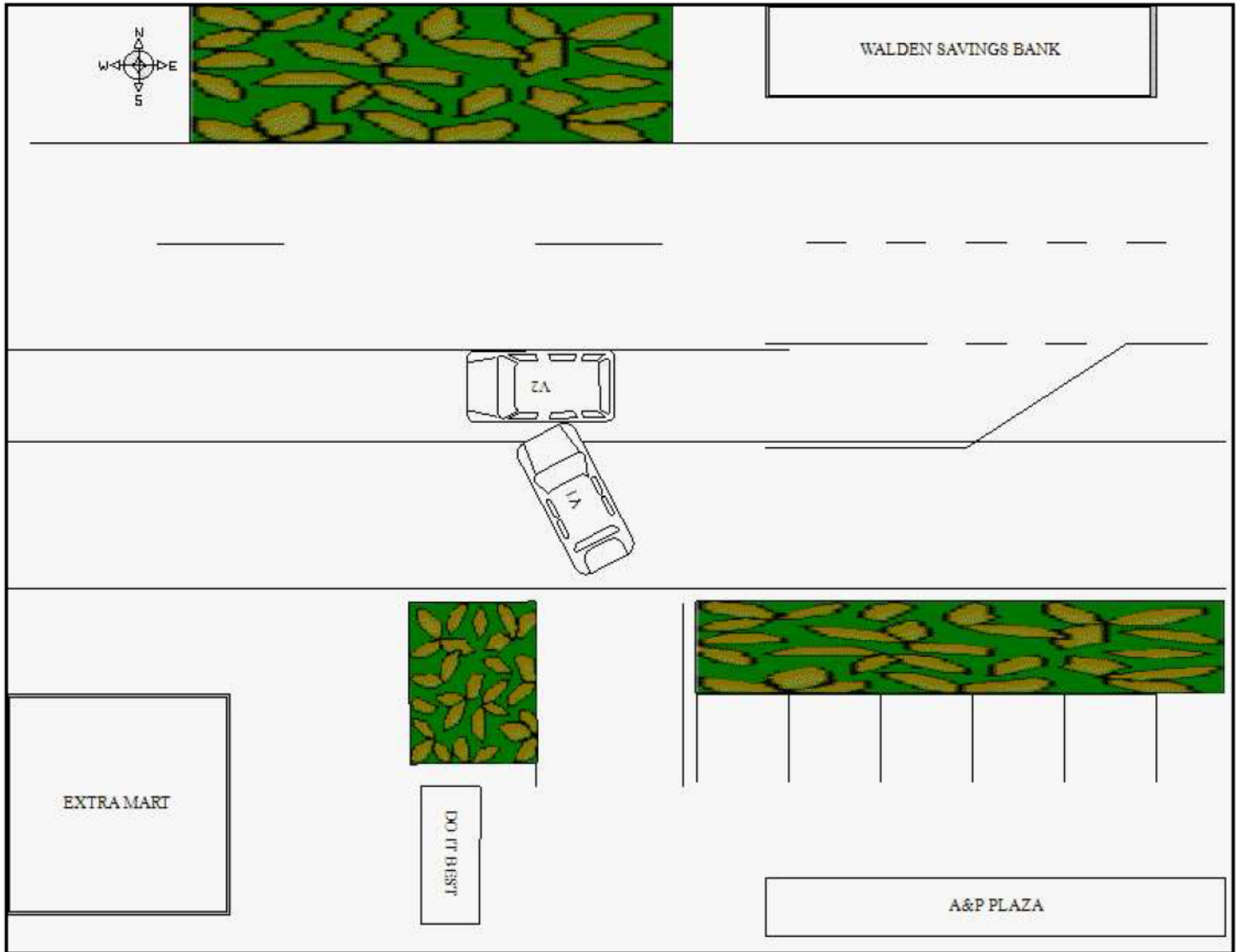
2017/09/07 12:31

USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

36897374

Local Codes

KMM4227DN9SQ

☒ **AMENDED REPORT****DMV COPY**

1 -	Accident Date			Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene <input type="checkbox"/>	Left Scene	Police Photos	20 -
	Month 09	Day 18	Year 2017	Mon	1415	2	0	0	Accident Reconstructed <input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIAN

2 -													21 -
3 2													22 -

4 1	Name—exactly as printed on registration LUZON;OIL;CO;INC;			Sex C	Date of Birth Month Day Year			23 3
	Address (Include Number & Street) PO BOX 1070			Apt. No.	Haz. Mat Code	Released <input type="checkbox"/>		
5 1	City or Town WOODRIDGE			State NY	Zip Code 12789			24 7
	Plate Number 62718PC	State of Reg. NY	Vehicle Year & Make 2017 KW	Vehicle Type DUMP	Ins. Code			

6 1	Ticket/Arrest Number(s)			25 15
	Violation Section(s)			

7 1	Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.			Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.			Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.			26 8
	VEHICLE 1 DAMAGE CODES Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes			VEHICLE 2 DAMAGE CODES Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes			ACCIDENT DIAGRAM 1. 2. 3. 4. 5. 6. 7. 8.			

8 1	Vehicle By Towed: To 1-13. SEE DIAGRAM ON RIGHT. 14. UNDERCARRIAGE 17. DEMOLISHED 15. TRAILER 18. NO DAMAGE 16. OVERTURNED 19. OTHER			Vehicle By Towed: To 1-13. SEE DIAGRAM ON RIGHT. 14. UNDERCARRIAGE 17. DEMOLISHED 15. TRAILER 18. NO DAMAGE 16. OVERTURNED 19. OTHER			Diagram is printed on last page.			27 1

9 1	Reference Marker	Coordinates (if available)	Place Where Accident Occurred: County <u>ORAN</u> <input type="checkbox"/> City <input checked="" type="checkbox"/> Village <input type="checkbox"/> Town of <u>MONTGOMERY, VILLAGE OF</u> Road on which accident occurred <u>WARD ST</u> at 1) intersecting street <u>UNION ST</u> or 2) <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W of _____ Feet Miles (Milepost, Nearest intersecting Route Number or Street Name)	28 1
	2 1 1	Latitude/Northing: 563657		
10 1	8 3 0 1	Longitude/Easting: 4597601	Cost of repairs to any one vehicle will be more than \$1000. <input checked="" type="checkbox"/> Unknown/Unable to Determine <input type="checkbox"/> Yes <input type="checkbox"/> No	29 -
	3 1 0 6			

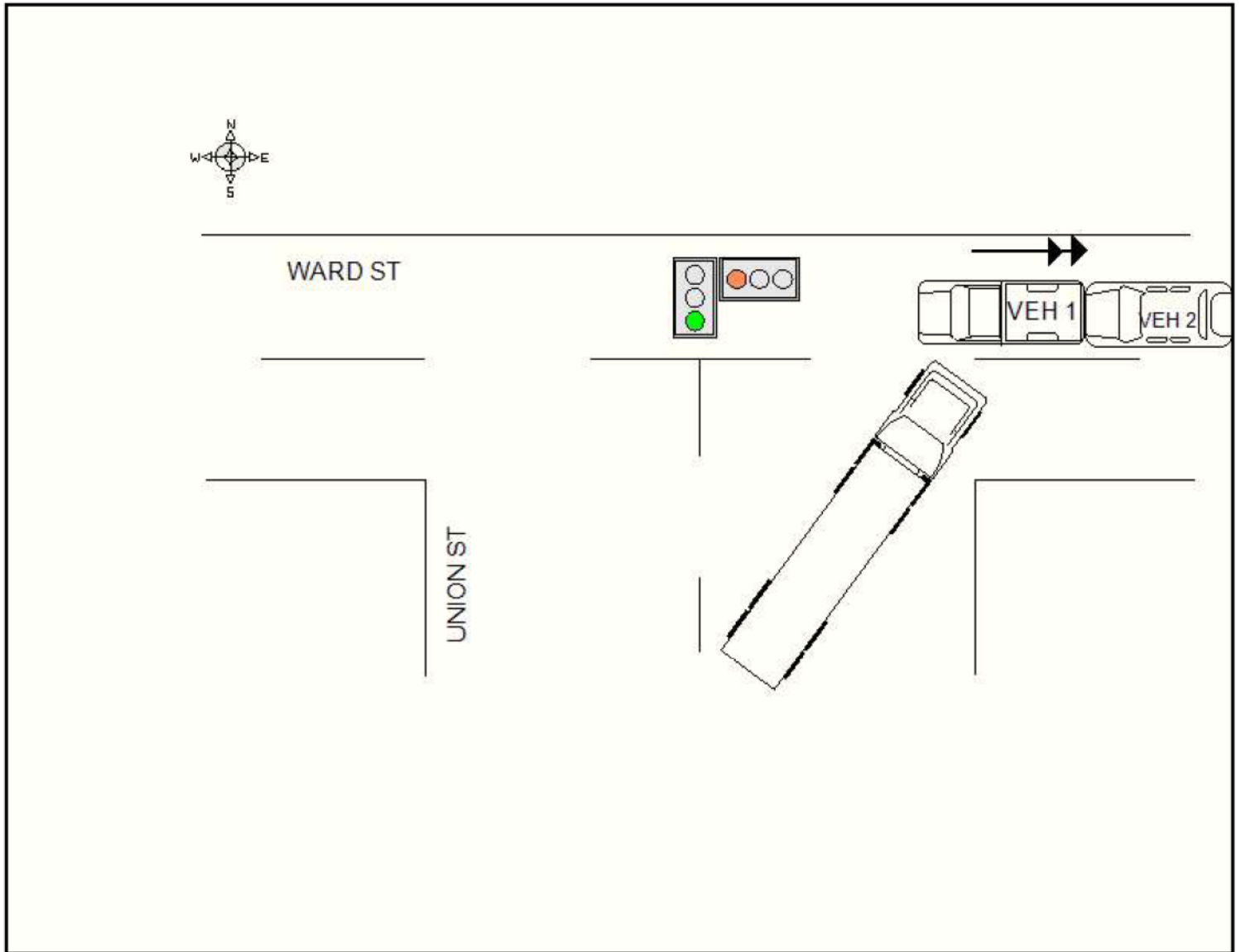
Accident Description/Officer's Notes												30 -
VEH 1 AT RED LIGHT BACKING IN A EASTERLY DIRECTION ON WARD ST. VEH 2 STOPPED IN TRAFFIC BEHIND VEH1 AWAITING GREEN LIGHT TO TRAVEL WEST ON WARD ST. DRIVER OF VEH 1 STATED A TRACTOR TRAILER TRAVELING NORTH ON UNION ST WAS TURNING RIGHT IN A EASTERLY DIRECTION ONTO WARD ST AND THE TRACTOR DID NOT HAVE ENOUGH ROOM TO MAKE THE TURN. DRIVER VEH 1 STATED HE ATTEMPTED TO REVERSE TO ALLOW ROOM FOR THE TRACTOR TO SAFELY MAKE THE TURN AND DID NOT SEE VEH 2 BEHIND HIS VEHICLE CAUSING VEH 1 TO COLLIDE WITH VEH 2. DRIVER VEH 1 STATED VEH 2 WAS VERY CLOSE BEHIND HIS DUMP TRUCK AND VEH 2 COULD NOT BE SEEN IN MIRRORS. DRIVER VEH 2 STATED THEY WERE STOPPED IN TRAFFIC BEHIND VEH 1 AND VEH 1 BACKED INTO THEIR VEHICLE.												

ALL INVOLVED	8	9	10	11	12	13	14	15	16	17	18	BY	TO	Names of all involved	Date of Death Only
	A 01	1	4	1	38	1	-	-	-						
ALL INVOLVED	B 02	1	4	1	60	2	-	-	-						
	C														
ALL INVOLVED	D														
	E														
ALL INVOLVED	F														

Officer's Rank and Signature OFFICER Print Name in Full SEAN JORDAN	Badge/ID No. 023	NCIC No. 03527	Precinct/Post Troop/Zone	Station/Beat/ Sector	Reviewing Officer HERLIHY, WILLIAM	Date/Time Reviewed 2017/09/20 09:54
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New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

36900039

Local Codes

9KS0017D7LCS

☐ AMENDED REPORT

DMV COPY

Accident Date			Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene <input type="checkbox"/>	Left Scene	Police Photos
Month	Day	Year						Accident Reconstructed <input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
09	14	2017	Thu	0735	2	0	0			

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIANTicket/Arrest
Number(s)Ticket/Arrest
Number(s)Violation
Section(s)Violation
Section(s)

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact

Box 2 - Most Damage

Enter up to three more Damage Codes

Vehicle By

Towed: To

VEHICLE 2 DAMAGE CODES

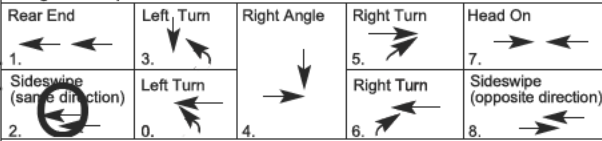
Box 1 - Point of Impact

Box 2 - Most Damage

Enter up to three more Damage Codes

Vehicle By

Towed: To



ACCIDENT DIAGRAM

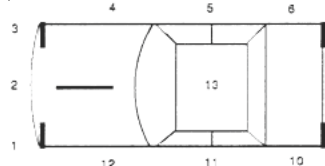
Cost of repairs to any one vehicle will be more than \$1000.

☒ Unknown/Unable to Determine ☐ Yes ☐ No

VEHICLE DAMAGE CODING:

1-13. SEE DIAGRAM ON RIGHT.

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



Reference Marker

7 4 7

8 3 0 1

1 1 2 1

Coordinates (if available)

Latitude/Northing:

Longitude/Easting:

Place Where Accident Occurred:

County ORAN

☐ City ☐ Village ☒ Town of MONTGOMERY, TOWN OF

Road on which accident occurred STATE ROUTE 17K

(Route Number or Street Name)

at 1) intersecting street BAILEY RD

(Route Number or Street Name)

or 2) ☐ N ☐ S ☐ E ☐ W of _____

Feet Miles (Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

Vehicle 1 was turning left as vehicle 2 was passing it. The operator of vehicle 2 states vehicle 1 had pulled to the shoulder of the road. As she passed vehicle 1 she states it pulled back into the lane and struck her. The operator of vehicle 1 states that she was in the eastbound lane of 17k waiting to turn left onto Bailey Rd. The states as she started to make her turn vehicle 1 passed her over the center line. Both drivers claim the other left the scene. The operator of vehicle 2 drove directly to the police station to file a report. The operator of vehicle 1 came to the police station approximately 1.5 hours after the incident.

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	53	2	-	-	-						
B	02	1	4	1	55	2	-	-	-						
C															
D															
E															
F															

Officer's Rank and Signature

Print Name in Full JOHN HANK

Badge/ID No.

32

NCIC No.

03574

Precinct/Post Troop/Zone

F2

Station/Beat/Sector

4

Reviewing Officer

BARNETT, DENNIS

Date/Time Reviewed

2017/09/23 19:55

USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

36910645

Local Codes

9KS0027F9008

☐ AMENDED REPORT

DMV COPY

Accident Date

Month 09 Day 23 Year 2017

Day of Week

Sat

Military Time

1715

No. of Vehicles
2No. Injured
0No. Killed
0Not Investigated at Scene ☐
Accident Reconstructed ☐Left Scene ☐Police Photos
☐ Yes ☒ No

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIANTicket/Arrest
Number(s) M2677F6XZ7Violation
Section(s) 6001ATicket/Arrest
Number(s)Violation
Section(s)Check if involved vehicle is:
☐ more than 95 inches wide;
☐ more than 34 feet long;
☐ operated with an overweight permit;
☐ operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact
Box 2 - Most Damage
Enter up to three
more Damage Codes

1

2

3

4

5

Vehicle By QUALITY
Towed: To QUALITYCheck if involved vehicle is:
☐ more than 95 inches wide;
☐ more than 34 feet long;
☐ operated with an overweight permit;
☐ operated with an overdimension permit.

VEHICLE 2 DAMAGE CODES

Box 1 - Point of Impact
Box 2 - Most Damage
Enter up to three
more Damage Codes

1

2

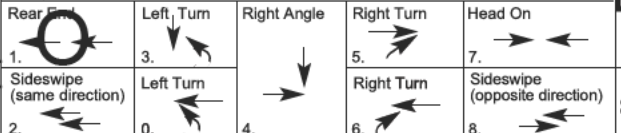
3

4

5

Vehicle By
Towed: To

Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.



ACCIDENT DIAGRAM

Cost of repairs to any one vehicle will be more than \$1000.
☐ Unknown/Unable to Determine ☒ Yes ☐ No

VEHICLE DAMAGE CODING:

1-13. SEE DIAGRAM ON RIGHT.

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

Reference Marker

1 7 K

8 3 0 1

1 1 2 7

Coordinates (if available)

Latitude/Northing:

Longitude/Easting:

Place Where Accident Occurred:

County ORAN

☐ City ☐ Village ☒ Town of MONTGOMERY, TOWN OF

Road on which accident occurred STATE ROUTE 17K

(Route Number or Street Name)

at 1) intersecting street STATE ROUTE 208

(Route Number or Street Name)

or 2)

☐ N☐ S☐ E☐ W

Feet Miles

(Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

Vehicle 2 was stopped at a traffic light. Vehicle 1 failed to stop and struck vehicle 2 in the rear. Vehicle 1 then left the scene and failed to notify police.

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	71	2	-	-	-						
B	02	1	4	1	56	1	-	-	-						
C															
D															
E															
F															

Officer's Rank and Signature

PO

Print Name in Full JOHN HANK

Badge/ID No.

32

NCIC No.

03574

Precinct/Post Troop/Zone

F2

Station/Beat/Sector

3

Reviewing Officer

VANTASSEL, JON

Date/Time Reviewed

2017/10/01 13:54

USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

36922131

Local Codes

KMM4227GCVJZ

☐ AMENDED REPORT

DMV COPY

Accident Date

Month

Day

Year

10

04

2017

Day of Week

Wed

Military Time

1650

No. of Vehicles

2

No. Injured

0

No. Killed

0

Not Investigated at Scene ☐Accident Reconstructed ☐Left Scene ☐☐

Police Photos

☐ Yes ☒ No

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIANTicket/Arrest
Number(s)Violation
Section(s)Ticket/Arrest
Number(s)Violation
Section(s)

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact

Box 2 - Most Damage

Enter up to three more Damage Codes

Vehicle By

Towed: To

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 2 DAMAGE CODES

Box 1 - Point of Impact

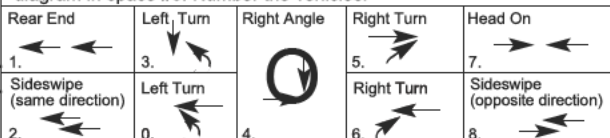
Box 2 - Most Damage

Enter up to three more Damage Codes

Vehicle By

Towed: To

Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.



ACCIDENT DIAGRAM

DIAGRAM IS PRINTED ON LAST PAGE

Cost of repairs to any one vehicle will be more than \$1000.

☐ Unknown/Unable to Determine ☒ Yes ☐ No

Reference Marker

Coordinates (if available)

1 7 K

Latitude/Northing:

564012

8 3 0 1

Longitude/Easting:

4597421

1 0 0 0

Place Where Accident Occurred:

County ORAN

☐ City☒ Village☐ Town

of MONTGOMERY, VILLAGE OF

Road on which accident occurred WARD ST

(Route Number or Street Name)

at 1) intersecting street GOODWILL RD

(Route Number or Street Name)

or 2) _____

☐ N ☐ S☐ E ☐ W

of _____

Feet Miles

(Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

VEH 1 TRAVELING WEST ON WARD ST MAKING A LEFT TURN TRAVELING SOUTH ONTO OAKLEY ST WHICH THE FIRST PORTION CLOSEST TO WARD ST IS CONSIDERED GOODWILL RD. DRIVER VEH 2 TRAVELING EAST ON WARD ST. DRIVER VEH 1 STATED THEY DID NOT SEE VEH 2 APPROACHING AS THEY TURNED LEFT CAUSING VEH 2 TO COLLIDE WITH VEH 1. DRIVER VEH 2 STATED THEY WERE DRIVING STRAIGHT WHEN VEH 1 ABRUPTLY TURNED LEFT IN FRONT OF VEH 2 CAUSING VEH 2 TO COLLIDE WITH VEH 1.

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	18	2	-	-	-						
B	01	3	4	1	19	2	-	-	-						
C	02	1	4	1	60	2	-	-	-						
D															
E															
F															

Officer's Rank and Signature

OFFICER

Print Name in Full

SEAN JORDAN

Badge/ID No.

023

NCIC No.

03527

Precinct/Post Troop/Zone

Station/Beat/Sector

Reviewing Officer

HERLIHY, WILLIAM

Date/Time Reviewed

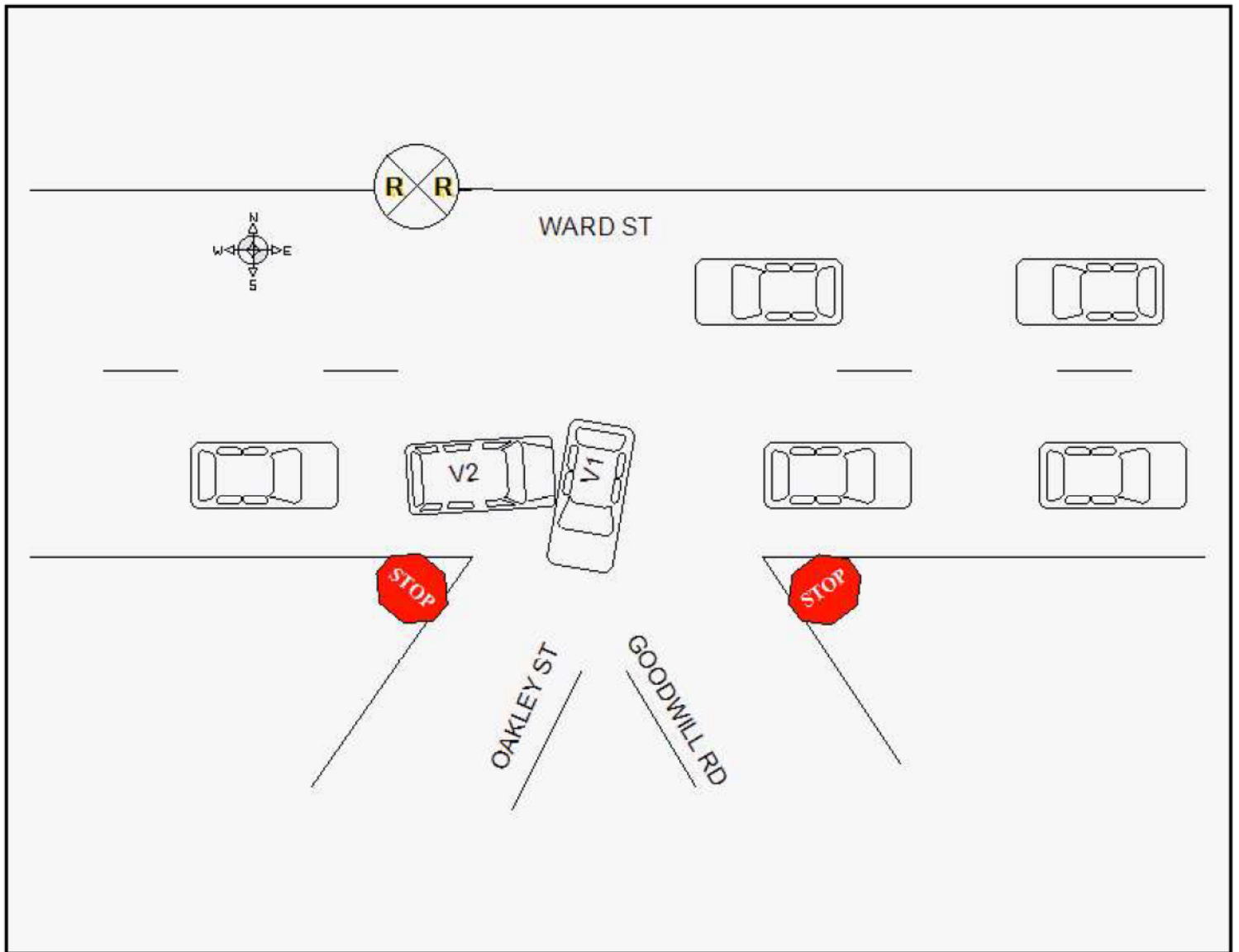
2017/10/09 11:00

USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

36930878

Local Codes

9KS0017GC1L7

☐ AMENDED REPORT

DMV COPY

Accident Date			Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene <input type="checkbox"/>	Left Scene	Police Photos
Month	Day	Year						Accident Reconstructed <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
10	04	2017	Wed	0849	2	0	0			

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIAN

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

Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.	Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.	Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.
--	--	--

VEHICLE 1 DAMAGE CODES Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes Vehicle Towed: By To	VEHICLE 2 DAMAGE CODES Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes Vehicle Towed: By To	ACCIDENT DIAGRAM 1. Rear End 2. Sideswipe (same direction) 3. Left Turn 4. Right Angle 5. Right Turn 6. Right Turn 7. Head On 8. Sideswipe (opposite direction)
--	--	--

VEHICLE DAMAGE CODING:

1-13. SEE DIAGRAM ON RIGHT.

- | | |
|-------------------|----------------|
| 14. UNDERCARRIAGE | 17. DEMOLISHED |
| 15. TRAILER | 18. NO DAMAGE |
| 16. OVERTURNED | 19. OTHER |

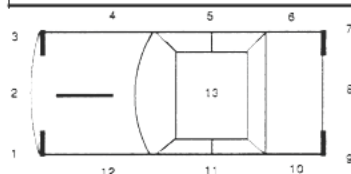


DIAGRAM IS PRINTED ON LAST PAGE

Cost of repairs to any one vehicle will be more than \$1000.

☐ Unknown/Unable to Determine ☒ Yes ☐ No

Reference Marker	Coordinates (if available)	Place Where Accident Occurred:
	Latitude/Northing:	County <u>ORAN</u> <input type="checkbox"/> City <input type="checkbox"/> Village <input checked="" type="checkbox"/> Town of <u>MONTGOMERY, TOWN OF</u>
	Longitude/Easting:	Road on which accident occurred <u>1175 ST RT 17K</u> (Route Number or Street Name)
		at 1) intersecting street _____ (Route Number or Street Name)
		or 2) <u>500</u> <input type="checkbox"/> N <input checked="" type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W of <u>St Rt 17k</u> (Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

Operator of vehicle 1 crossed the double yellow line in the parking lot of Valley Central High School to access an open parking space. The operator of vehicle 2 was traveling in the same direction and struck the passenger side of vehicle 1 in vehicle 2's traffic lane. Vehicle 2 insurance information; United Financial Casualty, policy number [REDACTED] valid through 10/28/17. 1-800-776-4737.

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	30	2	-	-	-						
B	02	1	4	1	30	2	-	-	-						
C															
D															
E															
F															

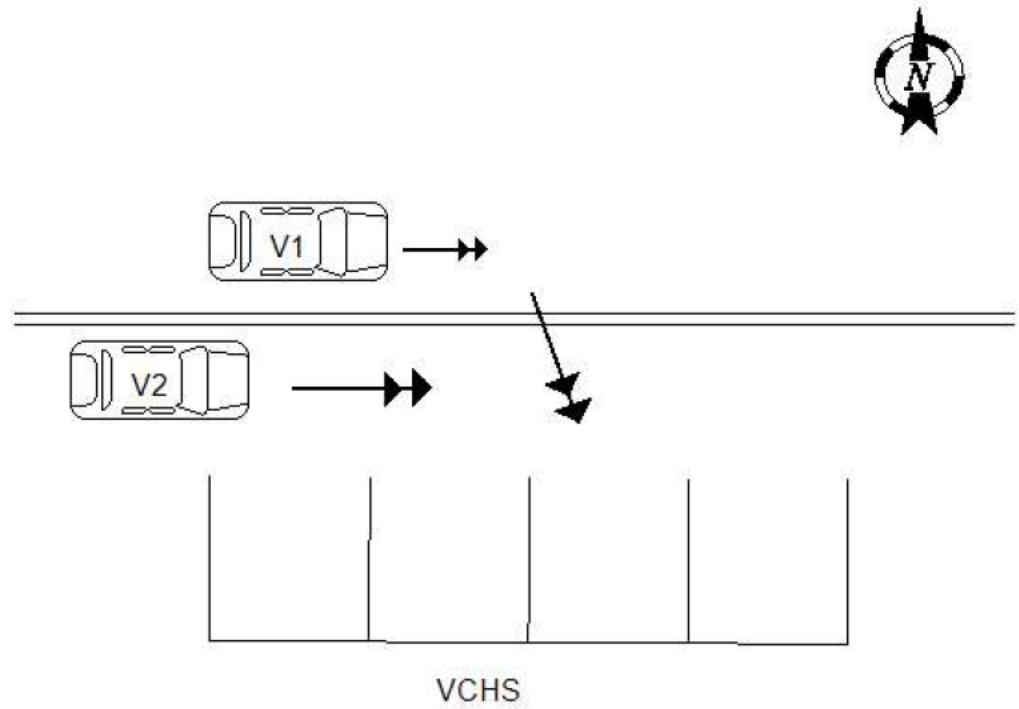
Officer's Rank and Signature Print Name in Full	PO DAN THORSON	Badge/ID No.	28	NCIC No.	03574	Precinct/Post Troop/Zone	2F4	Station/Beat/Sector	4	Reviewing Officer	VANTASSEL, JON	Date/Time Reviewed	2017/10/15 10:01
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USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

36930879

Local Codes

9KM2677GGX1G

☐ AMENDED REPORT

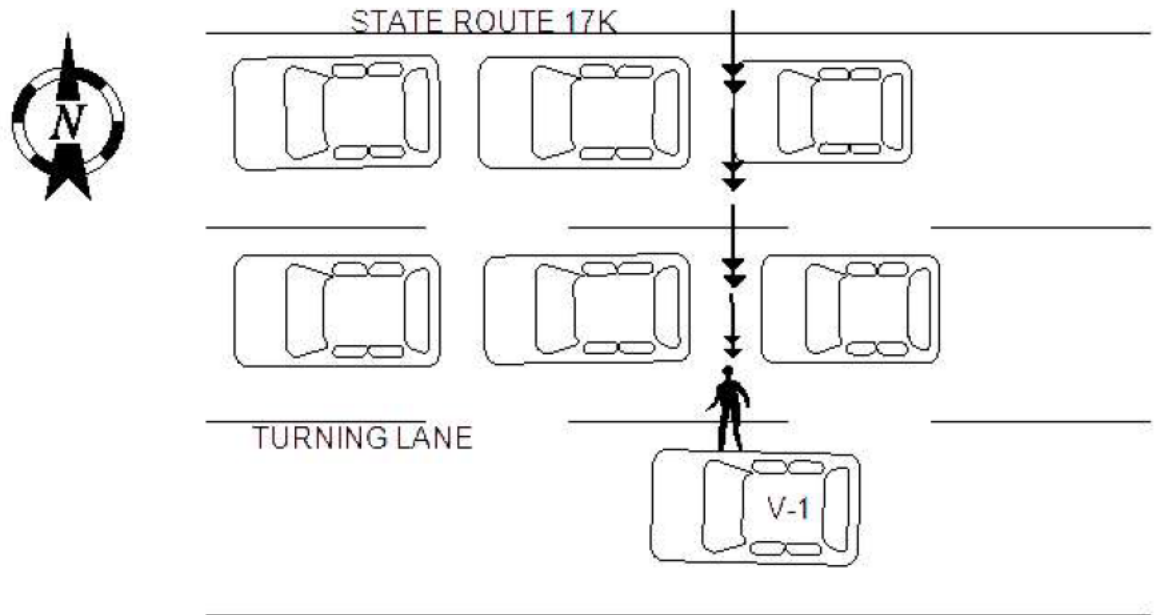
DMV COPY

1 2	Accident Date		Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene <input type="checkbox"/>	Left Scene	Police Photos	20 -																																																																																																									
	Month 10	Day 05	Year 2017	Thu	1532	2	0	0	Accident Reconstructed <input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No																																																																																																								
<div style="display: flex; justify-content: space-between;"> <div style="width: 48%;"> <p style="text-align: center;">VEHICLE 1</p> <div style="background-color: black; width: 100%; height: 150px; margin-top: 10px;"></div> </div> <div style="width: 48%;"> <p><input type="checkbox"/> VEHICLE 2 <input type="checkbox"/> BICYCLIST <input checked="" type="checkbox"/> PEDESTRIAN <input type="checkbox"/> OTHER PEDESTRIAN</p> <p>VEHICLE 2 - Driver License ID Number _____ State of Lic. _____</p> <p>Driver Name - exactly as printed on license _____</p> <p>Address (Include Number & Street) _____ Apt. No. _____</p> <p>City or Town _____ State _____ Zip Code _____</p> <p>Date of Birth _____ Sex _____ Unlicensed <input type="checkbox"/> No. of Occupants 1 Public Property Damaged <input type="checkbox"/></p> <p>Name—exactly as printed on registration _____ Sex _____ Date of Birth _____ Month _____ Day _____ Year _____</p> <p>Address (Include Number & Street) _____ Apt. No. _____ Haz. Mat. Code - Released <input type="checkbox"/></p> <p>City or Town _____ State _____ Zip Code _____</p> <p>Plate Number _____ State of Reg. _____ Vehicle Year & Make _____ Vehicle Type PED Ins. Code _____</p> </div> </div>											21 14 22 -																																																																																																									
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<p>Accident Description/Officer's Notes</p> <p>AT TIME AND PLACE OF OCCURRENCE WITNESSES STATE THAT V-1 WAS TRAVELING W/B ON STATE ROUTE 17K IN THE LEFT TURNING LANE FOR S/B STATE ROUTE 208 WHEN PEDESTRIAN WALKED BETWEEN VEHICLES THAT WERE STOPPED AT A TRAFFIC LIGHT AND HIT V-1 ON THE PASSENGER SIDE DOOR, PEDESTRIAN WAS SEEN BY EMS AND REFUSED MEDICAL ATTENTION. - WITNESS 1 _____</p> <p>_____ - WITNESS 2 _____</p>											30 -																																																																																																									
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8	9	10	11	12	13	14	15	16	17	18	BY	TO	Names of all involved	Date of Death Only																																																																																																						
A	01	1	4	1	53	1	-	-	-																																																																																																											
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<p>Officer's Rank and Signature PO</p> <p>Print Name in Full JOHN FLORIO</p> <p>Badge/ID No. 39 NCIC No. 03574 Precinct/Post Troop/Zone F2 Station/Beat/ Sector 2 Reviewing Officer VANTASSEL, JON Date/Time Reviewed 2017/10/15 10:03</p>																																																																																																																				

ALL INVOLVED

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

36930881

Local Codes

9KS0027HDL9G

☐ AMENDED REPORT

DMV COPY

Accident Date

Month
10Day
05Year
2017

Day of Week

Thu

Military Time

1325

No. of Vehicles

2

No. Injured

0

No. Killed

0

Not Investigated at Scene ☐Accident Reconstructed ☐Left Scene ☐☐

Police Photos

☐ Yes ☒ No

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIANTicket/Arrest
Number(s)Ticket/Arrest
Number(s)Violation
Section(s)Violation
Section(s)

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

Check if involved vehicle is:

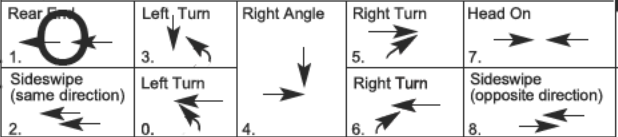
☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.



ACCIDENT DIAGRAM

Cost of repairs to any one vehicle will be more than \$1000.

☒ Unknown/Unable to Determine ☐ Yes ☐ No

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact

Box 2 - Most Damage

Enter up to three more Damage Codes

Vehicle By Towed: To

VEHICLE 2 DAMAGE CODES

Box 1 - Point of Impact

Box 2 - Most Damage

Enter up to three more Damage Codes

Vehicle By Towed: To

VEHICLE DAMAGE CODING:

1-13. SEE DIAGRAM ON RIGHT.

14. UNDERCARRIAGE 17. DEMOLISHED

15. TRAILER 18. NO DAMAGE

16. OVERTURNED 19. OTHER

Reference Marker

2 0 8

8 3 0 1

1 2 1 9

Coordinates (if available)

Latitude/Northing:

Longitude/Easting:

Place Where Accident Occurred:

County ORAN

☐ City☐ Village☒ Town

of MONTGOMERY, TOWN OF

Road on which accident occurred STATE RT 208

(Route Number or Street Name)

at 1) intersecting street STATE RT 17K

(Route Number or Street Name)

or 2) Feet Miles

☐ N☐ S☐ E☐ W

(Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

V1 and V2 both stopped in traffic at light. V2 placed vehicle in drive from park, driver 2 stated vehicle jumped forward striking V1 in rear right bumper.

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	56	1	-	-	-						
B	02	1	4	1	61	2	-	-	-						
C	02	3	4	1	68	2	-	-	-						
D															
E															
F															

Officer's Rank and Signature

PO

Print Name in Full

KEN MEMMELAAR

Badge/ID No.

17

NCIC No.

03574

Precinct/Post Troop/Zone

F2

Station/Beat/Sector

2

Reviewing Officer

VANTASSEL, JON

Date/Time Reviewed

2017/10/15 10:04

USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

36933129

Local Codes

9KC2707G89ST

☐ AMENDED REPORT

DMV COPY

1 -	Accident Date			Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene <input type="checkbox"/>	Left Scene	Police Photos
	Month 10	Day 03	Year 2017	Tues	1420	2	1	0	Accident Reconstructed <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIAN

2 -												21 -
3 2												22 -
4 1												24 1
5 1												26 8

5 1	Ticket/Arrest Number(s)	Ticket/Arrest Number(s)
6 1	Violation Section(s)	Violation Section(s)

7 1	VEHICLE 1 DAMAGE CODES	Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.	VEHICLE 2 DAMAGE CODES	Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.	Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.

VEHICLE DAMAGE CODING: 1-13. SEE DIAGRAM ON RIGHT. 14. UNDERCARRIAGE 17. DEMOLISHED 15. TRAILER 18. NO DAMAGE 16. OVERTURNED 19. OTHER		9. Cost of repairs to any one vehicle will be more than \$1000. <input type="checkbox"/> Unknown/Unable to Determine <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
--	--	---

Reference Marker	Coordinates (if available)	Place Where Accident Occurred:
2 0 8	Latitude/Northing:	County <u>ORAN</u> <input type="checkbox"/> City <input type="checkbox"/> Village <input checked="" type="checkbox"/> Town of <u>MONTGOMERY, TOWN OF</u>
8 3 0 1	Longitude/Easting:	Road on which accident occurred <u>STATE ROUTE 208</u> (Route Number or Street Name)
1 2 1 9		at 1) intersecting street <u>STATE ROUTE 17K</u> (Route Number or Street Name)
		or 2) <u> </u> <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W of <u> </u> (Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes
Vehicle 2 was stopped for a red traffic signal. Vehicle 1 was stopped behind vehicle 2. Vehicle started to drive forward and struck the rear of vehicle 2.

ALL INVOLVED	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	23	2	-	-	-						
B	02	1	4	1	19	2	5	12	6						
C															
D															
E															
F															

Officer's Rank and Signature	Badge/ID No.	NCIC No.	Precinct/Post Troop/Zone	Station/Beat/Sector	Reviewing Officer	Date/Time Reviewed
Print Name in Full <u>JOHN HANK</u>	32	03574	F2	3	BARNETT, DENNIS	2017/10/16 17:23

USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

36940860

Local Codes

9HWP767J2VLX

☒ **AMENDED REPORT****DMV COPY**

Accident Date

Month

Day

Year

10

20

2017

Day of Week

Fri

Military Time

1510

No. of Vehicles

2

No. Injured

0

No. Killed

0

Not Investigated at Scene ☐Accident Reconstructed ☐Left Scene ☐

Police Photos

☐ Yes ☒ No

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIAN

Name—exactly as printed on registration

MERCER TRANSPORTATION CO

Sex

C

Date of Birth

Month

Day

Year

Address (Include Number & Street)

PO BOX 35610

Apt. No.

Haz.

Mat.

Code

Released

☐

City or Town

LOUISVILLE

State

KY

Zip Code

40232

Plate Number

P717317

State of Reg.

IL

Vehicle Year & Make

2007 KW

Vehicle Type

TRAC

Ins. Code

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

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact 1 2

Box 2 - Most Damage 12 11

Enter up to three more Damage Codes 3 4 5

Vehicle By GLOSTERS

Towed: To GLOSTERS

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 2 DAMAGE CODES

Box 1 - Point of Impact 1 2

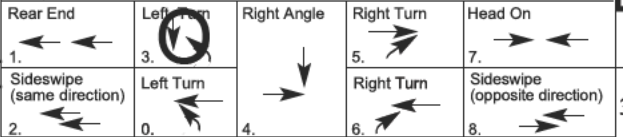
Box 2 - Most Damage 12 1

Enter up to three more Damage Codes 3 4 5

Vehicle By

Towed: To

Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.



ACCIDENT DIAGRAM

DIAGRAM IS PRINTED ON LAST PAGE

Cost of repairs to any one vehicle will be more than \$1000.

☒ Unknown/Unable to Determine ☐ Yes ☐ No

Reference Marker

Coordinates (if available)

Latitude/Northing:

Longitude/Easting:

Place Where Accident Occurred:

County ORAN

☐ City ☐ Village ☒ Town of WALLKILL, TOWN OF

Road on which accident occurred STATE ROUTE 211 EAST

(Route Number or Street Name)

at 1) intersecting street STATE ROUTE 17K ON RAMP

(Route Number or Street Name)

or 2)

☐ N ☐ S☐ E ☐ W of

Feet Miles

(Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

OPERATOR OF VEHICLE 1 STATES THAT WHILE OPERATING VEHICLE 1 EASTBOUND ON STATE ROUTE 211 EAST SHE DID FAIL TO STOP AT THE TRAFFIC SIGNAL CAUSING VEHICLE 1 TO STRIKE VEHICLE 2. OPERATOR OF VEHICLE 2 STATES THAT WHILE VEHICLE 2 WAS MAKING A LEFT HAND TURN WITH A GREEN TURN ARROW ONTO STATE ROUTE 17K ON RAMP VEHICLE 1 DID FAIL TO STOP FOR THE RED TRAFFIC SIGNAL CAUSING VEHICLE 1 TO STRIKE VEHICLE 2. WITNESS STATES THAT HE OBSERVED VEHICLE 1 FAIL TO STOP FOR THE RED TRAFFIC SIGNAL EASTBOUND ON ROUTE 211 EAST WHILE VEHICLE 2 WAS MAKING A LEFT HAND TURN ONTO STATE ROUTE 17K ON RAMP CAUSING VEHICLE 1 TO STRIKE VEHICLE 2. NO REPORTED INJURIES. - WITNESS 1

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	15	2	-	-	-						
B	01	3	4	1	15	2	-	-	-						
C	02	1	4	1	46	1	-	-	-						
D															
E															
F															

Officer's Rank and Signature POLICE OFF

Print Name in Full J KITSOS

Badge/ID No.

15

NCIC No.

03578

Precinct/Post Troop/Zone

Station/Beat/ Sector

Reviewing Officer

MARCIAL, SGT. P.

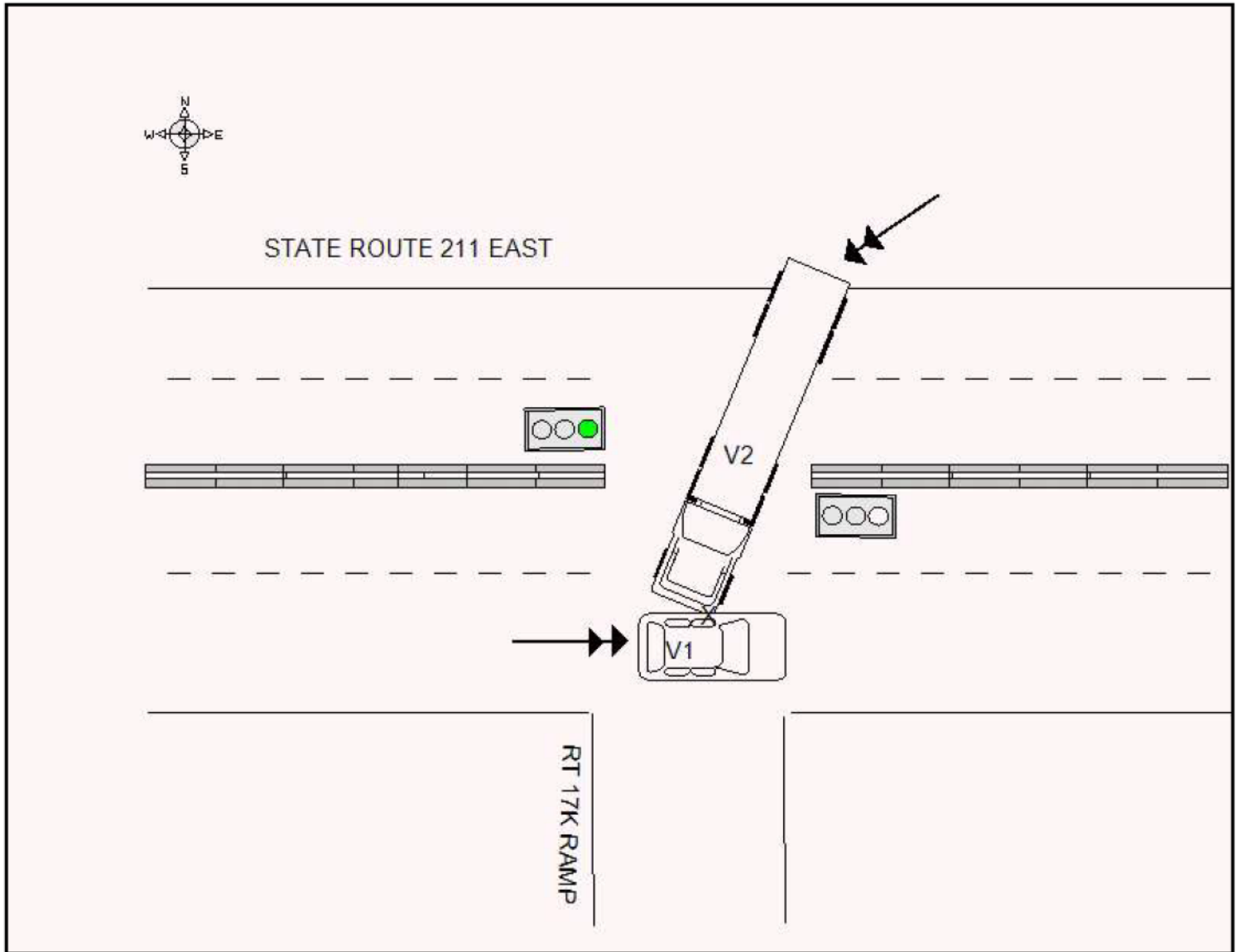
Date/Time Reviewed

2017/10/21 03:36

USE COVER SHEET
N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

36959050

Local Codes

KMM4407K8NVX

☐ AMENDED REPORT

DMV COPY

Accident Date

Month
10Day
31Year
2017

Day of Week

Tues

Military Time

2000

No. of
Vehicles
2No. Injured
0No. Killed
0Not Investigated at Scene ☐Left Scene ☐Police Photos
☐ Yes ☒ NoAccident Reconstructed ☐

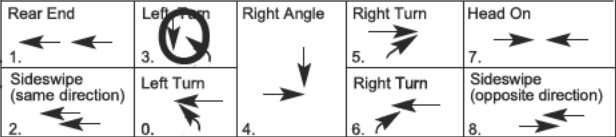
VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIANTicket/Arrest
Number(s)Ticket/Arrest
Number(s)Violation
Section(s)Violation
Section(s)

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

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

Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.



ACCIDENT DIAGRAM

DIAGRAM IS PRINTED ON LAST PAGE

Cost of repairs to any one vehicle will be more than \$1000.

☐ Unknown/Unable to Determine ☒ Yes ☐ No

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact
Box 2 - Most Damage

Enter up to three more Damage Codes

3	4	5
---	---	---

Vehicle By
Towed: To

VEHICLE 2 DAMAGE CODES

Box 1 - Point of Impact
Box 2 - Most Damage

Enter up to three more Damage Codes

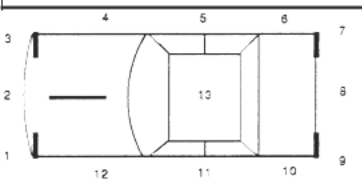
10	10	2
----	----	---

Vehicle By
Towed: To

VEHICLE DAMAGE CODING:

1-13. SEE DIAGRAM ON RIGHT.

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



Reference Marker

Coordinates (if available)

1	7	K
---	---	---

Latitude/Northing:
563799

8	3	0	1
---	---	---	---

Longitude/Easting:
4597519

1	1	0	5
---	---	---	---

Place Where Accident Occurred:

County ORAN ☐ City ☒ Village ☐ Town of MONTGOMERY, VILLAGE OF

Road on which accident occurred WARD ST

(Route Number or Street Name)

at 1) intersecting street WALLKILL AVE

(Route Number or Street Name)

or 2) ☐ N ☐ S ☐ E ☐ W of _____

Feet Miles

(Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

The driver of V1 stated, she had stopped on Wallkill Ave. at the intersection of Ward St. She then entered Ward St. making a left hand turn when she struck V2 in the driver side rear quarter panel with the passenger side front bumper of her vehicle. The driver of V2 stated she was traveling on Ward St. when she was struck by V1 in the driver side rear quarter panel. All occupants of both vehicles stated they did not sustain any injuries from the accident.

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	39	2	-	-	-						
B	01	3	4	1	46	1	-	-	-						
C	01	6	4	1	8	2	-	-	-						
D	01	4	4	1	11	2	-	-	-						
E	02	1	4	1	16	2	-	-	-						
F	02	6	4	1	15	2	-	-	-						

Officer's Rank and Signature

Print Name in Full
B BRIERE

Badge/ID No.

007

NCIC No.

03527

Precinct/Post
Troop/ZoneStation/Beat/
SectorReviewing
Officer

HERLIHY, WILLIAM

Date/Time Reviewed

2017/11/01 12:39

USE
COVER
SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

36959050

Local Codes

KMM4407K8NVX

☐ AMENDED REPORT

DMV COPY

Accident Date

Month

Day

Year

Day of Week

Military Time

No. of Vehicles

No. Injured

No. Killed

Not Investigated at Scene ☐

Left Scene

Police Photos

10

31

2017

Tues

2000

2

0

0

Accident Reconstructed ☐☐☐ Yes ☒ No

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIANTicket/Arrest
Number(s)Ticket/Arrest
Number(s)Violation
Section(s)Violation
Section(s)

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

Check if involved vehicle is:

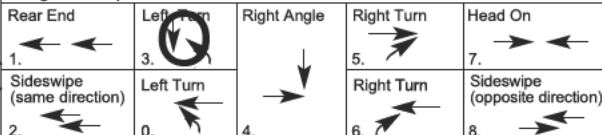
☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.



ACCIDENT DIAGRAM

Cost of repairs to any one vehicle will be more than \$1000.

☐ Unknown/Unable to Determine ☒ Yes ☐ No

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact 3 1 2 3

Box 2 - Most Damage

Enter up to three more Damage Codes 3 4 5

VEHICLE 2 DAMAGE CODES

Box 1 - Point of Impact 10 1 2 10

Box 2 - Most Damage

Enter up to three more Damage Codes 3 4 5

Vehicle By Towed: To

Vehicle By Towed: To

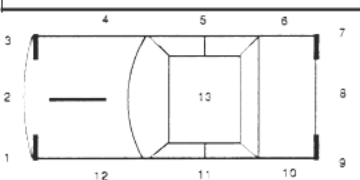
VEHICLE DAMAGE CODING:

1-13. SEE DIAGRAM ON RIGHT.

14. UNDERCARRIAGE 17. DEMOLISHED

15. TRAILER 18. NO DAMAGE

16. OVERTURNED 19. OTHER



Reference Marker

Coordinates (if available)

1 7 K

Latitude/Northing:

8 3 0 1

563799

1 1 0 5

Longitude/Easting:

1 1 0 5

4597519

Place Where Accident Occurred:

County ORAN ☐ City ☒ Village ☐ Town of MONTGOMERY, VILLAGE OF

Road on which accident occurred WARD ST

(Route Number or Street Name)

at 1) intersecting street WALLKILL AVE

(Route Number or Street Name)

or 2) ☐ N ☐ S ☐ E ☐ W of _____

Feet Miles

(Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	02	4	4	1	16	2	-	-	-						
B	02	3	4	1	16	2	-	-	-						
C															
D															
E															
F															

Officer's Rank and Signature **OFFICER**

Print Name in Full **B BRIERE**

Badge/ID No.

007

NCIC No.

03527

Precinct/Post Troop/Zone

Station/Beat/Sector

Reviewing Officer

HERLIHY, WILLIAM

Date/Time Reviewed

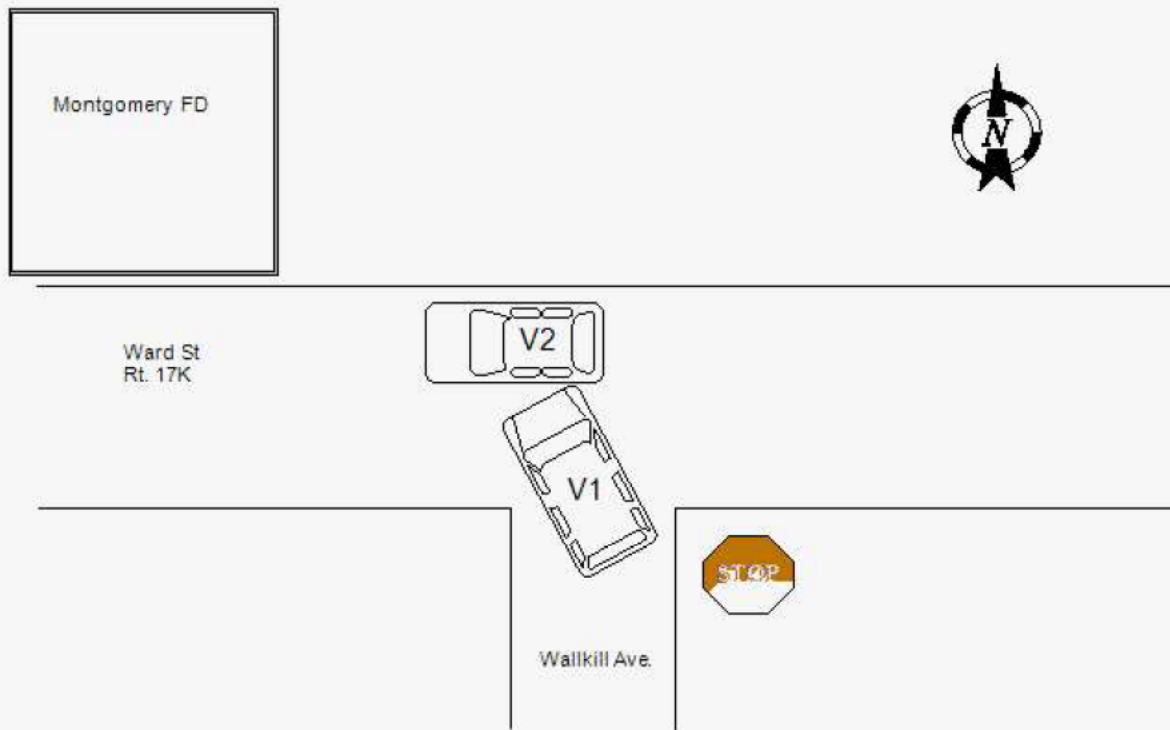
2017/11/01 12:39

USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

36964785

Local Codes

9KS0017KNG9P

☐ AMENDED REPORT

DMV COPY

Accident Date

Month
10Day
30Year
2017Day of Week
MonMilitary Time
1510No. of Vehicles
2No. Injured
0No. Killed
0Not Investigated at Scene ☐Left Scene ☐Police Photos
☐ Yes ☒ NoAccident Reconstructed ☐

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIANTicket/Arrest
Number(s)Ticket/Arrest
Number(s)Violation
Section(s)Violation
Section(s)

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact 2 1 2

Box 2 - Most Damage 2

Enter up to three more Damage Codes 3 4 5

Vehicle By Towed: To

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 2 DAMAGE CODES

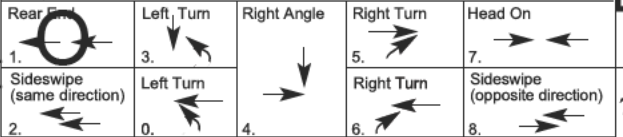
Box 1 - Point of Impact 8 1 8

Box 2 - Most Damage 8

Enter up to three more Damage Codes 3 4 5

Vehicle By Towed: To

Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.



ACCIDENT DIAGRAM

Cost of repairs to any one vehicle will be more than \$1000.

☒ Unknown/Unable to Determine ☐ Yes ☐ No

VEHICLE DAMAGE CODING:

1-13. SEE DIAGRAM ON RIGHT.

14. UNDERCARRIAGE 17. DEMOLISHED

15. TRAILER 18. NO DAMAGE

16. OVERTURNED 19. OTHER

Reference Marker

Coordinates (if available)

6

Latitude/Northing:

8 3 0 1

Longitude/Easting:

1 3 0 1

Place Where Accident Occurred:

County ORAN

☐ City ☐ Village ☒ Town of MONTGOMERY, TOWN OF

Road on which accident occurred 1175 STATE RTE 17K

(Route Number or Street Name)

at 1) intersecting street

(Route Number or Street Name)

or 2) 200 ☐ N ☐ S ☐ E ☐ W of bailey rd

Feet Miles (Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

AT T/P/O DRIVER OF VEHICLE #1 DID NOT SEE VEHICLE #2 SLOWING DOWN FOR TRAFFIC AND STRUCK VEHICLE #2 FROM THE REAR.

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	85	2	-	-	-						
B	02	1	4	1	59	2	-	-	-						
C															
D															
E															
F															

Officer's Rank and Signature POLICE OFF

Print Name in Full RUSSELL KENNEDY

Badge/ID No. 38

NCIC No. 03574

Precinct/Post Troop/Zone F2

Station/Beat/Sector 3

Reviewing Officer

BARNETT, DENNIS

Date/Time Reviewed

2017/11/05 07:16

USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

36972583

Local Codes

KMVMP77L6P70

☐ AMENDED REPORT

DMV COPY

Accident Date

Month

Day

Year

Day of Week

Military Time

No. of
Vehicles

No. Injured

No. Killed

Not Investigated at Scene ☐

Left Scene

Police Photos

11

09

2017

Thu

1243

4

0

0

Accident Reconstructed ☐☐☐ Yes ☒ No

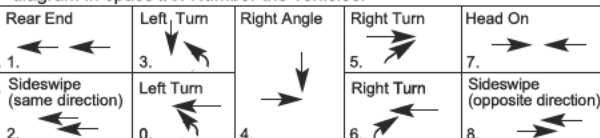
VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIANTicket/Arrest
Number(s)Ticket/Arrest
Number(s)Violation
Section(s)Violation
Section(s)

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

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

Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.



ACCIDENT DIAGRAM

DIAGRAM IS PRINTED ON LAST PAGE

Cost of repairs to any one vehicle will be more than \$1000.

☐ Unknown/Unable to Determine ☒ Yes ☐ No

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact
 Box 2 - Most Damage

1	2
3	4
5	

Vehicle By PATS
 Towed: To PATS

VEHICLE 2 DAMAGE CODES

Box 1 - Point of Impact
 Box 2 - Most Damage

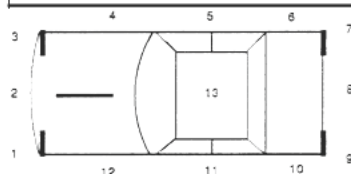
8	1	2
3	4	5
2		

Vehicle By UNKNOWN
 Towed: To UNKNOWN

VEHICLE DAMAGE CODING:

1-13. SEE DIAGRAM ON RIGHT.

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



Reference Marker

Coordinates (if available)

1 7 K

Latitude/Northing:

8 3 0 1

564145

1 1 0 7

Longitude/Easting:

1 1 0 7

4597419

Place Where Accident Occurred:

County ORAN

☐ City ☒ Village ☐ Town of MONTGOMERY, VILLAGE OF

Road on which accident occurred WARD ST

(Route Number or Street Name)

at 1) intersecting street

(Route Number or Street Name)

or 2) 25 ☐ N ☐ S ☐ E ☒ W of summer set dr

Feet Miles

(Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

Vehicle 4 stopped in traffic facing Northerly in the gas station parking lot of Sunoco awaiting for other vehicles to move out of the way. Vehicle 3 stopped in traffic behind vehicle 4 facing Northerly awaiting vehicle 4 to move. Vehicle 2 stopped in traffic behind vehicle 3 facing westerly waiting to make a right turn into the Sunoco gas station parking lot. Vehicle 1 traveling in a westerly direction of travel took his eyes off the roadway in front of him and was looking to his left in search of a car wash, when he looked forward, he rear ended vehicle 2, causing vehicle 2 to strike vehicle 3 in the rear and vehicle 3 to strike vehicle 4 in rear. Vehicle 4 sustained no damage to the rear. Vehicle 3 sustained damage to his rear bumper and

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	1	1	53	1	-	-	-						
B	02	1	4	1	79	1	-	-	-						
C															
D															
E															
F															

Officer's Rank and Signature OFFICER

Print Name in Full KATIRIA NARAIN

Badge/ID No.

018

NCIC No.

03527

Precinct/Post

Troop/Zone

Station/Beat/

Sector

Reviewing

Officer HERLIHY, WILLIAM

Date/Time Reviewed

2017/11/09 17:00

USE
COVER
SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

36972583

Local Codes

KMVM777L6P70

☒ **AMENDED REPORT****DMV COPY**

1	Accident Date		Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene <input type="checkbox"/>	Left Scene	Police Photos	20																																																																																																		
	Month 11	Day 09	Year 2017	Thu	1243	4	0	0	Accident Reconstructed <input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No																																																																																																	
<div style="display: flex; justify-content: space-between;"> VEHICLE 1 <input checked="" type="checkbox"/> VEHICLE 2 <input type="checkbox"/> BICYCLIST <input type="checkbox"/> PEDESTRIAN <input type="checkbox"/> OTHER PEDESTRIAN </div>											21																																																																																																		
											22																																																																																																		
											23																																																																																																		
<div style="display: flex; justify-content: space-between;"> <div style="width:48%;"> Name—exactly as printed on registration Patriot Electric&GENERATOR;CO;LLC Address (Include Number & Street) PO BOX 149 City or Town MONROE State NY Zip Code 109300000 Plate Number 61017MJ State of Reg. NY Vehicle Year & Make 2012 FORD Vehicle Type VAN Ins. Code </div> <div style="width:48%;"> Name—exactly as printed on registration TOPHER;CORPoration Address (Include Number & Street) ONE PEPSI WAY City or Town NEWBURGH State NY Zip Code 125900000 Plate Number 29638TR State of Reg. NY Vehicle Year & Make 2006 INTR Vehicle Type TRAC Ins. Code </div> </div>											24																																																																																																		
Ticket/Arrest Number(s) Violation Section(s)											25																																																																																																		
<div style="display: flex; justify-content: space-between;"> <div style="width:48%;"> Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit. VEHICLE 1 DAMAGE CODES Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes Vehicle By Towed: To </div> <div style="width:48%;"> Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit. VEHICLE 2 DAMAGE CODES Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes Vehicle By Towed: To </div> </div>											26																																																																																																		
<div style="display: flex; justify-content: space-between;"> <div style="width:48%;"> VEHICLE DAMAGE CODING: 1-13. SEE DIAGRAM ON RIGHT. 14. UNDERCARRIAGE 17. DEMOLISHED 15. TRAILER 18. NO DAMAGE 16. OVERTURNED 19. OTHER </div> <div style="width:48%;"> ACCIDENT DIAGRAM DIAGRAM IS PRINTED ON LAST PAGE Cost of repairs to any one vehicle will be more than \$1000. <input type="checkbox"/> Unknown/Unable to Determine <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No </div> </div>											27																																																																																																		
Reference Marker Coordinates (if available) Latitude/Northing: 564145 Longitude/Easting: 4597419											28																																																																																																		
Place Where Accident Occurred: County <u>ORAN</u> <input type="checkbox"/> City <input checked="" type="checkbox"/> Village <input type="checkbox"/> Town of <u>MONTGOMERY, VILLAGE OF</u> Road on which accident occurred <u>WARD ST</u> at 1) intersecting street _____ (Route Number or Street Name) or 2) <u>25</u> <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input checked="" type="checkbox"/> W of <u>summer set dr</u> Feet Miles (Milepost, Nearest intersecting Route Number or Street Name)											29																																																																																																		
Accident Description/Officer's Notes back door and although he struck vehicle 4, caused no damage to the front of his vehicle. Vehicle 2 sustained damage to the front bumper, rear bumper, trunk, and rear lights. Vehicle 1 sustained damage to the front bumper, hood, driver side head light and driver side tire which was flat. No injuries reported. Veh 1 and 2 called AAA for tow's. As of the writing of this accident report Veh 1 was going to be towed by Pat's and veh 2 was left parked in the parking lot of Sunoco to be towed as AAA notified the owner on who would be towing his vehicle. Policy Number for veh 1 #119 Essentia Insurance, Phone number [REDACTED] and Policy number [REDACTED] [REDACTED] Witness reports operator 1 failed to stop and crashed into the rear of veh 2 which then caused											30																																																																																																		
<div style="display: flex; justify-content: space-between;"> <div style="width:48%;"> ALL INVOLVED <table border="1" style="width:100%; border-collapse: collapse;"> <tr> <th></th> <th>8</th> <th>9</th> <th>10</th> <th>11</th> <th>12</th> <th>13</th> <th>14</th> <th>15</th> <th>16</th> <th>17</th> <th>BY</th> <th>TO</th> <th>18</th> </tr> <tr> <td>A</td> <td>03</td> <td>1</td> <td>4</td> <td>1</td> <td>27</td> <td>1</td> <td>-</td> <td>-</td> <td>-</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>B</td> <td>04</td> <td>1</td> <td>4</td> <td>1</td> <td>25</td> <td>1</td> <td>-</td> <td>-</td> <td>-</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>C</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>D</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>E</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>F</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table> </div> <div style="width:48%;"> Names of all involved Date of Death Only </div> </div>												8	9	10	11	12	13	14	15	16	17	BY	TO	18	A	03	1	4	1	27	1	-	-	-					B	04	1	4	1	25	1	-	-	-					C														D														E														F														31
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Officer's Rank and Signature OFFICER Print Name in Full KATIRIA NARAIN Badge/ID No. 018 NCIC No. 03527 Precinct/Post Troop/Zone Station/Beat/ Sector Reviewing Officer HERLIHY, WILLIAM Date/Time Reviewed 2017/11/09 17:00											32																																																																																																		

USE
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New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

36972583

Local Codes

KMVMP77L6P70

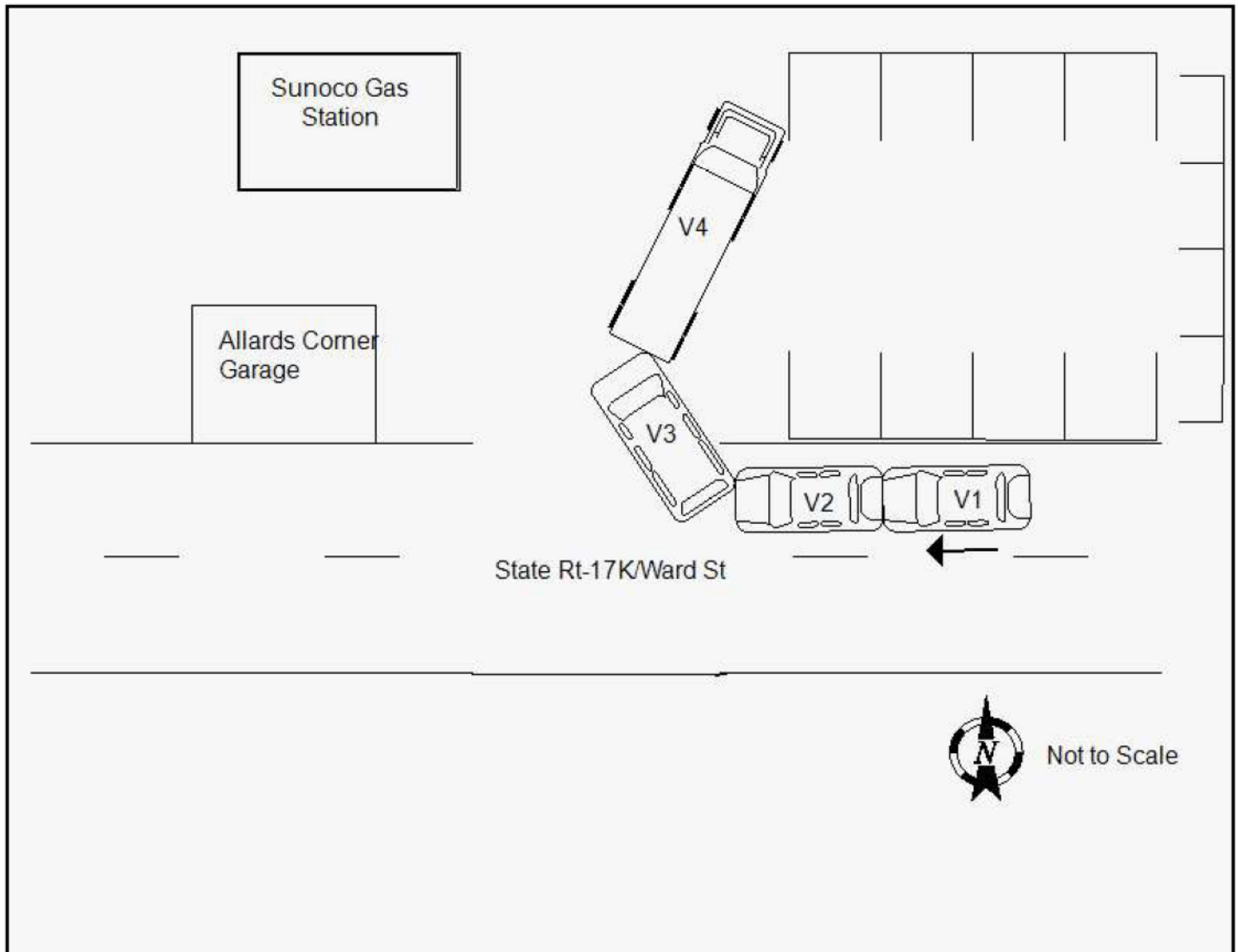
☐ AMENDED REPORT

DMV COPY

1	Accident Date Month 11 Day 09 Year 2017	Day of Week Thu	Military Time 1243	No. of Vehicles 4	No. Injured 0	No. Killed 0	Not Investigated at Scene <input type="checkbox"/>	Left Scene <input type="checkbox"/>	Police Photos <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	20		
2	VEHICLE 1 VEHICLE 1 - Driver License ID Number Driver Name - exactly as printed on license Address (Include Number & Street) City or Town State Zip Code				VEHICLE 2 VEHICLE 2 - Driver License ID Number Driver Name - exactly as printed on license Address (Include Number & Street) City or Town State Zip Code						21	
3	Date of Birth Month Day Year Sex Unlicensed <input type="checkbox"/> No. of Occupants Public Property Damaged <input type="checkbox"/>				Date of Birth Month Day Year Sex Unlicensed <input type="checkbox"/> No. of Occupants Public Property Damaged <input type="checkbox"/>						22	
4	Name - exactly as printed on registration Address (Include Number & Street) City or Town State Zip Code				Name - exactly as printed on registration Address (Include Number & Street) City or Town State Zip Code						23	
5	Plate Number State of Reg. Vehicle Year & Make Vehicle Type Ins. Code				Plate Number State of Reg. Vehicle Year & Make Vehicle Type Ins. Code						24	
6	Ticket/Arrest Number(s) Violation Section(s)				Ticket/Arrest Number(s) Violation Section(s)						25	
7	Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.				Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.				Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.		26	
8	VEHICLE 1 DAMAGE CODES Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes Vehicle By Towed: To				VEHICLE 2 DAMAGE CODES Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes Vehicle By Towed: To				ACCIDENT DIAGRAM 9. Cost of repairs to any one vehicle will be more than \$1000. <input type="checkbox"/> Unknown/Unable to Determine <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		27	
9	Reference Marker Coordinates (if available) Latitude/Northing: 564145 Longitude/Easting: 4597419				Place Where Accident Occurred: County ORAN City <input type="checkbox"/> Village <input checked="" type="checkbox"/> Town of MONTGOMERY, VILLAGE OF Road on which accident occurred WARD ST at 1) intersecting street or 2) 25 Feet Miles of summer set dr						28	
10	Accident Description/Officer's Notes veh 2 to crash into veh 3 which then caused veh 3 to crash into veh 4. - WITNESS 1										29	
11	ALL INVOLVED										30	
12	OFFICER'S RANK AND SIGNATURE Print Name in Full KATIRIA NARAIN										31	
13	Badge/ID No. 018 NCIC No. 03527 Precinct/Post Troop/Zone Station/Beat/ Sector										32	
14	Reviewing Officer HERLIHY, WILLIAM										33	
15	Date/Time Reviewed 2017/11/09 17:00										34	

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



Local Codes



TRUCK and BUS SUPPLEMENTAL POLICE ACCIDENT REPORT

MV-104S (10/05)

36972583

Mail To: NYS Dept. of Motor Vehicles, Accident Records Bureau,
PO Box 2084, Albany NY 12220-0084

KMVMPT77L6P70

☐ AMENDED REPORT
INSTRUCTIONS You must complete this form:

- ◆ if at least one of the vehicles involved is:
 - a truck having a GVWR or GCWR > 10,000 lbs.; or
 - a vehicle with a Haz Mat placard; or
 - a bus designed to carry 9 or more persons, including the driver;
- ◆ AND at least one of the following conditions is met:
 - at least one person sustained fatal injuries
 - at least one person was transported for IMMEDIATE medical treatment
 - at least one vehicle is disabled and was towed/transported from the scene.

Number of:

- 1 Trucks having a GVWR or GCWR > 10,000 lbs.
- 0 Vehicles with a Haz Mat placard
- 0 Buses designed to carry 9 or more persons

Number of Vehicles:

- 2 Towed/transported from scene due to damage

Number of Persons:

- 0 Sustaining fatal injuries
- Transported for IMMEDIATE medical treatment

ACCIDENT DATE Mo. 11 Day 09 Year 2017			MILITARY TIME 1243	COUNTY	CITY/TOWN/VILLAGE
---	--	--	------------------------------	---------------	--------------------------

DRIVER	DRIVER LICENSE ID #	STATE OF LIC. NY
	DRIVER NAME - exactly as printed on license (Last, First, M.I.)	

LICENSE CLASS	1 A	2 B	3 CDL C	4 D	5 DJ	DATE OF BIRTH Mo. Day Year	SEX 1 Male 2 Female
	6 E	7 M	8 MJ	9 OTHER	10 DM		

CARRIER	CARRIER NAME TOPHER;CORPORATION					
	STREET OR P.O. BOX ONE PEPSI WAY		CITY NEWBURGH	STATE	ZIP CODE 12590	TOTAL AXLES (Includes trailers) 2
	PLATE NUMBER 29638TR	STATE OF REG. NY	CARRIER'S IDENTIFICATION NUMBERS US DOT 6 8 2 2 2 4 ICC MC			

WEIGHT RATING OF TRUCK POWER UNIT	VEHICLE IDENTIFICATION NUMBER																		
	1 Less than or equal to 10,000 lbs.	2 10,001 - 26,000 lbs.	3 More than 26,000 lbs.	1	H	S	M	K	A	A	R	8	6	H	3	2	4	5	4

VEHICLE CONFIGURATION	TRAFFIC WAY															
	1 Bus (seats for more than 15 people, including driver)	2 Single-unit Truck (2-axle, 6-tire)	3 Single-unit Truck (3 or more axles)	4 Truck/Trailer	5 Truck Tractor (bobtail)	6 Tractor/Semi-trailer	7 Tractor/Doubles	8 Tractor/Triples	9 Unknown Heavy Truck, cannot classify	10 Passenger Car - only record when vehicle displays a Hazardous Material placard	11 Light truck (van, mini-van, panel, pickup, sport utility vehicle) only record when vehicle displays an HM placard	12 Bus (seats for 9 - 15 people, including driver)	1 Two-way, not divided	2 Two-way, divided, unprotected median	3 Two-way, divided, positive median barrier	4 One-way not divided

CARGO BODY TYPE	ACCESS CONTROL													
	1 Bus (seats for more than 15 people, including driver)	2 Van/Enclosed Box	3 Cargo Tank	4 Flatbed	5 Dump	6 Concrete Mixer	7 Auto Transporter	8 Garbage/Refuse	9 Other	10 Grain, Chips, Gravel	11 Pole	12 Bus (seats for 9-15 people, including driver)	1 No Access Control	2 Full Access Control

HAZARDOUS MATERIALS INVOLVEMENT	SEQUENCE OF EVENTS (FOR THIS VEHICLE)																							
	Does vehicle have Haz Mat placard? 1 Yes 2 No						1 Ran Off Road (noncollision)						13 Involving Animal (collision)											
COPY FROM PLACARD:	4-digit identification number from diamond/orange panel						1 or 2-digit number from bottom of diamond:						2 Jackknife (noncollision)						14 Involving Fixed Object (collision)					
	NAME OF HAZ MAT CLASS:												3 Overturn/Rollover (noncollision)						18 Cross Median/Centerline (noncollision)					
WAS HAZARDOUS CARGO RELEASED FROM VEHICLE (other than fuel from fuel tank)?	1 Yes 2 No						4 Downhill Runaway (noncollision)						19 Equipment Failure (noncollision) (brake failure, blown tires, etc.)											
							5 Cargo Loss or Shift (noncollision)						20 Other (noncollision)											
							6 Explosion or Fire (noncollision)						21 Unknown (noncollision)											
							7 Separation of Units (noncollision)						22 With Work Zone											
							8 Involving Pedestrian (collision)						Maintenance Equipment (collision)											
							9 Involving Motor Vehicle in Transport (collision)						23 With Other Movable Object (collision)											
							10 Involving Parked Motor Vehicle (collision)						24 With Unknown Movable Object (collision)											
							11 Involving Train (collision)																	
							12 Involving Pedalcycle (collision)																	

OFFICER'S RANK AND SIGNATURE	BADGE/ID NO.	NCIC NO.	DATE OF REPORT
PRINT NAME IN FULL KATIRIA NARAIN	018	03527	2017/11/09



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

36973535

Local Codes

9KS0017KV712

☐ AMENDED REPORT

DMV COPY

1	Accident Date			Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene <input type="checkbox"/>	Left Scene <input type="checkbox"/>	Police Photos <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
	Month	Day	Year								
-	11	02	2017	Thu	1815	2	1	0	Accident Reconstructed <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIAN

2												21
-												-
3												22
2												-
4												23
4												3
5												24
1												7

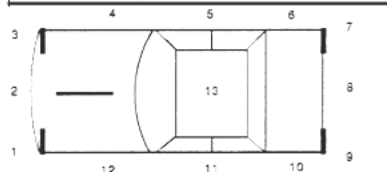
5	Ticket/Arrest Number(s)					Ticket/Arrest Number(s)					25
1	Violation Section(s)					Violation Section(s)					3

6	VEHICLE 1	Check if involved vehicle is:	VEHICLE 2	Check if involved vehicle is:	Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.	25
		<input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.		<input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.		1. Rear End 2. Sideswipe (same direction) 3. Left Turn 4. Right Angle 5. Right Turn 6. Right Turn 7. Head On 8. Sideswipe (opposite direction)
7	CL	VEHICLE 1 DAMAGE CODES	CL	VEHICLE 2 DAMAGE CODES	ACCIDENT DIAGRAM	
2	1	Box 1 - Point of Impact Box 2 - Most Damage	2	Box 1 - Point of Impact Box 2 - Most Damage		
1	1	Enter up to three more Damage Codes	2	Enter up to three more Damage Codes		
		Vehicle Towed: By QUALITY To QUALITY		Vehicle Towed: By QUALITY To QUALITY		

VEHICLE DAMAGE CODING:

1-13. SEE DIAGRAM ON RIGHT.

- | | |
|-------------------|----------------|
| 14. UNDERCARRIAGE | 17. DEMOLISHED |
| 15. TRAILER | 18. NO DAMAGE |
| 16. OVERTURNED | 19. OTHER |



9. Cost of repairs to any one vehicle will be more than \$1000.
☐ Unknown/Unable to Determine ☒ Yes ☐ No

Reference Marker	Coordinates (if available)	Place Where Accident Occurred:
1 7 K	Latitude/Northing:	County ORAN <input type="checkbox"/> City <input type="checkbox"/> Village <input checked="" type="checkbox"/> Town of MONTGOMERY, TOWN OF
8 3 0 1	Longitude/Easting:	Road on which accident occurred ST RT 17K
1 1 2 7		at 1) intersecting street ST RT 208 (Route Number or Street Name)
		or 2) <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W of (Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

Vehicle 1 was traveling eastbound and was going to make a left turn to northbound St Rt 208. Vehicle 2 was traveling westbound and attempting to proceed straight through the intersection. Vehicle 1 struck the drivers side front end of vehicle 2 in the middle of the intersection. Both operators stated they had a steady green light.

ALL INVOLVED	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	51	1	-	-	-						
B	02	1	4	1	22	2	5	12	6	9993	3509				
C															
D															
E															
F															

Officer's Rank and Signature	PO	Badge/ID No.	28	NCIC No.	03574	Precinct/Post Troop/Zone	2F1	Station/Beat/Sector	1	Reviewing Officer	VANTASSEL, JON	Date/Time Reviewed	2017/11/10 14:48
Print Name in Full	DAN THORSON												

USE COVER SHEET

N

FOLD → ← HERE

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

Orange City

Use only for accidents that happen in New York State

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

DO NOT FORGET ACCIDENT DATE		Page 1 of 1		<input type="checkbox"/> RUSH - DRIVER OF VEHICLE 1 - LICENSE SUSPENDED FOR FAILURE TO REPORT		1	
Accident Date Month 10 Day 23 Year 17		Day of Week THURSDAY		Time 4:02 PM		Number of Vehicles 1	
Number Injured 0		Number Killed 0		Did police investigate accident at scene? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		2	
DRIVER OF VEHICLE 1		<input type="checkbox"/> VEHICLE 2 <input type="checkbox"/> PEDESTRIAN <input type="checkbox"/> BICYCLIST <input type="checkbox"/> OTHER PEDESTRIAN		Driver License ID Number		State of License	
Name-exactly as printed on license (Last, First, M.I.)		Address (Include Number & Street)		Apt. Number		3	
City or Town		State		Zip Code		4	
Date of Birth Month Day Year		Sex		Number of People in Vehicle		Public Property Damaged <input type="checkbox"/>	
Name-exactly as printed on registration		Date of Birth Month Day Year		Sex		5	
Address (Include Number & Street)		Apt. Number		City or Town		State	
Zip Code		Plate Number		State of Reg.		Vehicle Year & Make	
Vehicle Type		Ins. Code		Plate Number		State of Reg.	
Vehicle Year & Make		Vehicle Type		Ins. Code		6	
Estimated Cost of Property Damage - Vehicle 1 <input type="checkbox"/> \$1,001-\$1,500 <input type="checkbox"/> \$1,501-\$2,500 <input checked="" type="checkbox"/> Over \$2,500		Estimated Cost of Property Damage - Vehicle 2 <input type="checkbox"/> \$1,001-\$1,500 <input type="checkbox"/> \$1,501-\$2,500 <input type="checkbox"/> Over \$2,500		Describe damage to vehicle 1		Describe damage to vehicle 2	
Describe damage to vehicle 1 LOWER FRONT NOSE - WINDSHIELD RIGHT REAR BASEMENT DOOR		ACCORDING DIAGRAM: Circle one of the 9 diagrams (numbered 0-8) if it describes the accident, or draw your own diagram below in space #9. Number the vehicles. Your vehicle is #1.		Describe damage to vehicle 2 NONE INVOLVED		7	
Place Where Accident Occurred in New York State: <u>NEW DRIVELAY APPROACH</u>		County <input type="checkbox"/> City <input type="checkbox"/> Village <input type="checkbox"/> Town of <u>VALKS GATE</u>		Permanent Landmark		23	
Road on which accident occurred <u>ROUTE # 208 & 17K</u>		at <input type="checkbox"/> 1) intersecting street		(Route Number or Street Name)		24	
or <input type="checkbox"/> 2) <u>Feet: Miles</u>		<input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W of		(Milepost, Nearest intersecting Route (Number or Street Name))		25	
How did the accident happen?		Names of All Persons Involved		8 Which Veh Occupied		9. Position in Veh	
10. Safety Equip Used		12. Age		13. Sex		16 Injury	
Describe Injuries		If Deceased, Enter Date of Death		NONE		26	
Identify Damaged Property Other Than Vehicle(s)		Name of Insurance Company That Issued Policy For Vehicle 1		VIN <u>4U7C9FZ1361105169</u>		27	
Name and Address Policy Holder		Policy Number		Policy Period		28	
If Vehicle was Operated Under Permit (ICC, USDOT or NYSDOT), give No.		Name and Address of Permit Holder		and State		29	
Date <u>11-2-17</u>		Print Name of Driver (or Representative of Vehicle 1)		Signature of Driver (or Representative of Vehicle 1)		30	
* A representative may sign for the driver if the driver is unable to sign because of injury or death. If you are signing as the driver's representative, check the box that describes why the driver cannot sign.		<input type="checkbox"/> Injury <input type="checkbox"/> Death		An accident report is not considered complete and filed unless it is signed, and if not signed may result in the suspension of your driver's license.			

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

36993377

Local Codes

9KS0017LZ2HT

☐ AMENDED REPORT

DMV COPY

1	Accident Date		Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene <input type="checkbox"/>	Left Scene	Police Photos	20																																																																																																																	
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2	VEHICLE 1					<input checked="" type="checkbox"/> VEHICLE 2 <input type="checkbox"/> BICYCLIST <input type="checkbox"/> PEDESTRIAN <input type="checkbox"/> OTHER PEDESTRIAN VEHICLE 2 - Driver License ID Number _____ State of Lic. _____ Driver Name - exactly as printed on license PARKED Address (Include Number & Street) _____ Apt. No. _____ City or Town _____ State _____ Zip Code _____ Date of Birth _____ Sex U Unlicensed <input type="checkbox"/> No. of Occupants 0 Public Property Damaged <input type="checkbox"/>						21																																																																																																																
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Place Where Accident Occurred: County <u>ORAN</u> <input type="checkbox"/> City <input type="checkbox"/> Village <input checked="" type="checkbox"/> Town of <u>MONTGOMERY, TOWN OF</u> Road on which accident occurred <u>1175 ST RT 17K</u> (Route Number or Street Name) at 1) intersecting street _____ (Route Number or Street Name) or 2) <u>200</u> <input type="checkbox"/> N <input checked="" type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W of <u>St Rt 17k</u> Feet Miles (Milepost, Nearest intersecting Route Number or Street Name)												29																																																																																																																
Accident Description/Officer's Notes The operator of vehicle 1 did back into the drivers side front end of parked vehicle 2. Accident investigated by P.O. Giglevitch.												30																																																																																																																
<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <th style="width:2%;">ALL INVOLVED</th> <th style="width:2%;">8</th> <th style="width:2%;">9</th> <th style="width:2%;">10</th> <th style="width:2%;">11</th> <th style="width:2%;">12</th> <th style="width:2%;">13</th> <th style="width:2%;">14</th> <th style="width:2%;">15</th> <th style="width:2%;">16</th> <th style="width:2%;">17</th> <th style="width:2%;">BY</th> <th style="width:2%;">TO</th> <th style="width:2%;">18</th> <th style="width:20%;">Names of all involved</th> <th style="width:20%;">Date of Death Only</th> </tr> <tr> <td>A</td> <td>01</td> <td>1</td> <td>4</td> <td>1</td> <td>17</td> <td>1</td> <td>-</td> <td>-</td> <td>-</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>B</td> <td>02</td> <td>1</td> <td>-</td> <td>-</td> <td>X</td> <td>U</td> <td>-</td> <td>-</td> <td>-</td> <td></td> <td></td> <td></td> <td></td> <td>PARKED</td> <td></td> </tr> <tr> <td>C</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>D</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>E</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>F</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>												ALL INVOLVED	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only	A	01	1	4	1	17	1	-	-	-								B	02	1	-	-	X	U	-	-	-					PARKED		C																D																E																F															
ALL INVOLVED	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only																																																																																																													
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F																																																																																																																												
Officer's Rank and Signature PO Print Name in Full DAN THORSON												Badge/ID No. 28	NCIC No. 03574	Precinct/Post Troop/Zone 2F4	Station/Beat/Sector 4	Reviewing Officer BARNETT, DENNIS	Date/Time Reviewed 2017/11/22 13:38																																																																																																											

USE
COVER
SHEET**N**

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

37006565

Local Codes

9KS0027MXCH7

☒ **AMENDED REPORT****DMV COPY**

1 -	Accident Date			Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene <input type="checkbox"/>	Left Scene	Police Photos
	Month 11	Day 25	Year 2017	Sat	1620	2	0	0	Accident Reconstructed <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIAN

2 -											
3 2											

4 1	Name—exactly as printed on registration zario inc.			Sex	Date of Birth Month Day Year		
	Address (Include Number & Street) PO BOX 298			Apt. No.	Haz. Mat Code	Released <input type="checkbox"/>	
	City or Town WALDEN			State NY	Zip Code 12586		
	Plate Number 68644MB	State of Reg. NY	Vehicle Year & Make 2012 FRHT	Vehicle Type DELV	Ins. Code		

5 1	Ticket/Arrest Number(s)	Ticket/Arrest Number(s)
	Violation Section(s)	Violation Section(s)

6 1	VEHICLE 1 DAMAGE CODES	Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.	VEHICLE 2 DAMAGE CODES	Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.	Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.			
						Box 1 - Point of Impact	1	2
						Box 2 - Most Damage	1	18
						Enter up to three more Damage Codes	3	4 5

7 1	VEHICLE DAMAGE CODING: 1-13. SEE DIAGRAM ON RIGHT. 14. UNDERCARRIAGE 17. DEMOLISHED 15. TRAILER 18. NO DAMAGE 16. OVERTURNED 19. OTHER		ACCIDENT DIAGRAM DIAGRAM IS PRINTED ON LAST PAGE		
				Vehicle Towed: By To	Vehicle Towed: By To
				Cost of repairs to any one vehicle will be more than \$1000. <input checked="" type="checkbox"/> Unknown/Unable to Determine <input type="checkbox"/> Yes <input type="checkbox"/> No	

Reference Marker	Coordinates (if available)	Place Where Accident Occurred:
2 0 8	Latitude/Northing:	County <u>ORAN</u> <input type="checkbox"/> City <input type="checkbox"/> Village <input checked="" type="checkbox"/> Town of <u>MONTGOMERY, TOWN OF</u>
8 3 0 1	Longitude/Easting:	Road on which accident occurred <u>STATE ROUTE 208</u> (Route Number or Street Name)
1 3 0 1		at 1) intersecting street _____ (Route Number or Street Name)
		or 2) <u>30 FT</u> <input type="checkbox"/> N <input checked="" type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W of <u>state route 17k</u> (Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes
Driver # 1 in fed ex truck was on rt. 208 south bound waiting for the light to change when his foot slipped off the brake and his truck hit the #2 vehicles rear bumper, there were no injury's to any parties vehicle # 2 had minor damage to the bumper, both vehicles drove away from the scene

8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A 01	1	4	1	38	1	-	-	-						
B 02	1	4	1	49	1	-	-	-						
C 02	4	2	1	40	2	-	-	-						
D 02	3	2	1	58	1	-	-	-						
E 02	5	2	1	47	2	-	-	-						
F														

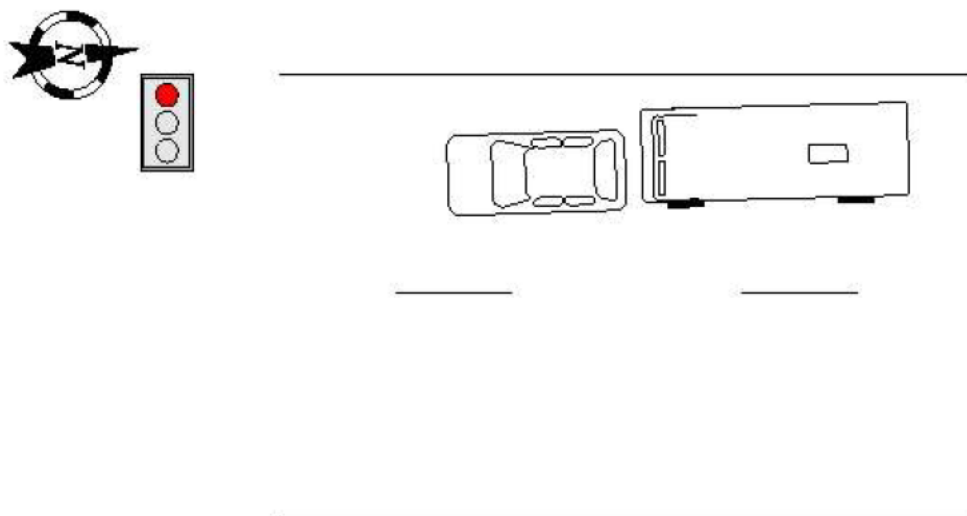
Officer's Rank and Signature PO Print Name in Full JIM LYNCH	Badge/ID No. 36	NCIC No. 03574	Precinct/Post Troop/Zone F2	Station/Beat/Sector 2	Reviewing Officer VANTASSEL, JON	Date/Time Reviewed 2017/11/29 09:59
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USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

37016585

Local Codes

KMMVP77NNHLX

☐ AMENDED REPORT

DMV COPY

Accident Date

Month 12 Day 02 Year 2017

Day of Week

Sat

Military Time

1449

No. of Vehicles

2

No. Injured

0

No. Killed

0

Not Investigated at Scene ☐Accident Reconstructed ☐

Left Scene

☒

Police Photos

☐ Yes ☒ No

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIANTicket/Arrest
Number(s)

MVP77P3KLF

Ticket/Arrest
Number(s)

Violation

6001A

Violation

Section(s)

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

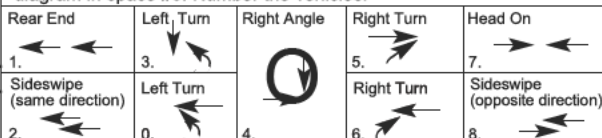
VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact 3 1 2
Box 2 - Most Damage 3 4 5
Enter up to three more Damage Codes 3 4 5Vehicle By
Towed: ToCheck if involved vehicle is:
☐ more than 95 inches wide;
☐ more than 34 feet long;
☐ operated with an overweight permit;
☐ operated with an overdimension permit.

VEHICLE 2 DAMAGE CODES

Box 1 - Point of Impact 11 1 1
Box 2 - Most Damage 3 4 5
Enter up to three more Damage Codes 3 4 5Vehicle By
Towed: To

Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.



ACCIDENT DIAGRAM

DIAGRAM IS PRINTED ON LAST PAGE

Cost of repairs to any one vehicle will be more than \$1000.

☐ Unknown/Unable to Determine ☒ Yes ☐ No

Reference Marker

2 1 1

8 3 0 1

3 1 0 6

Coordinates (if available)

Latitude/Northing:
563657

Longitude/Easting:

4597601

Place Where Accident Occurred:

County ORAN

☐ City ☒ Village ☐ Town of MONTGOMERY, VILLAGE OF

Road on which accident occurred WARD ST

(Route Number or Street Name)

at 1) intersecting street UNION ST

(Route Number or Street Name)

or 2) ☐ N ☐ S ☐ E ☐ W of ☐ Feet ☐ Miles of ☐ (Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

V2 traveling in an easterly direction on Ward St. V1 traveling in a westerly direction on ward St stopped in traffic. DR of V2 stated that as he proceeded through the intersection on Ward St and Union St, DR of V1 made a left turn and crashed into his vehicle. DR of V1 stated that she was stopped in traffic at a red light awaiting for the light to change. When she had a green arrow she attempted to make a left turn onto Union Street and V2 crashed into her. Witness stated he observed V1 fail to yield right of way and attempted to make a left turn onto Union St crashing into V2, Witness further stated V1 pulled to the side of the road, got out, looked at her vehicle, then left the scene of accident without reporting accident or exchanging

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	42	2	-	-	-						
B	01	6	4	1	10	1	-	-	-						
C	01	3	4	1	12	1	-	-	-						
D	02	1	4	1	29	1	-	-	-						
E															
F															

Officer's Rank and Signature OFFICER

Print Name in Full KATIRIA NARAIN

Badge/ID No.

018

NCIC No.

03527

Precinct/Post

Troop/Zone

Station/Beat/

Sector

Reviewing

Officer

HERLIHY, WILLIAM

Date/Time Reviewed

2017/12/06 18:59

USE
COVER
SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

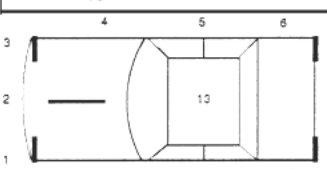
37016585

Local Codes

KMMVP77NNHLX

☐ AMENDED REPORT

DMV COPY

1	Accident Date		Day of Week		Military Time		No. of Vehicles		No. Injured		No. Killed		Not Investigated at Scene <input type="checkbox"/>		Left Scene		Police Photos																																																																																											
	Month 12	Day 02	Year 2017	Sat	1449	2	0	0	Accident Reconstructed <input type="checkbox"/>		<input checked="" type="checkbox"/>		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No																																																																																															
2	<div style="display: flex; justify-content: space-between;"> <div style="width: 48%;"> VEHICLE 1 VEHICLE 1 - Driver License ID Number _____ State of Lic. _____ Driver Name - exactly as printed on license _____ Address (Include Number & Street) _____ Apt. No. _____ City or Town _____ State _____ Zip Code _____ </div> <div style="width: 48%;"> VEHICLE 2 <input type="checkbox"/> BICYCLIST <input type="checkbox"/> PEDESTRIAN <input type="checkbox"/> OTHER PEDESTRIAN VEHICLE 2 - Driver License ID Number _____ State of Lic. _____ Driver Name - exactly as printed on license _____ Address (Include Number & Street) _____ Apt. No. _____ City or Town _____ State _____ Zip Code _____ </div> </div>																																																																																																											
	<div style="display: flex; justify-content: space-between;"> <div style="width: 48%;"> Date of Birth _____ Sex _____ Unlicensed <input type="checkbox"/> No. of Occupants _____ Public Property Damaged <input type="checkbox"/> Name—exactly as printed on registration _____ Sex _____ Date of Birth _____ Address (Include Number & Street) _____ Apt. No. _____ Haz. Mat. Code _____ Released <input type="checkbox"/> City or Town _____ State _____ Zip Code _____ </div> <div style="width: 48%;"> Date of Birth _____ Sex _____ Unlicensed <input type="checkbox"/> No. of Occupants _____ Public Property Damaged <input type="checkbox"/> Name—exactly as printed on registration _____ Sex _____ Date of Birth _____ Address (Include Number & Street) _____ Apt. No. _____ Haz. Mat. Code _____ Released <input type="checkbox"/> City or Town _____ State _____ Zip Code _____ </div> </div>																																																																																																											
	<div style="display: flex; justify-content: space-between;"> <div style="width: 48%;"> Plate Number _____ State of Reg. _____ Vehicle Year & Make _____ Vehicle Type _____ Ins. Code _____ </div> <div style="width: 48%;"> Plate Number _____ State of Reg. _____ Vehicle Year & Make _____ Vehicle Type _____ Ins. Code _____ </div> </div>																																																																																																											
	Ticket/Arrest Number(s) _____ Violation Section(s) _____																																																																																																											
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	<div style="display: flex; justify-content: space-between;"> <div style="width: 48%;"> 1-13. SEE DIAGRAM ON RIGHT. 14. UNDERCARRIAGE 17. DEMOLISHED 15. TRAILER 18. NO DAMAGE 16. OVERTURNED 19. OTHER </div> <div style="width: 48%;">  </div> </div>																																																																																																											
	Place Where Accident Occurred: County <u>ORAN</u> <input type="checkbox"/> City <input checked="" type="checkbox"/> Village <input type="checkbox"/> Town of <u>MONTGOMERY, VILLAGE OF</u> Road on which accident occurred <u>WARD ST</u> (Route Number or Street Name) at 1) intersecting street <u>UNION ST</u> (Route Number or Street Name) or 2) _____ <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W of _____ (Milepost, Nearest intersecting Route Number or Street Name) Feet Miles																																																																																																											
	Accident Description/Officer's Notes info with DR V2. Witness also stated there was no green arrow. WI provided cell phone picture of the rear of vehicle 1 and their license plate. DR of V1 complained of neck and back pain. He was checked and refused medical attention at this time. - WITNESS 1 _____ _____																																																																																																											
ALL INVOLVED	<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <th>8</th><th>9</th><th>10</th><th>11</th><th>12</th><th>13</th><th>14</th><th>15</th><th>16</th><th>17</th><th>BY</th><th>TO</th><th>18</th><th>Names of all involved</th><th>Date of Death Only</th></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> </table>																		8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only																																																																											
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Officer's Rank and Signature OFFICER Print Name in Full KATIRIA NARAIN Badge/ID No. 018 NCIC No. 03527 Precinct/Post Troop/Zone _____ Station/Beat/Sector _____ Reviewing Officer HERLIHY, WILLIAM Date/Time Reviewed 2017/12/06 18:59																																																																																																												

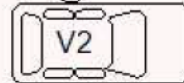
USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM

Ward St
(state rt-17K)



Union St
(state rt-211)



Not to Scale

9KM2687PMB0Q

DMV COPY

N

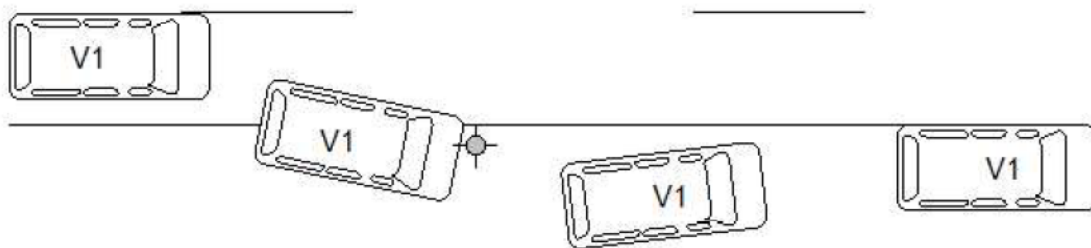
ALL INVOLVED

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



State Route 17k



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

37038677

Local Codes

9KS0017Q5T38

☒ **AMENDED REPORT****DMV COPY**

1 -	Accident Date			Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene <input type="checkbox"/>	Left Scene <input type="checkbox"/>	Police Photos <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
	Month	Day	Year								
	12	16	2017	Sat	1915	2	0	0	Accident Reconstructed <input type="checkbox"/>	<input type="checkbox"/>	

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIAN

2 -											
3 3											

4 5	Name—exactly as printed on registration		Sex	Date of Birth		
	EAN HOLDINGS ENTERPRISE RENT A			Month	Day	Year
5 5	Address (Include Number & Street)		Apt. No.	Haz. Mat. Code	Released	
	701 WEDEMAN AVE			-	<input type="checkbox"/>	
5 5	City or Town		State	Zip Code		
	LINTHICUM		MD	21090		
5 5	Plate Number	State of Reg.	Vehicle Year & Make	Vehicle Type	Ins. Code	
	6DB0480	MD	2018 CHVL	4DSD		

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

6 2	VEHICLE 1 DAMAGE CODES	Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.	VEHICLE 2 DAMAGE CODES	Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.	Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.

7 2	VEHICLE 1 DAMAGE CODING:	1-13. SEE DIAGRAM ON RIGHT. 14. UNDERCARRIAGE 15. TRAILER 16. OVERTURNED	17. DEMOLISHED 18. NO DAMAGE 19. OTHER	10 9 8 7 6 5 4 3 2 1	10 9 8 7 6 5 4 3 2 1

8 3	Reference Marker	Coordinates (if available)	Place Where Accident Occurred: County ORAN <input type="checkbox"/> City <input type="checkbox"/> Village <input checked="" type="checkbox"/> Town of MONTGOMERY, TOWN OF Road on which accident occurred ALBANY POST RD at 1) intersecting street NYS RT 17K or 2) <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W of _____ Feet Miles (Milepost, Nearest intersecting Route Number or Street Name)
	1 7 K	Latitude/Northing:	
8 3	0 1	Longitude/Easting:	
1 1	0 4		

Accident Description/Officer's Notes										
Driver 1 states that he was making a left hand turn off Albany Post Road when his foot slipped off the break pedal when he was attempting to stop at the stop sign. He failed to slow down causing his vehicle to strike vehicle 2. Driver 2 was making a left turn onto Albany Post Rd from NYS Rt 17 K when her vehicle was struck in the driver rear side by vehicle 1. Vehicle 1 was able to drive away from the scene. Vehicle 2 was towed by Pats Towing. There was front end damage to vehicle 1. No injuries were reported at this time.										

8	9	10	11	12	13	14	15	16	17	18	BY	TO	Names of all involved	Date of Death Only
A	01	1	4	1	61	1	-	-	-					
B	01	3	4	1	60	2	-	-	-					
C	02	1	4	1	39	2	-	-	-					
D	02	3	4	1	41	1	-	-	-					
E	02	6	4	1	39	2	-	-	-					
F														

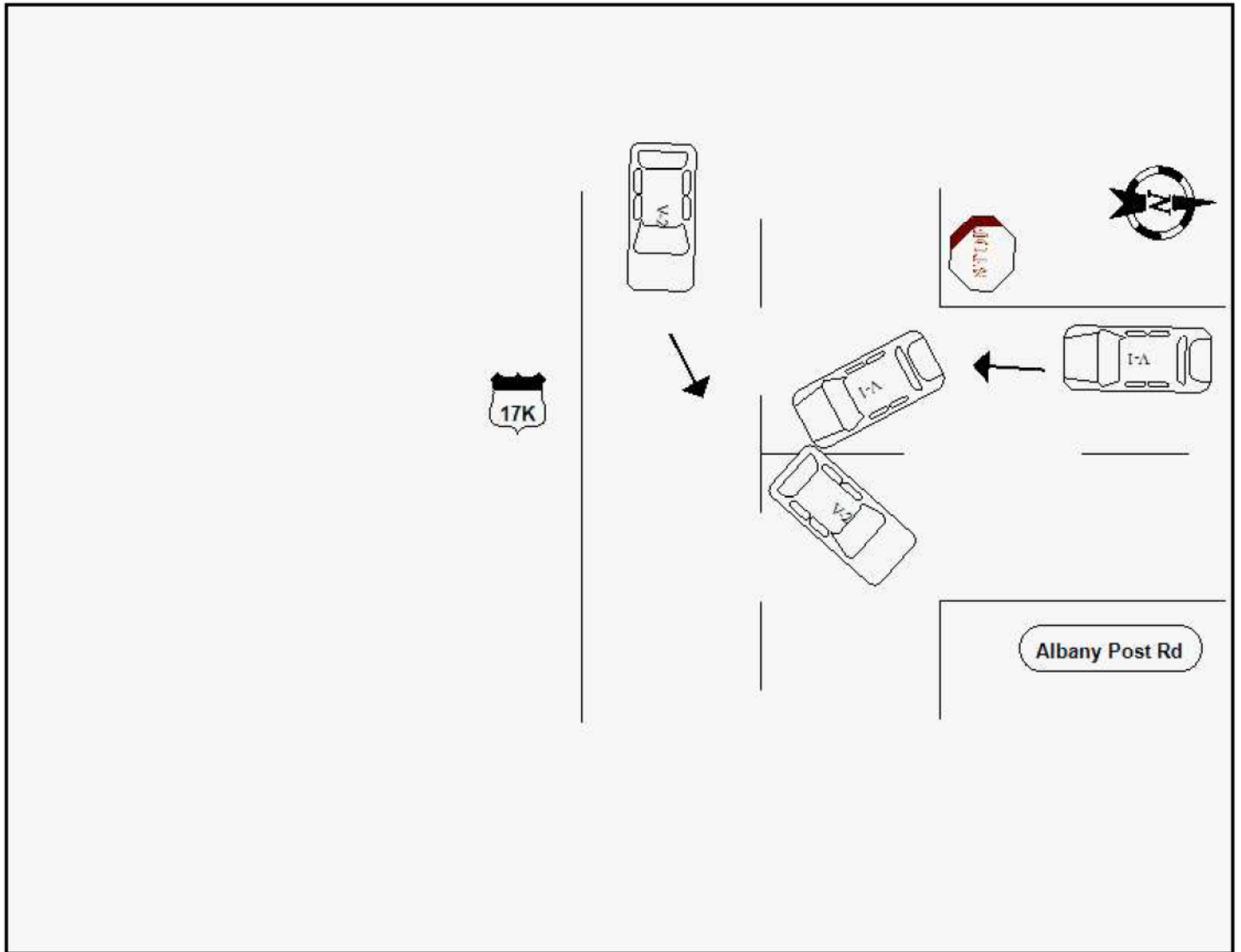
Officer's Rank and Signature	PO	Badge/ID No.	40	NCIC No.	03574	Precinct/Post Troop/Zone	F2	Station/Beat/Sector	1	Reviewing Officer	VANTASSEL, JON	Date/Time Reviewed	2017/12/18 09:00
Print Name in Full	ROBERT VASTA												

USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



Local Codes
9KM2677QP35Q

AMENDED REPORT

DMV COPY

1	Accident Date			Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene <input type="checkbox"/>	Left Scene	Police Photos	20
-	Month 12	Day 21	Year 2017	Thu	1410	2	1	0	Accident Reconstructed <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	-

VEHICLE 1	<input checked="" type="checkbox"/> VEHICLE 2	<input type="checkbox"/> BICYCLIST	<input type="checkbox"/> PEDESTRIAN	<input type="checkbox"/> OTHER PEDESTRIAN
-----------	---	------------------------------------	-------------------------------------	---

2		21
-		-
		22
		-
3		
1		23
		7
4		24
1		7
5		

5		
1	Ticket/Arrest Number(s)	Ticket/Arrest Number(s)

Violation Section(s)	Violation Section(s)

6 1	VEHICLE INFORMATION	Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.	VEHICLE INFORMATION	Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.	Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.				

7 1	VEHICLE 1 DAMAGE CODES				VEHICLE 2 DAMAGE CODES				1. Sideswipe (same direction)				3. Left Turn		5. Right Turn		7. Sideswipe (opposite direction)		26 8
	Box 1 - Point of Impact		1	2	Box 1 - Point of Impact		1	2	2.		4.		6.		8.				
	Box 2 - Most Damage		2	2	Box 2 - Most Damage		8	8	Enter up to three more Damage Codes		3		4		5		ACCIDENT DIAGRAM		
Enter up to three more Damage Codes		3	4	5	Enter up to three more Damage Codes		3	4	5										

Vehicle Towed:	By To	Vehicle Towed:	By RYAN'S To RYAN'S	27 1
----------------	-------	----------------	---------------------	---------

VEHICLE DAMAGE CODING:			
1-13. SEE DIAGRAM ON RIGHT.		9.	
14. UNDERCARRIAGE	17. DEMOLISHED	Cost of repairs to any one vehicle will be more than \$1000.	
15. TRAILER	18. NO DAMAGE	<input type="checkbox"/> Unknown/Unable to Determine <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
16. OVERTURNED	19. OTHER		


Reference Marker				Coordinates (if available)		Place Where Accident Occurred:			
	1	7	K	Latitude/Northing:		County <u>ORAN</u> <input type="checkbox"/> City <input type="checkbox"/> Village <input checked="" type="checkbox"/> Town of <u>MONTGOMERY, TOWN OF</u>			
8	3	0	1			Road on which accident occurred <u>ST RT 17K</u> (Route Number or Street Name)			
				Longitude/Easting:		at 1) intersecting street _____ (Route Number or Street Name)			
1	1	1	8			or 2) <u>500</u> <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input checked="" type="checkbox"/> W of <u>MONTGOMERY HEIGHTS RD</u> Feet Miles (Milepost, Nearest intersecting Route Number or Street Name)			

Accident Description/Officer's Notes	30
--------------------------------------	----

V1 STRUCK V2 AS V2 WAS STOPPED IN TRAFFIC. D1 STATED THE SUN WAS GLARING IN HER EYES. D2 STATED HER NECK HURT BUT DECLINED EMS. D2 REQUESTED SUPERIOR FOR TOW. SUPERIOR HAD NO DRIVERS AVAILABLE. V2 WAS TOWED BY RYAN'S TO RYAN'S.

USE COVER SHEET

[illegible]

Officer's Rank and Signature  INV	Badge/ID No.	NCIC No.	Precinct/Post Troop/Zone	Station/Beat/Sector	Reviewing Officer	Date/Time Reviewed
Print Name in Full JASON MEEHAN	61	03574	F2	1	BARNETT, DENNIS	2017/12/26 11:47

USE
COVER
SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

37081917

Local Codes

9KS0017STLJ5

☐ AMENDED REPORT

DMV COPY

Accident Date

Month 01 Day 10 Year 2018

Day of Week

Wed

Military Time

1757

No. of Vehicles

2

No. Injured

0

No. Killed

0

Not Investigated at Scene ☐Accident Reconstructed ☐Left Scene ☐Police Photos ☐ Yes ☒ No

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIANTicket/Arrest
Number(s)Violation
Section(s)Ticket/Arrest
Number(s)Violation
Section(s)

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact 2 1 2 2

Box 2 - Most Damage

Enter up to three more Damage Codes 3 4 5

Vehicle By Towed: To

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 2 DAMAGE CODES

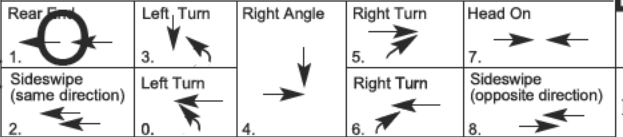
Box 1 - Point of Impact 8 1 8 2

Box 2 - Most Damage

Enter up to three more Damage Codes 3 4 5

Vehicle By Towed: To

Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.



ACCIDENT DIAGRAM

DIAGRAM IS PRINTED ON LAST PAGE

Cost of repairs to any one vehicle will be more than \$1000.

☒ Unknown/Unable to Determine ☐ Yes ☐ No

VEHICLE DAMAGE CODING:

1-13. SEE DIAGRAM ON RIGHT.

14. UNDERCARRIAGE 17. DEMOLISHED

15. TRAILER 18. NO DAMAGE

16. OVERTURNED 19. OTHER

Reference Marker

1 7 A

8 3 0 1

1 0 1 1

Coordinates (if available)

Latitude/Northing:

Longitude/Easting:

Place Where Accident Occurred:

County ORAN

☐ City ☐ Village ☒ Town of MONTGOMERY, TOWN OF

Road on which accident occurred 1175 ST RT 17K

(Route Number or Street Name)

at 1) intersecting street

(Route Number or Street Name)

or 2) 500

Feet Miles

☐ N ☐ S☐ E ☐ W

of Montgomery Heights Rd

(Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

Driver 1 states that she was driving east on 17k when vehicle 2 which was in front of her slammed on his breaks to avoid hitting kids running across the street on a cross walk. The cross walk is from the school towards the Dollar General Store. Driver 2 states the same. There are no injuries reported and no tows needed. There is damage to the rear of vehicle 2 and the front of vehicle 1.

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	17	2	-	-	-						
B	02	1	4	1	34	1	-	-	-						
C	02	6	5	1	X	1	-	-	-						
D															
E															
F															

Officer's Rank and Signature PO

Print Name in Full ROBERT VASTA

Badge/ID No. 40

NCIC No. 03574

Precinct/Post Troop/Zone F2

Station/Beat/Sector 1

Reviewing Officer

VANTASSEL, JON

Date/Time Reviewed

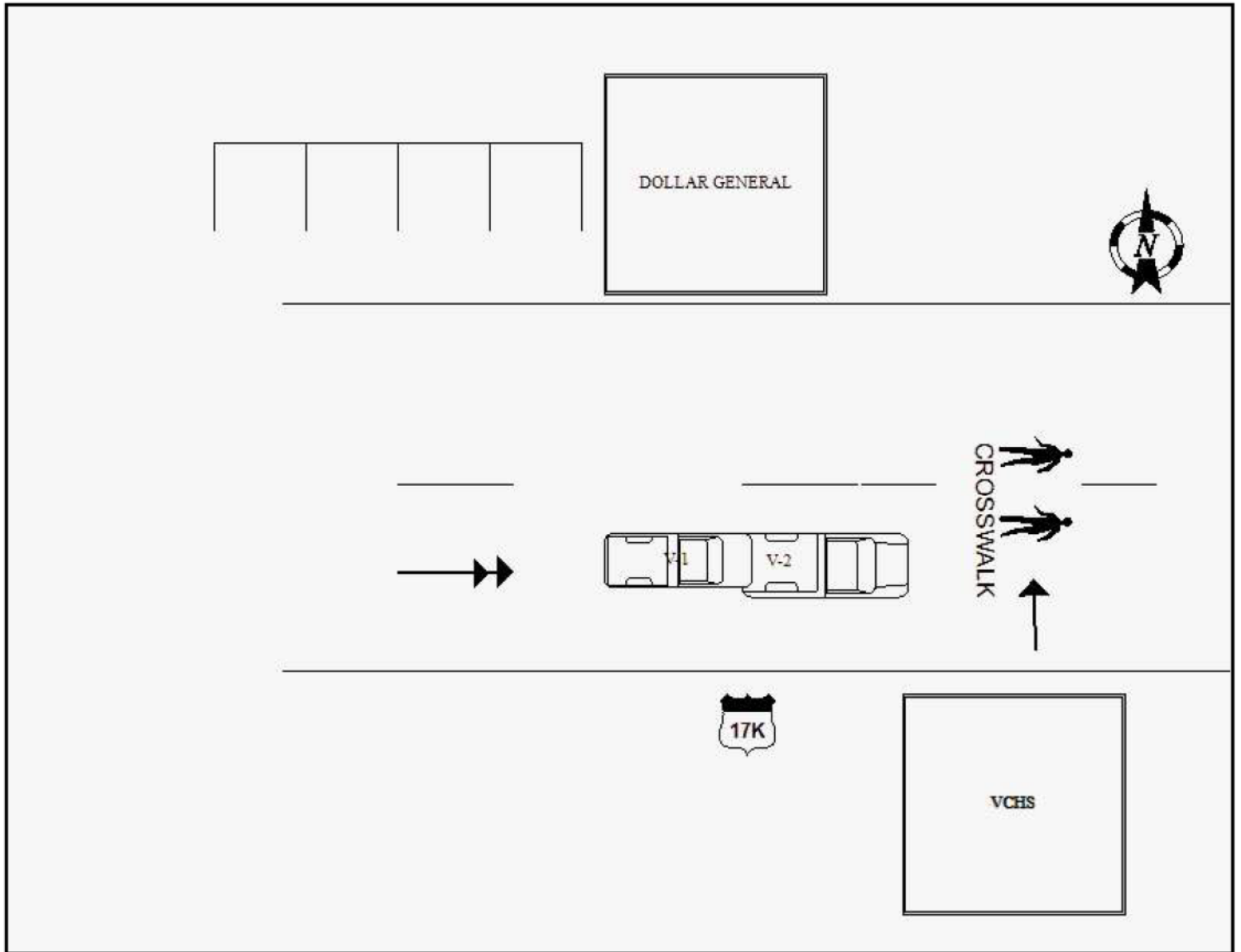
2018/01/11 13:53

USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

37137811

Local Codes

KMVMP77WNV35

☐ AMENDED REPORT

DMV COPY

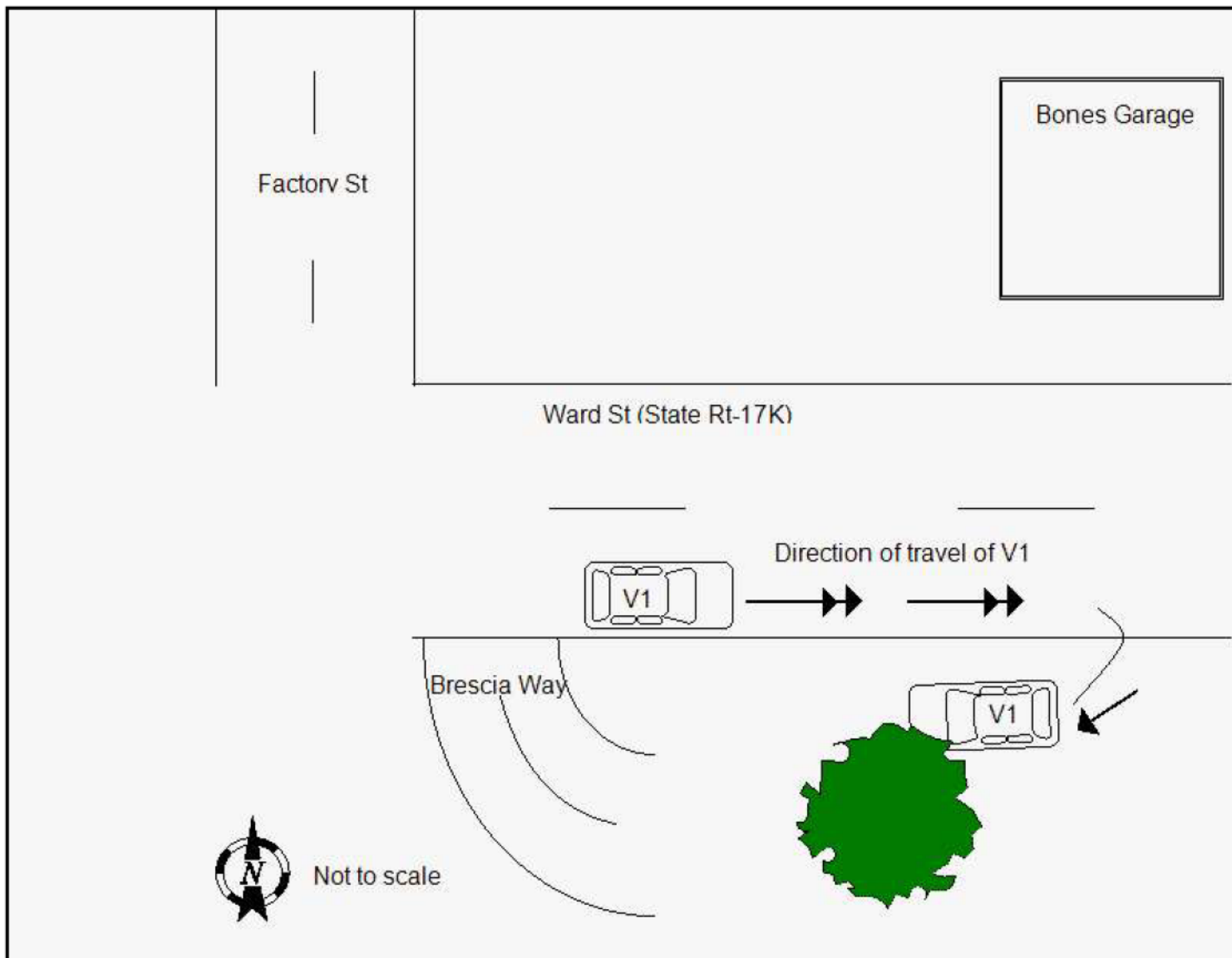
1	Accident Date			20
	Month 02	Day 06	Year 2018	
2	Day of Week TUESDA		21	
	Military Time 0853			
3	No. of Vehicles 1	No. Injured 0	22	
	No. Killed 0	Not Investigated at Scene <input type="checkbox"/>		
4	Left Scene <input type="checkbox"/>		23	
	Police Photos <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No			
5	Accident Reconstructed <input type="checkbox"/>		24	
	State of Lic.			
6	VEHICLE 1		25	
	VEHICLE 2 - Driver License ID Number			
7	Driver Name - exactly as printed on license		26	
	Address (Include Number & Street)			
8	City or Town		27	
	State Zip Code			
9	Date of Birth		28	
	Sex			
10	Unlicensed <input type="checkbox"/>		29	
	No. of Occupants			
11	Public Property Damaged <input type="checkbox"/>		30	
	Name—exactly as printed on registration			
12	Sex		31	
	Date of Birth			
13	Month Day Year		32	
	Address (Include Number & Street)			
14	Apt. No.		33	
	Haz. Mat. Code			
15	City or Town		34	
	State Zip Code			
16	Plate Number		35	
	State of Reg.			
17	Vehicle Year & Make		36	
	Vehicle Type			
18	Ins. Code		37	
	Ticket/Arrest Number(s)			
19	Violation Section(s)		38	
	Ticket/Arrest Number(s)			
20	Check if involved vehicle is:		39	
	<input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.			
21	VEHICLE 1 DAMAGE CODES		40	
	Box 1 - Point of Impact Box 2 - Most Damage			
22	Enter up to three more Damage Codes		41	
	Vehicle Towed: By QUALITY TOWING To QUALITY TOWING			
23	Check if involved vehicle is:		42	
	<input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.			
24	VEHICLE 2 DAMAGE CODES		43	
	Box 1 - Point of Impact Box 2 - Most Damage			
25	Enter up to three more Damage Codes		44	
	Vehicle Towed: By To			
26	Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.		45	
	Rear End Left Turn Right Angle Right Turn Head On Sideswipe (same direction) Left Turn Right Turn Sideswipe (opposite direction)			
27	ACCIDENT DIAGRAM		46	
	9. Cost of repairs to any one vehicle will be more than \$1000. <input type="checkbox"/> Unknown/Unable to Determine <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
28	Diagram is printed on last page		47	
	1-13. SEE DIAGRAM ON RIGHT. 14. UNDERCARRIAGE 17. DEMOLISHED 15. TRAILER 18. NO DAMAGE 16. OVERTURNED 19. OTHER			
29	Reference Marker		48	
	Coordinates (if available)			
30	Latitude/Northing:		49	
	564600			
31	Longitude/Easting:		50	
	4597408			
32	Place Where Accident Occurred:		51	
	County ORAN <input type="checkbox"/> City <input checked="" type="checkbox"/> Village <input type="checkbox"/> Town of MONTGOMERY, VILLAGE OF Road on which accident occurred WARD ST (Route Number or Street Name) at 1) intersecting street (Route Number or Street Name) or 2) 50 <input type="checkbox"/> N <input type="checkbox"/> S <input checked="" type="checkbox"/> E <input type="checkbox"/> W of Factory st Feet Miles (Milepost, Nearest intersecting Route Number or Street Name)			
33	Accident Description/Officer's Notes		52	
	Operator of Vehicle 1 stated that while traveling in an easterly direction of travel on Ward Street he lost control of his vehicle due to slush on pavement causing vehicle 1 to go off the roadway into a ditch and then traveled in a westerly direction causing V1 to strike a tree off of the roadway causing damage to the entire front of the vehicle. No injuries reported from operator of V1.			
34	ALL INVOLVED		53	
	8 9 10 11 12 13 14 15 16 17 BY TO 18 Names of all involved Date of Death Only			
35	Officer's Rank and Signature		54	
	OFFICER			
36	Print Name in Full		55	
	KATIRIA NARAIN			
37	Badge/ID No.		56	
	018			
38	NCIC No.		57	
	03527			
39	Precinct/Post Troop/Zone		58	
	Station/Beat/Sector			
40	Reviewing Officer		59	
	HERLIHY, WILLIAM			
41	Date/Time Reviewed		60	
	2018/02/11 16:27			

USE
COVER
SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
 Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

37143611

Local Codes

SP2F307X1PJQ

☐ AMENDED REPORT

DMV COPY

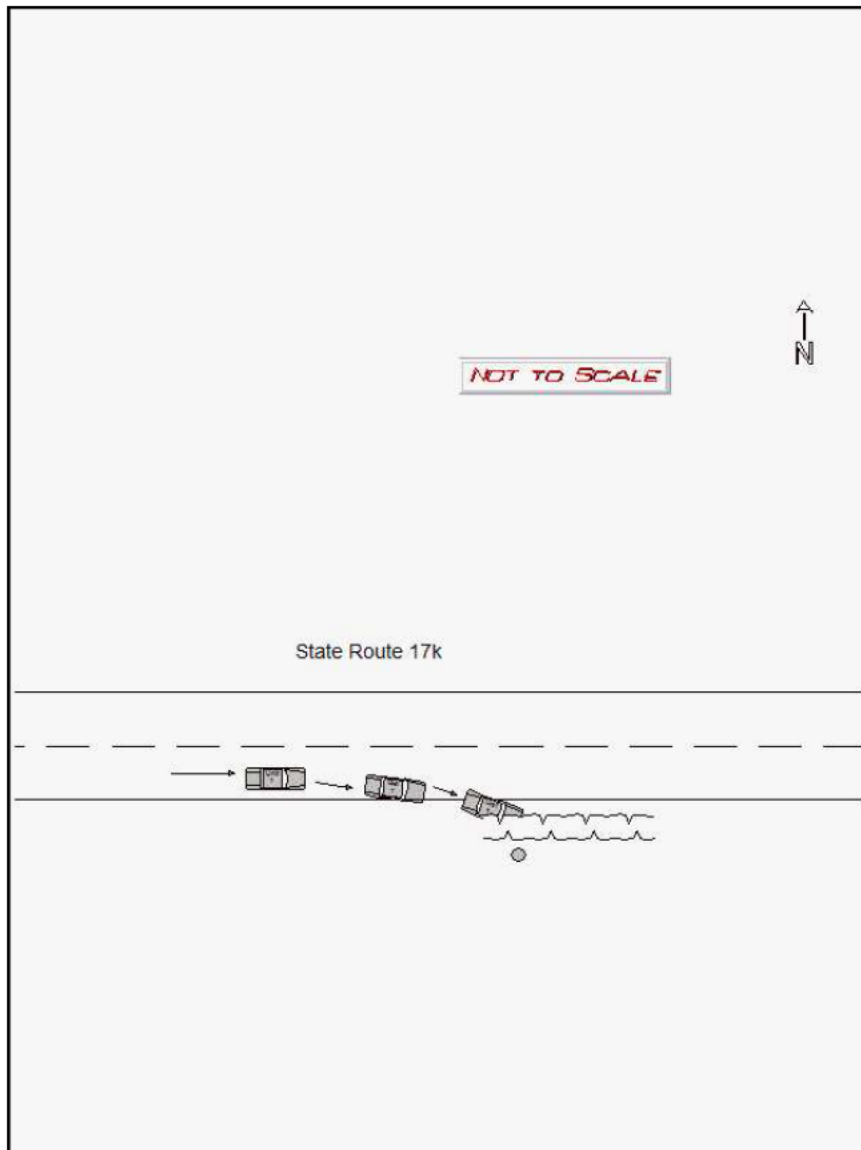
1	Accident Date			20
	Month 02	Day 09	Year 2018	
2	Day of Week FRIDAY		21	
	Military Time 1800			
3	No. of Vehicles 1	No. Injured 0	22	
	No. Killed 0	Not Investigated at Scene <input type="checkbox"/>		
4	Left Scene <input type="checkbox"/>		23	
	Police Photos <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No			
5	Accident Reconstructed <input type="checkbox"/>		24	
	State of Lic.			
6	VEHICLE 1		25	
	VEHICLE 2 <input type="checkbox"/> BICYCLIST <input type="checkbox"/> PEDESTRIAN <input type="checkbox"/> OTHER PEDESTRIAN			
7	VEHICLE 2 - Driver License ID Number		26	
	Driver Name - exactly as printed on license			
8	Address (Include Number & Street)		27	
	Apt. No.			
9	City or Town		28	
	State Zip Code			
10	Date of Birth		29	
	Sex			
11	Unlicensed <input type="checkbox"/>		30	
	No. of Occupants			
12	Public Property Damaged <input type="checkbox"/>		31	
	Name—exactly as printed on registration			
13	Sex		32	
	Date of Birth			
14	Month Day Year		33	
	Address (Include Number & Street)			
15	Apt. No.		34	
	Haz. Mat. Code			
16	City or Town		35	
	State Zip Code			
17	Plate Number		36	
	State of Reg.			
18	Vehicle Year & Make		37	
	Vehicle Type			
19	Ins. Code		38	
	Ticket/Arrest Number(s)			
20	Violation Section(s)		39	
	Ticket/Arrest Number(s)			
21	Violation Section(s)		40	
	Check if involved vehicle is:			
22	<input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.		41	
	<input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.			
23	VEHICLE 1 DAMAGE CODES		42	
	Box 1 - Point of Impact Box 2 - Most Damage			
24	Enter up to three more Damage Codes		43	
	Vehicle By Towed: To			
25	VEHICLE 2 DAMAGE CODES		44	
	Box 1 - Point of Impact Box 2 - Most Damage			
26	Enter up to three more Damage Codes		45	
	Vehicle By Towed: To			
27	Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.		46	
	Rear End Left Turn Right Angle Right Turn Head On Sideswipe (same direction) Left Turn Right Turn Sideswipe (opposite direction)			
28	ACCIDENT DIAGRAM		47	
	9. Cost of repairs to any one vehicle will be more than \$1000. <input type="checkbox"/> Unknown/Unable to Determine <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
29	Diagram is printed on last page		48	
	Reference Marker Coordinates (if available) 1 7 K Latitude/Northing: 566269 8 3 0 1 Longitude/Easting: 4597416 1 1 2 0			
30	Place Where Accident Occurred:		49	
	County ORAN <input type="checkbox"/> City <input type="checkbox"/> Village <input checked="" type="checkbox"/> Town of MONTGOMERY, TOWN OF Road on which accident occurred STATE HIGHWAY 17K (Route Number or Street Name) at 1) intersecting street (Route Number or Street Name) or 2) .50 <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input checked="" type="checkbox"/> W of WALNUT ST Feet Miles (Milepost, Nearest intersecting Route Number or Street Name)			
31	Accident Description/Officer's Notes		50	
	OP/VEH 1 traveling East on State Route 17K in the Town of Montgomery. OP/VEH 1 lost control on snow covered roadway due to unsafe speed, causing VEH 1 to slide off the South shoulder of the roadway into a ditch.			
32	ALL INVOLVED		51	
	8 9 10 11 12 13 14 15 16 17 BY TO 18 Names of all involved Date of Death Only			
33	A 01 1 4 1 17 2 - - - B 01 3 4 1 17 1 - - - C D E F		52	
	Officer's Rank and Signature TPR Print Name in Full KELLI MCVEA Badge/ID No. 5230 NCIC No. 13503 Precinct/Post Troop/Zone F2 Station/Beat/Sector 31 Reviewing Officer WORDEN, ARTHUR Date/Time Reviewed 2018/02/14 03:09			

USE
COVER
SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

37146837

Local Codes

KMVMPT77XG3QQ

☒ **AMENDED REPORT**

DMV COPY

1	Accident Date		Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene <input type="checkbox"/>	Left Scene	Police Photos																																																																																											
	Month 02	Day 13	Year 2018	Tues	0848	2	0	0	Accident Reconstructed <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No																																																																																										
<div style="display: flex; justify-content: space-between;"> VEHICLE 1 <input checked="" type="checkbox"/> VEHICLE 2 <input type="checkbox"/> BICYCLIST <input type="checkbox"/> PEDESTRIAN <input type="checkbox"/> OTHER PEDESTRIAN </div>																																																																																																					
<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td colspan="3">Name—exactly as printed on registration Valley;central;sd</td> <td>Sex C</td> <td colspan="3">Date of Birth Month Day Year</td> </tr> <tr> <td colspan="3">Address (Include Number & Street) 944 STATE ROUTE 17K</td> <td>Apt. No.</td> <td>Haz. Mat Code</td> <td colspan="2">Released <input type="checkbox"/></td> </tr> <tr> <td colspan="3">City or Town MONTGOMERY</td> <td>State NY</td> <td colspan="3">Zip Code 12549</td> </tr> <tr> <td>Plate Number AF1905</td> <td>State of Reg. NY</td> <td>Vehicle Year & Make 2012 DODG</td> <td>Vehicle Type PICK</td> <td colspan="3">Ins. Code</td> </tr> </table>											Name—exactly as printed on registration Valley;central;sd			Sex C	Date of Birth Month Day Year			Address (Include Number & Street) 944 STATE ROUTE 17K			Apt. No.	Haz. Mat Code	Released <input type="checkbox"/>		City or Town MONTGOMERY			State NY	Zip Code 12549			Plate Number AF1905	State of Reg. NY	Vehicle Year & Make 2012 DODG	Vehicle Type PICK	Ins. Code																																																																	
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VEHICLE 1 DAMAGE CODES Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes Vehicle Towed: By To						VEHICLE 2 DAMAGE CODES Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes Vehicle Towed: By To						<div style="text-align: center;"> </div> <p>DIAGRAM IS PRINTED ON LAST PAGE</p> <p>Cost of repairs to any one vehicle will be more than \$1000. <input type="checkbox"/> Unknown/Unable to Determine <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No </p>																																																																																									
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Accident Description/Officer's Notes Vehicle 2 was traveling in an easterly direction on Ward St. Vehicle 1 traveling west on Ward St stopped in traffic. DR of Vehicle 2 stated that he was going straight on Ward St, DR of Vehicle 1 made a left turn and crashed into his vehicle. DR of Vehicle 1 stated that he was stopped in traffic awaiting for a vehicle to make a left turn onto Ward St. When Vehicle 1 proceeded to make a left turn onto Wallkill ave Vehicle 2 came up too fast, causing vehicle 1 to crash into Vehicle 2. Vehicle 1 crashed into vehicle 2 causing damage to vehicle 2 back driver side door, back quarter panel, and Rim. Vehicle 1 no damage reported. DR of vehicle 2 reported having neck injuries and was transported by Mobile Life Unit#289 to ORMC for further																																																																																																					
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ALL INVOLVED

USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

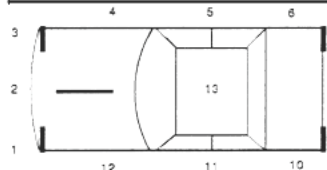
37146837

Local Codes

KMVMP77XG3QQ

☐ AMENDED REPORT

DMV COPY

1	Accident Date		Day of Week		Military Time		No. of Vehicles		No. Injured		No. Killed		Not Investigated at Scene <input type="checkbox"/>		Left Scene		Police Photos																																																																																																																							
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<div style="display: flex; justify-content: space-between;"> <div style="width: 48%;"> VEHICLE 1 VEHICLE 1 - Driver License ID Number _____ State of Lic. _____ Driver Name - exactly as printed on license _____ Address (Include Number & Street) _____ Apt. No. _____ City or Town _____ State _____ Zip Code _____ </div> <div style="width: 48%;"> VEHICLE 2 <input type="checkbox"/> BICYCLIST <input type="checkbox"/> PEDESTRIAN <input type="checkbox"/> OTHER PEDESTRIAN VEHICLE 2 - Driver License ID Number _____ State of Lic. _____ Driver Name - exactly as printed on license _____ Address (Include Number & Street) _____ Apt. No. _____ City or Town _____ State _____ Zip Code _____ </div> </div>																																																																																																																																								
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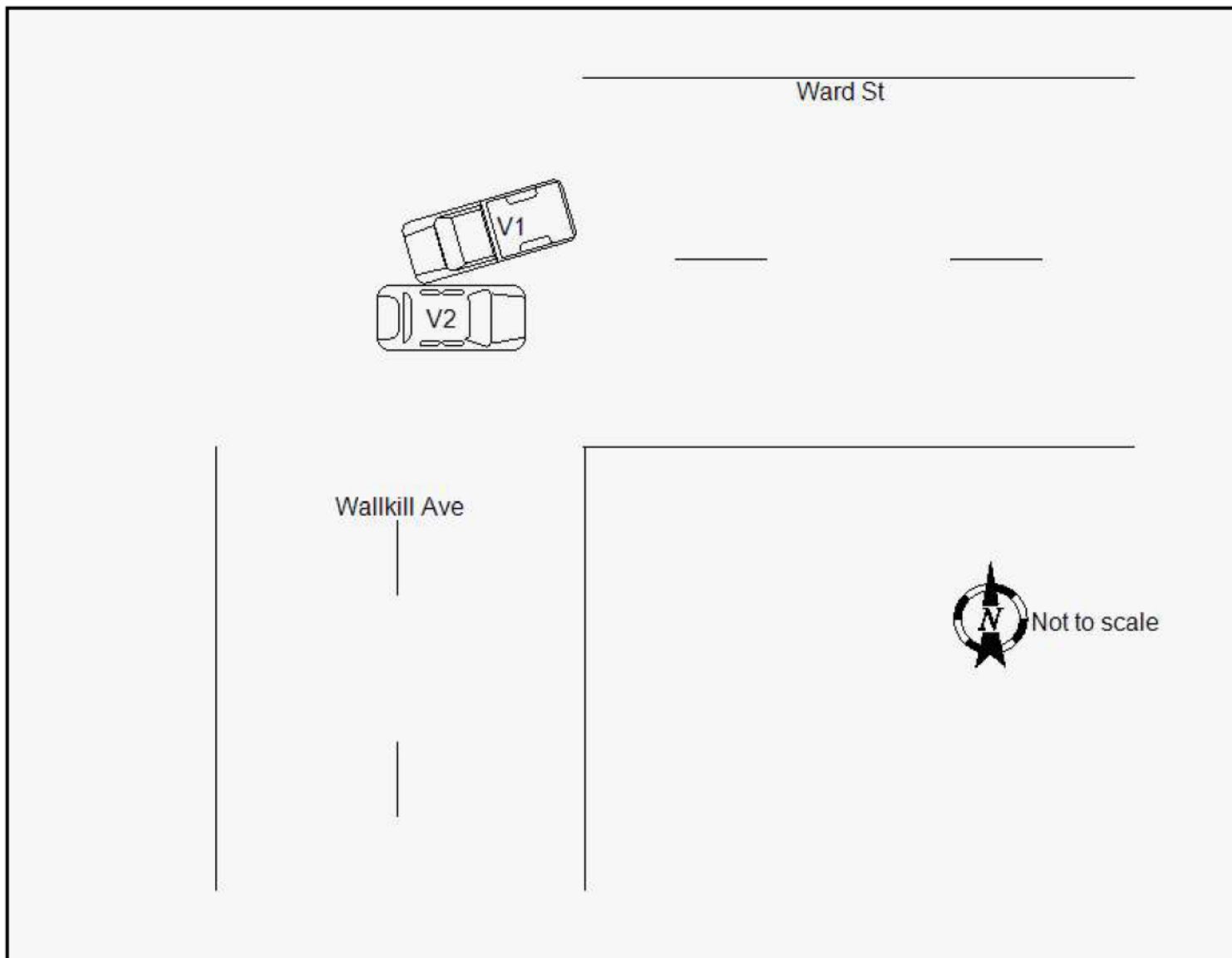
ALL INVOLVED

USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

37163386

Local Codes

9KS0017XBKZK

☐ AMENDED REPORT

DMV COPY

Accident Date

Month
02Day
12Year
2018

Day of Week

Mon

Military Time

0832

No. of
Vehicles
2No. Injured
0No. Killed
0Not Investigated at Scene ☐Left Scene ☐Police Photos
☐ Yes ☒ NoAccident Reconstructed ☐

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIANTicket/Arrest
Number(s)Ticket/Arrest
Number(s)Violation
Section(s)Violation
Section(s)

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

Check if involved vehicle is:

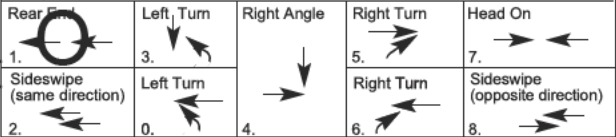
☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.



ACCIDENT DIAGRAM

Cost of repairs to any one vehicle will be more than \$1000.

☐ Unknown/Unable to Determine ☒ Yes ☐ No

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact 2 1 2

Box 2 - Most Damage 2

Enter up to three more Damage Codes 3 4 5

VEHICLE 2 DAMAGE CODES

Box 1 - Point of Impact 8 1 8

Box 2 - Most Damage 8

Enter up to three more Damage Codes 3 4 5

Vehicle By Towed: To

Vehicle By Towed: To

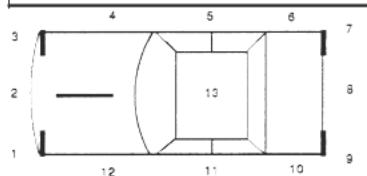
VEHICLE DAMAGE CODING:

1-13. SEE DIAGRAM ON RIGHT.

14. UNDERCARRIAGE 17. DEMOLISHED

15. TRAILER 18. NO DAMAGE

16. OVERTURNED 19. OTHER



Reference Marker

2 0 8

8 3 0 1

1 2 1 9

Coordinates (if available)

Latitude/Northing:

Longitude/Easting:

Place Where Accident Occurred:

County ORAN

☐ City☐ Village☒ Town of

MONTGOMERY, TOWN OF

Road on which accident occurred ST RT 208

(Route Number or Street Name)

at 1) intersecting street

(Route Number or Street Name)

or 2) 25

Feet Miles

☒ N☐ S☐ E☐ W

of St Rt 17k

(Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

The operator of V1 failed to stop while traffic was slowing at the intersection and struck the rear of slowing V2.

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	29	1	-	-	-						
B	01	6	5	1	6	2	-	-	-						
C	02	1	4	1	46	2	-	-	-						
D															
E															
F															

Officer's Rank and Signature

PO

Print Name in Full

DAN THORSON

Badge/ID No.

28

NCIC No.

03574

Precinct/Post Troop/Zone

2F1

Station/Beat/Sector

1

Reviewing Officer

VANTASSEL, JON

Date/Time Reviewed

2018/02/12 15:31

USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

37166723

Local Codes

SP2F327ZRV0G

☐ AMENDED REPORT

DMV COPY

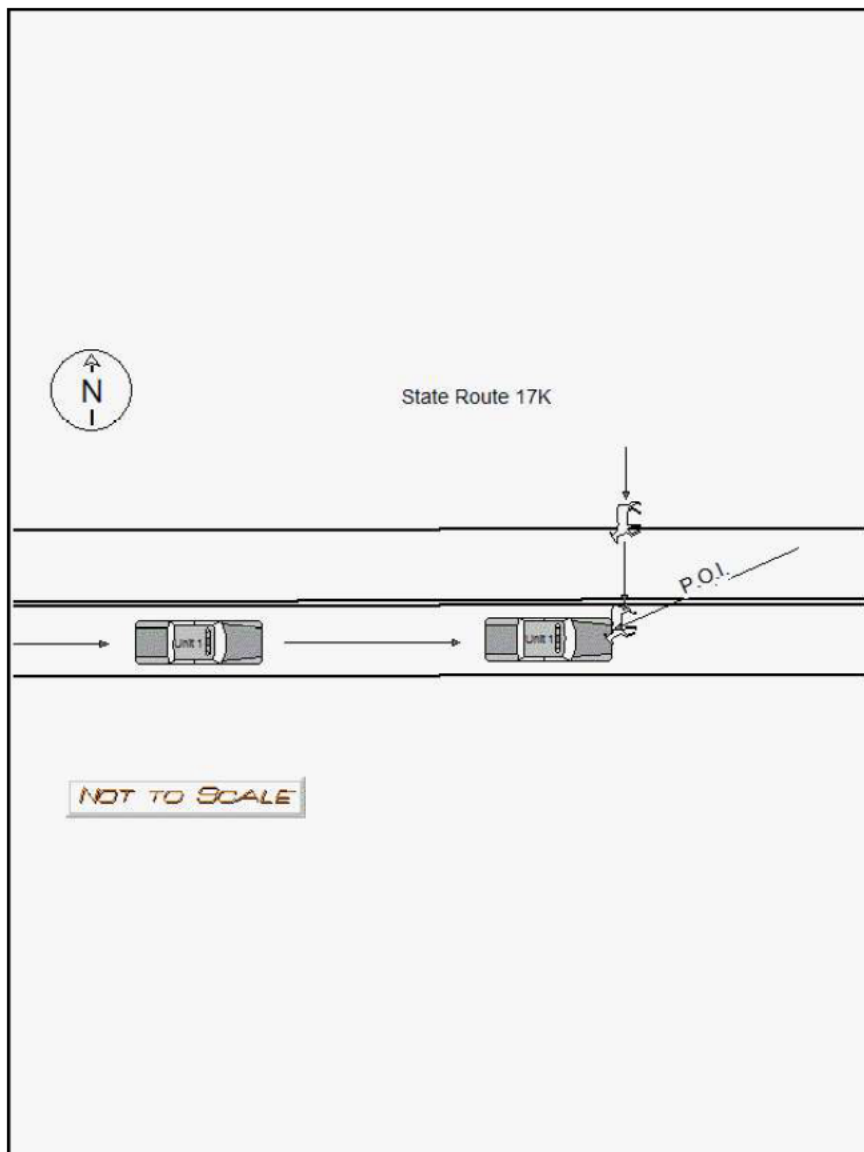
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Place Where Accident Occurred: County ORAN <input type="checkbox"/> City <input type="checkbox"/> Village <input checked="" type="checkbox"/> Town of MONTGOMERY, TOWN OF Road on which accident occurred STATE HIGHWAY 17K at 1) intersecting street _____ (Route Number or Street Name) or 2) 200 <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input checked="" type="checkbox"/> W of bailey road Feet Miles (Milepost, Nearest intersecting Route Number or Street Name)																																																																																																																											
Accident Description/Officer's Notes The accident occurred in a police vehicle owned and operated by the Town of Montgomery Police while responding to an emergency call. Vehicle 1 was traveling in an easterly direction on State Route 17K when a deer entered the roadway from the north shoulder. Vehicle 1 was unable to avoid the deer and struck it. Deer was injured and fled the scene. Deer unable to be located. Deer hair located on vehicle.																																																																																																																											
ALL INVOLVED <table border="1" style="width:100%; border-collapse: collapse;"> <tr> <th></th> <th>8</th> <th>9</th> <th>10</th> <th>11</th> <th>12</th> <th>13</th> <th>14</th> <th>15</th> <th>16</th> <th>17</th> <th>BY</th> <th>TO</th> <th>18</th> <th>Names of all involved</th> <th>Date of Death Only</th> </tr> <tr> <td>A</td> <td>01</td> <td>1</td> <td>4</td> <td>1</td> <td>32</td> <td>2</td> <td>8</td> <td>12</td> <td>6</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>B</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>C</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>D</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>E</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>F</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>													8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only	A	01	1	4	1	32	2	8	12	6							B																C																D																E																F															
	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only																																																																																																												
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Officer's Rank and Signature TPR Print Name in Full PATRICK GRIMM Badge/ID No. 5568 NCIC No. 13503 Precinct/Post Troop/Zone F2 Station/Beat/Sector 31 Reviewing Officer COLLEY, WILLIAM Date/Time Reviewed 2018/03/03 01:01																																																																																																																											

USE
COVER
SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

37199323

Local Codes

9KS0017WMB41

☐ AMENDED REPORT

DMV COPY

Accident Date

Month
02Day
05Year
2018

Day of Week

Mon

Military Time

2109

No. of Vehicles

2

No. Injured

1

No. Killed

0

Not Investigated at Scene ☐Accident Reconstructed ☐Left Scene ☐

Police Photos

☐ Yes ☒ No

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIANTicket/Arrest
Number(s)

S0027WMDMD

S0027WMDXD

S0027WMFTV

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

11922AA

11923

1180A

Violation
Section(s)

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact 2 1 2

Box 2 - Most Damage

Enter up to three more Damage Codes 3 4 5

Vehicle By PAT'S TOWING

Towed: To PAT'S TOWING

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 2 DAMAGE CODES

Box 1 - Point of Impact 8 1 8

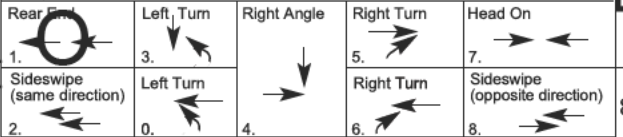
Box 2 - Most Damage

Enter up to three more Damage Codes 3 4 5

Vehicle By PATS

Towed: To PATS

Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.



ACCIDENT DIAGRAM

DIAGRAM IS PRINTED ON LAST PAGE

Cost of repairs to any one vehicle will be more than \$1000.

☐ Unknown/Unable to Determine ☒ Yes ☐ No

Reference Marker

2 0 8

8 3 0 1

1 2 1 9

Coordinates (if available)

Latitude/Northing:

Longitude/Easting:

Place Where Accident Occurred:

County ORAN

City ☐ Village ☒ Town of MONTGOMERY, TOWN OF

Road on which accident occurred STATE ROUTE 208

(Route Number or Street Name)

at 1) intersecting street STATE HWY 17K

(Route Number or Street Name)

or 2) ☐ N ☐ S ☐ E ☐ W of _____

Feet Miles (Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

AT TIME AND PLACE OF OCCURRENCE V-2 WAS STOPPED AT RED TRAFFIC SIGNAL AT N/B STATE HWY 208 AND INTERSECTION OF STATE HWY 17K. V-1 TRAVELING N/B ON STATE HWY 208 DID HIT V-2 IN REAR CAUSING THE ABOVE LISTED DAMAGE. OPERATOR OF V-1 WAS INTOXICATED AND TRANSPORTED BACK TO HQ FOR INVESTIGATION PURPOSES. - WITNESS 1

- WITNESS 2

Issued: Driver of vehicle number (1) tickets: Ticket Number: S0027WMDMD Violation: 11922AA Ticket Number: S0027WMDXD Violation: 11923 Ticket Number: S0027WMFTV Violation: 1180A Ticket Number: S0027WMJNB Violation: 1129A Ticket Number: S0027WMJNB Violation:

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	18	BY	TO	Names of all involved	Date of Death Only
A	01	1	4	1	56	1	-	-	-						
B	02	1	4	1	28	2	1	12	6	9999	3516				
C															
D															
E															
F															

Officer's Rank and Signature po

Print Name in Full GINA KEHOE

Badge/ID No. 45

NCIC No. 03574

Precinct/Post Troop/Zone F3

Station/Beat/Sector 3

Reviewing Officer FARINA, G

Date/Time Reviewed 2018/02/10 07:37

USE COVER SHEET

N

9KS0017WMB41

AMENDED REPORT

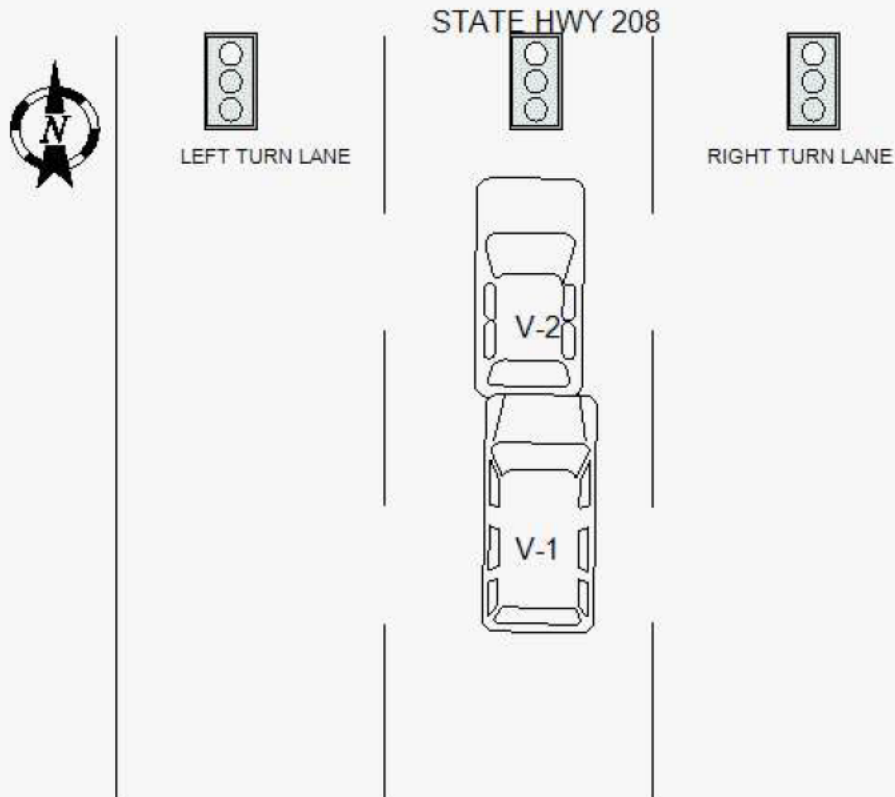
DMV COPY

N

ALL INVOLVED

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

37239554

Local Codes

KMM42883NR3V

☐ AMENDED REPORT

DMV COPY

Accident Date

Month 04 Day 03 Year 2018

Day of Week

Tues

Military Time

1440

No. of Vehicles

2

No. Injured

0

No. Killed

0

Not Investigated at Scene ☐Accident Reconstructed ☐Left Scene ☐☐

Police Photos

☐ Yes ☒ No

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIANTicket/Arrest
Number(s)Violation
Section(s)Ticket/Arrest
Number(s)Violation
Section(s)

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact 2 1 2

Box 2 - Most Damage

Enter up to three more Damage Codes 3 4 5

Vehicle By Towed: To

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 2 DAMAGE CODES

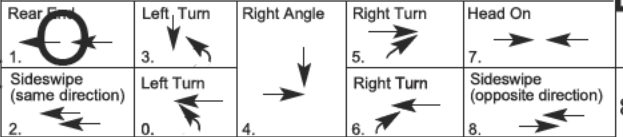
Box 1 - Point of Impact 8 1 8

Box 2 - Most Damage

Enter up to three more Damage Codes 3 4 5

Vehicle By Towed: To

Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.



ACCIDENT DIAGRAM

DIAGRAM IS PRINTED ON LAST PAGE

Cost of repairs to any one vehicle will be more than \$1000.

☐ Unknown/Unable to Determine ☐ Yes ☒ No

Reference Marker

1 7 K

8 3 0 1

1 1 0 4

Coordinates (if available)

Latitude/Northing:
563673Longitude/Easting:
4597591

Place Where Accident Occurred:

County ORAN

☐ City ☒ Village ☐ Town of MONTGOMERY, VILLAGE OF

Road on which accident occurred WARD ST

(Route Number or Street Name)

at 1) intersecting street

(Route Number or Street Name)

or 2) 82 Feet Miles ☐ N ☐ S ☐ E ☐ W of Ward St

(Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

V2 was stopped at a red light traveling west on Ward Street. V1 was traveling west on Ward Street. Driver of V1 did not see the red light or see V2 stopped at the light. V1 stuck the rear of V2.

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	57	1	-	-	-						
B	02	1	4	1	25	2	-	-	-						
C															
D															
E															
F															

Officer's Rank and Signature

Print Name in Full NICOLE MORRISSEY

Badge/ID No.

043

NCIC No.

03527

Precinct/Post Troop/Zone

F

Station/Beat/ Sector

Reviewing Officer

HERLIHY, WILLIAM

Date/Time Reviewed

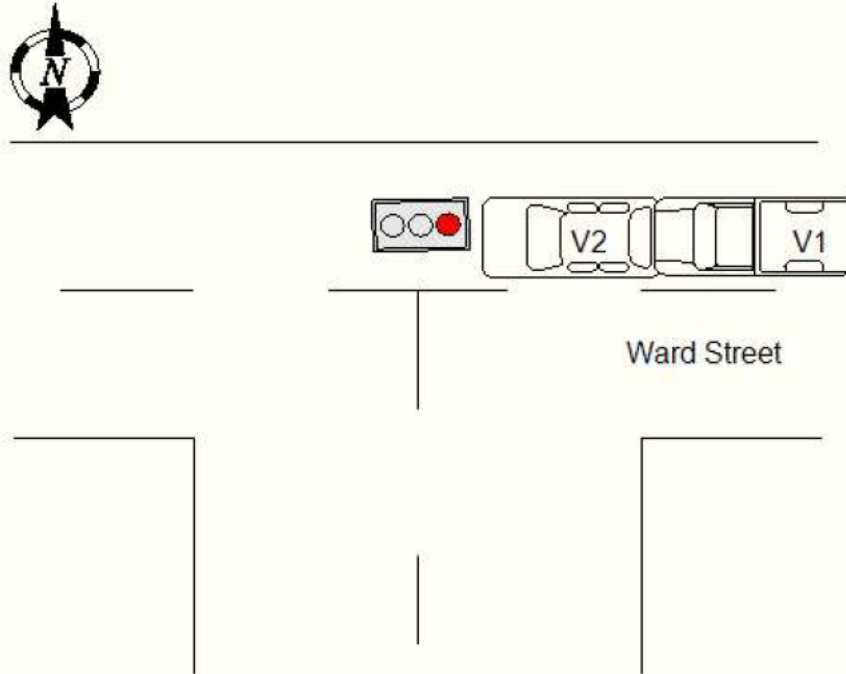
2018/04/17 13:04

USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

37247444

Local Codes

KMVMP785N6FC

☐ AMENDED REPORT

DMV COPY

Accident Date

Month
04Day
22Year
2018

Day of Week

Sun

Military Time

0114

No. of
Vehicles
2No. Injured
0No. Killed
0Not Investigated at Scene ☐

Left Scene

☐

Police Photos

☐ Yes ☒ NoAccident Reconstructed ☐

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIANTicket/Arrest
Number(s)Ticket/Arrest
Number(s)Violation
Section(s)Violation
Section(s)

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

Check if involved vehicle is:

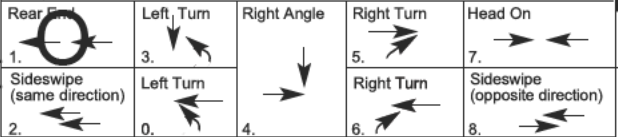
☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.



ACCIDENT DIAGRAM

DIAGRAM IS PRINTED ON LAST PAGE

Cost of repairs to any one vehicle will be more than \$1000.

☐ Unknown/Unable to Determine ☒ Yes ☐ No

VEHICLE DAMAGE CODING:

1-13. SEE DIAGRAM ON RIGHT.

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

Reference Marker

Coordinates (if available)

1 7 K

Latitude/Northing:
564012

8 3 0 1

Longitude/Easting:
4597421

Place Where Accident Occurred:

County ORAN☐ City ☒ Village ☐ Town of MONTGOMERY, VILLAGE OFRoad on which accident occurred WARD ST

(Route Number or Street Name)

at 1) intersecting street GOODWILL RD

(Route Number or Street Name)

or 2) ☐ N ☐ S
☐ E ☐ W of _____

Feet Miles

(Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

Vehicle 2 was traveling west on Ward St. Vehicle 1 was traveling west on Ward St. Vehicle 2 came to a stop on Ward St to make a left turn onto Goodwill Rd when Vehicle 1 rear ended Vehicle 2 causing damage to Vehicle 2's rear bumper and cargo door. Vehicle 1 sustained damages to front driver side headlight and bumper. DR of Vehicle 2 complained of back pain, member offered to contact EMS and he refused. DR of Vehicle 1 reported no injuries.

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	50	1	-	-	-						
B	02	1	4	1	62	1	-	-	-						
C															
D															
E															
F															

Officer's Rank and Signature

OFFICER

Print Name in Full

KATIRIA NARAIN

Badge/ID No.

018

NCIC No.

03527

Precinct/Post Troop/Zone

Station/Beat/Sector

Reviewing Officer

HERLIHY, WILLIAM

Date/Time Reviewed

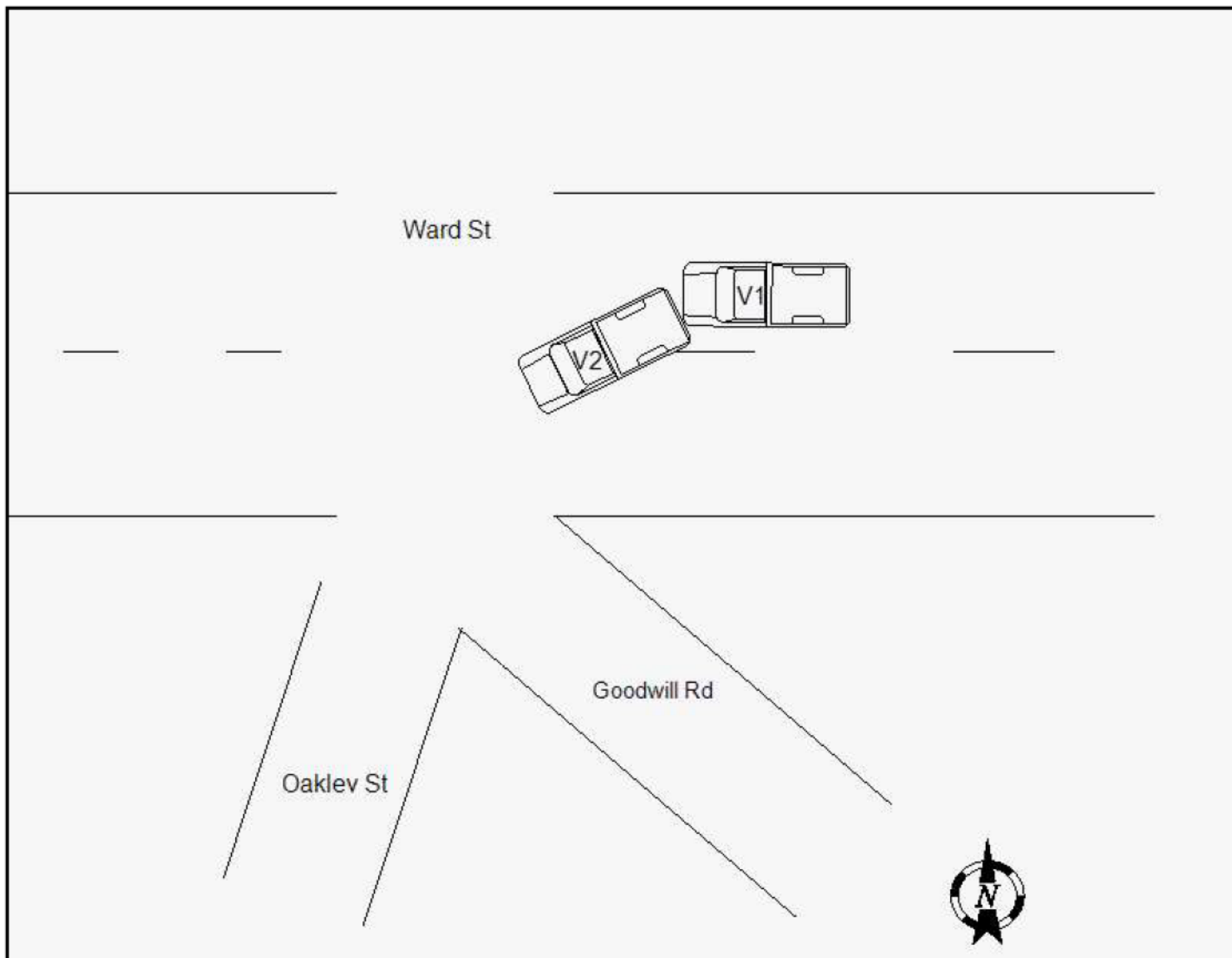
2018/04/23 09:54

USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

37295224

Local Codes

9KS00181G0QG

☐ AMENDED REPORT

DMV COPY

Accident Date			Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene <input type="checkbox"/>	Left Scene	Police Photos
Month	Day	Year						Accident Reconstructed <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
03	13	2018	Tues	1655	2	0	0			

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIAN

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

Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.	Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.	Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.
--	--	--

VEHICLE 1 DAMAGE CODES Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes Vehicle Towed: By To	VEHICLE 2 DAMAGE CODES Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes Vehicle Towed: By To	ACCIDENT DIAGRAM 1. Rear End 2. Sideswipe (same direction) 3. Left Turn 4. Right Angle 5. Right Turn 6. Right Turn 7. Head On 8. Sideswipe (opposite direction)
--	--	--

VEHICLE DAMAGE CODING:

1-13. SEE DIAGRAM ON RIGHT.

- | | |
|-------------------|----------------|
| 14. UNDERCARRIAGE | 17. DEMOLISHED |
| 15. TRAILER | 18. NO DAMAGE |
| 16. OVERTURNED | 19. OTHER |

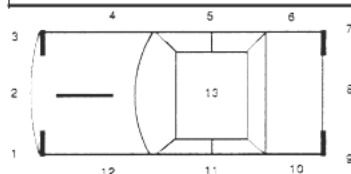


DIAGRAM IS PRINTED ON LAST PAGE

Cost of repairs to any one vehicle will be more than \$1000.

☒ Unknown/Unable to Determine ☐ Yes ☐ No

Reference Marker	Coordinates (if available)	Place Where Accident Occurred:
6	Latitude/Northing:	County <u>ORAN</u> <input type="checkbox"/> City <input type="checkbox"/> Village <input checked="" type="checkbox"/> Town of <u>MONTGOMERY, TOWN OF</u>
8 3 0 1	Longitude/Easting:	Road on which accident occurred <u>1037 STATE ROUTE 17K</u> (Route Number or Street Name)
1 1 2 8		at 1) intersecting street _____ (Route Number or Street Name)
		or 2) <u>100</u> <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input checked="" type="checkbox"/> W of <u>Parking lot of 1037 State Route 17K</u> (Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

Vehicle 2 was parked unoccupied in the parking lot of 1037 State Route 17K. Vehicle 1 operator pulled into the same parking lot and was going to park in the front of building. V1 operator changed his mind and began backing up to pull into a different spot and struck V2 resulting in the above listed damage.

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	24	1	-	-	-						
B	02	1	-	-	33	1	-	-	-						
C															
D															
E															
F															

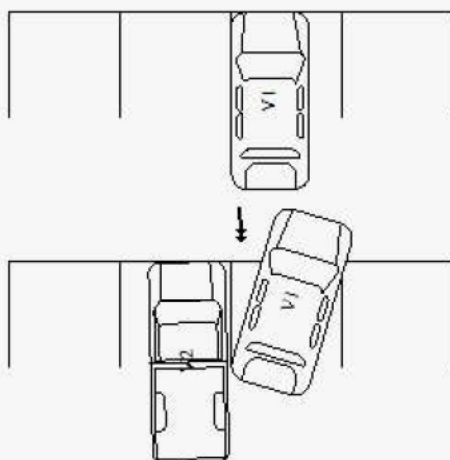
Officer's Rank and Signature <u>po</u>	Badge/ID No. <u>45</u>	NCIC No. <u>03574</u>	Precinct/Post Troop/Zone <u>F3</u>	Station/Beat/Sector	Reviewing Officer <u>VANTASSEL, JON</u>	Date/Time Reviewed <u>2018/03/21 09:26</u>
Print Name in Full <u>GINA KEHOE</u>						

USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

37295245

Local Codes

9KM2688052DH

☐ AMENDED REPORT

DMV COPY

Accident Date

Month
03Day
01Year
2018

Day of Week

Thu

Military Time

1359

No. of
Vehicles
2No. Injured
0No. Killed
0Not Investigated at Scene ☐Left Scene ☐Police Photos
☐ Yes ☒ NoAccident Reconstructed ☐

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIANTicket/Arrest
Number(s)Ticket/Arrest
Number(s)Violation
Section(s)Violation
Section(s)

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

Check if involved vehicle is:

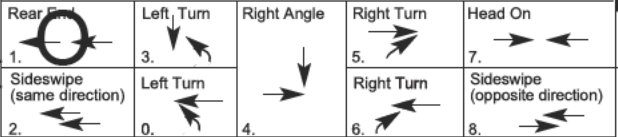
☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.



ACCIDENT DIAGRAM

Cost of repairs to any one vehicle will be more than \$1000.

☒ Unknown/Unable to Determine ☐ Yes ☐ No

VEHICLE DAMAGE CODING:

1-13. SEE DIAGRAM ON RIGHT.

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

Reference Marker

Coordinates (if available)

Latitude/Northing:

Longitude/Easting:

Place Where Accident Occurred:

County ORAN☐ City ☐ Village ☒ Town of MONTGOMERY, TOWN OFRoad on which accident occurred 1175 STATE ROUTE 17K

(Route Number or Street Name)

at 1) intersecting street STATE ROUTE 17K

(Route Number or Street Name)

or 2) ☐ N ☐ S ☐ E ☐ W of _____

Feet Miles (Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

Vehicle 2 was stopped waiting to turn right onto 17k. Vehicle 1 struck vehicle 2 in the rear.

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	18	2	-	-	-						
B	02	1	4	1	29	2	-	-	-						
C	02	3	4	1	16	1	-	-	-						
D	02	6	5	1	2	2	-	-	-						
E															
F															

Officer's Rank and Signature

PO

Print Name in Full
JOHN HANK

Badge/ID No.

32

NCIC No.

03574

Precinct/Post
Troop/Zone

F2

Station/Beat/
Sector

4

Reviewing
Officer

REYNOLDS, TIM

Date/Time Reviewed

2018/03/07 10:19

USE
COVER
SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

37295257

Local Codes

9KM26781JTPW

☐ AMENDED REPORT

DMV COPY

Accident Date

Month

Day

Year

Day of Week

Military Time

No. of Vehicles

No. Injured

No. Killed

Not Investigated at Scene ☐

Left Scene

Police Photos

03

14

2018

Wed

1520

2

1

0

Accident Reconstructed ☐☐☐ Yes ☒ No

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIAN

Ticket/Arrest

Number(s)

M26781JV7K

M26781JVMV

Ticket/Arrest

Number(s)

Violation

1129A

3191U

Violation

Section(s)

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact

Box 2 - Most Damage

Enter up to three more Damage Codes

Vehicle By Towed: To

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 2 DAMAGE CODES

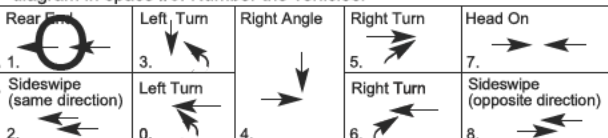
Box 1 - Point of Impact

Box 2 - Most Damage

Enter up to three more Damage Codes

Vehicle By Towed: To

Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.



ACCIDENT DIAGRAM

DIAGRAM IS PRINTED ON LAST PAGE

Cost of repairs to any one vehicle will be more than \$1000.

☒ Unknown/Unable to Determine ☐ Yes ☐ No

Reference Marker

Coordinates (if available)

1 7 K

Latitude/Northing:

8 3 0 1

Longitude/Easting:

1 1 1 8

Longitude/Easting:

Place Where Accident Occurred:

County ORAN

☐ City ☐ Village ☒ Town of MONTGOMERY, TOWN OF

Road on which accident occurred STATE ROUTE 17K

(Route Number or Street Name)

at 1) intersecting street

(Route Number or Street Name)

or 2) 300

N

S

E

W

of montgomery heights

Feet Miles

(Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

AT TIME AND PLACE OF OCCURRENCE V-2 WAS STOPPED IN TRAFFIC WHILE SCHOOL BUSES WERE EXITING THE HIGH SCHOOL WHEN V-1 CAME FROM BEHIND AND HIT V-2 IN REAR CAUSING THE ABOVE LISTED DAMAGE.

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	47	1	-	-	-						
B	02	1	4	1	58	2	1	13	6						
C															
D															
E															
F															

Officer's Rank and Signature

PO

Print Name in Full

JOHN FLORIO

Badge/ID No.

39

NCIC No.

03574

Precinct/Post Troop/Zone

F2

Station/Beat/Sector

1

Reviewing Officer

VANTASSEL, JON

Date/Time Reviewed

2018/04/04 11:42

USE COVER SHEET

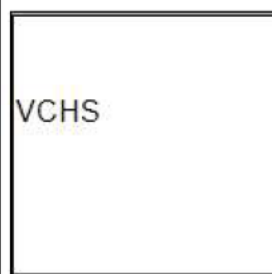
N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



STATE ROUTE 17K



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

37295285

Local Codes

9KS0028864WK

☐ AMENDED REPORT

DMV COPY

Accident Date

Month
05Day
15Year
2018

Day of Week

Tues

Military Time

1440

No. of Vehicles

2

No. Injured

2

No. Killed

0

Not Investigated at Scene ☐Accident Reconstructed ☐Left Scene ☐

Police Photos

☐ Yes ☒ No

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIANTicket/Arrest
Number(s)Ticket/Arrest
Number(s)Violation
Section(s)Violation
Section(s)

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact 2 1 2

Box 2 - Most Damage

Enter up to three more Damage Codes 3 4 5

Vehicle By RYAN'S

Towed: To RYAN'S

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 2 DAMAGE CODES

Box 1 - Point of Impact 3 1 3

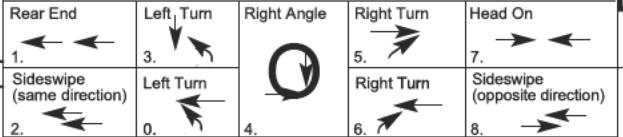
Box 2 - Most Damage

Enter up to three more Damage Codes 3 4 5

Vehicle By RYAN'S

Towed: To RYAN'S

Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.



ACCIDENT DIAGRAM

Cost of repairs to any one vehicle will be more than \$1000.

☐ Unknown/Unable to Determine ☒ Yes ☐ No

Reference Marker

1 7 K

8 3 0 1

1 1 2 1

Coordinates (if available)

Latitude/Northing:

Longitude/Easting:

Place Where Accident Occurred:

County ORAN

☐ City ☐ Village ☒ Town of MONTGOMERY, TOWN OF

Road on which accident occurred I/F/O 1175 STATE RTE 17K

(Route Number or Street Name)

at 1) intersecting street

(Route Number or Street Name)

or 2) .25 ☐ N ☐ S ☐ E ☐ W of bailey rd

Feet Miles

(Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

ON THE ABOVE DATE, TIME AND LOCATION DRIVER OF VEHICLE #1 WAS ATTEMPTING TO CROSS OVER 17K AND FAILED TO YIELD THE RIGHT OF WAY TO VEHICLE #2 WHICH WAS HEADING EASTBOUND ON 17K.

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	76	2	4	12	6	9999		3503			
B	02	1	4	1	61	1	8	11	6						
C															
D															
E															
F															

Officer's Rank and Signature

Print Name in Full KEN BYRNES

Badge/ID No.

24

NCIC No.

03574

Precinct/Post Troop/Zone

F2

Station/Beat/Sector

4

Reviewing Officer

REYNOLDS, TIM

Date/Time Reviewed

2018/05/22 09:37

USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

37295296

Local Codes

9KS0028848D1

☒ **AMENDED REPORT****DMV COPY**

1 -	Accident Date			Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene <input type="checkbox"/>	Left Scene	Police Photos	20 -
	Month 05	Day 11	Year 2018	Fri	1425	2	2	0	Accident Reconstructed <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIAN

2 -													21 -
3 5													22 -

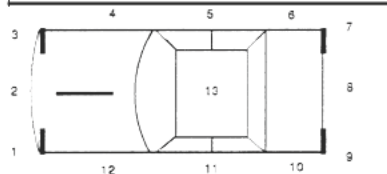
4 1	Name—exactly as printed on registration church communities				Sex C	Date of Birth Month Day Year			Name—exactly as printed on registration canabadian tree service				Sex C	Date of Birth Month Day Year			23 7
	Address (Include Number & Street) PO BOX 398				Apt. No.	Haz. Mat. Code	Released	Address (Include Number & Street) 19 DOMINICK STREET				Apt. No.	Haz. Mat. Code	Released			
5 1	City or Town WALDEN				State NY	Zip Code 12586			City or Town MIDDLETOWN				State NY	Zip Code 10941			24 7
	Plate Number 91190MJ				State of Reg. NY	Vehicle Year & Make 2015 ISU			Plate Number 83612JK				State of Reg. NY	Vehicle Year & Make 2017 DODG			
Ticket/Arrest Number(s)												Ticket/Arrest Number(s)				25 1	
Violation Section(s)												Violation Section(s)					

6 1	Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.				7 1	Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.				26 7	Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.				27 1
	VEHICLE 1 DAMAGE CODES Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes Vehicle By Towed: To QUALITY To QUALITY					VEHICLE 2 DAMAGE CODES Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes Vehicle By Towed: To To									

VEHICLE DAMAGE CODING:

1-13. SEE DIAGRAM ON RIGHT.

- | | |
|-------------------|----------------|
| 14. UNDERCARRIAGE | 17. DEMOLISHED |
| 15. TRAILER | 18. NO DAMAGE |
| 16. OVERTURNED | 19. OTHER |


 9. Cost of repairs to any one vehicle will be more than \$1000.
☒ Unknown/Unable to Determine ☐ Yes ☐ No

Reference Marker	Coordinates (if available)	Place Where Accident Occurred: County <u>ORAN</u> <input type="checkbox"/> City <input type="checkbox"/> Village <input checked="" type="checkbox"/> Town of <u>MONTGOMERY, TOWN OF</u> Road on which accident occurred <u>STATE RTE 17K</u> (Route Number or Street Name) at 1) intersecting street _____ (Route Number or Street Name) or 2) <u>2000</u> <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input checked="" type="checkbox"/> W of <u>Bailey rd</u> (Milepost, Nearest intersecting Route Number or Street Name)
	Latitude/Northing:	
	Longitude/Easting:	

Accident Description/Officer's Notes

Diver of vehicle #2 stopped at the location of a crosswalk to allow pedestrians to cross when vehicle # 1 struck him from behind.

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	24	1	8	4	6						
B	02	1	4	1	40	1	4	12	6						
C															
D															
E															
F															

Officer's Rank and Signature Print Name in Full	POLICE OFF RUSSELL KENNEDY	Badge/ID No. 38	NCIC No. 03574	Precinct/Post Troop/Zone F2	Station/Beat/Sector 2	Reviewing Officer VANTASSEL, JON	Date/Time Reviewed 2018/05/17 15:29
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USE COVER SHEET

N

DMV COPY

N

ALL INVOLVED

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

37314733

Local Codes

KMMVP78876L1

☒ **AMENDED REPORT**

DMV COPY

1 -	Accident Date			Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene <input type="checkbox"/>	Left Scene	Police Photos	20 -
	Month 05	Day 16	Year 2018	Wed	1250	2	0	0	Accident Reconstructed <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIAN

2 -													21 -
3 2													22 -

4 1	Name—exactly as printed on registration contracting peh;corp;dba;e;&a;			Sex C	Date of Birth Month Day Year			23 4
	Address (Include Number & Street) PO BOX 175			Apt. No.	Haz. Mat Code	Released <input type="checkbox"/>		
5 3	City or Town MONTGOMERY			State NY	Zip Code 12549			24 4
	Plate Number 30217MG	State of Reg. NY	Vehicle Year & Make 2009 CHEV	Vehicle Type DUMP	Ins. Code			

6 1	Ticket/Arrest Number(s)				Ticket/Arrest Number(s)				25 7
	Violation Section(s)				Violation Section(s)				

7 1	Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.				Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.				Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.				26 8
	VEHICLE 1 DAMAGE CODES Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes				VEHICLE 2 DAMAGE CODES Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes				ACCIDENT DIAGRAM				

8 1	Vehicle By Towed: To Vehicle By Towed: To				Vehicle By Towed: To Vehicle By Towed: To				DIAGRAM IS PRINTED ON LAST PAGE				27 1
	VEHICLE DAMAGE CODING: 1-13. SEE DIAGRAM ON RIGHT. 14. UNDERCARRIAGE 17. DEMOLISHED 15. TRAILER 18. NO DAMAGE 16. OVERTURNED 19. OTHER								Cost of repairs to any one vehicle will be more than \$1000. <input type="checkbox"/> Unknown/Unable to Determine <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No				

9 1	Reference Marker	Coordinates (if available)	Place Where Accident Occurred:										28 1
	1 7 K	Latitude/Northing: 563623	County ORAN <input type="checkbox"/> City <input checked="" type="checkbox"/> Village <input type="checkbox"/> Town of MONTGOMERY, VILLAGE OF Road on which accident occurred WARD ST at 1) intersecting street _____ (Route Number or Street Name) or 2) 50 _____ of Union Street (Milepost, Nearest intersecting Route Number or Street Name)										

Accident Description/Officer's Notes												30 -
On the aforementioned date and time member responded to a two car MVA. Member met with driver 1 [REDACTED] who stated he was attempting to slow down for the stopped traffic when he struck vehicle two. Vehicle two driven by [REDACTED] stated she was stopped in traffic at the stop light when she was struck from behind by vehicle one. Vehicle two had damage to her rear bumper which resulted in the most damage to the rear passenger side bumper. No parties were injured. No vehicles were towed.												

ALL INVOLVED	8	9	10	11	12	13	14	15	16	17	18	BY	TO	Names of all involved	Date of Death Only	
	A	01	1	X	1	23	1	-	-	-					[REDACTED]	
	B	01	2	X	1	21	1	-	-	-						
	C	01	3	X	1	25	1	-	-	-						
	D	02	1	X	1	37	2	-	-	-						
	E															
F																
Officer's Rank and Signature Print Name in Full				Badge/ID No.		NCIC No.		Precinct/Post Troop/Zone		Station/Beat/Sector		Reviewing Officer		Date/Time Reviewed		
SIARA RIOS				031		03527						HERLIHY, WILLIAM		2018/06/04 14:56		

USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
 Accident Diagram

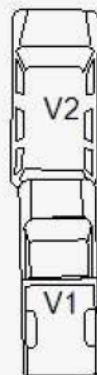
ACCIDENT DIAGRAM



Not drawn to scale;
 accident did not
 happen at
 intersection

Ward Street

Union Street



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

37316411

Local Codes

9KS00289W50D

☐ AMENDED REPORT

DMV COPY

Accident Date

Month 05 Day 29 Year 2018

Day of Week

Tues

Military Time

1500

No. of Vehicles

2

No. Injured

0

No. Killed

0

Not Investigated at Scene ☐Accident Reconstructed ☐Left Scene ☐

Police Photos

☐ Yes ☒ No

VEHICLE 1

☒ VEHICLE 2 ☐ BICYCLIST ☐ PEDESTRIAN ☐ OTHER PEDESTRIAN

Name—exactly as printed on registration

chapter nysarc;inc;orange;county;

Sex

C

Date of Birth

Month Day Year

Address (Include Number & Street)

249 BROADWAY

Apt. No.

Haz. Mat. Code

-

Released

☐

City or Town

NEWBURGH

State

NY

Zip Code

12550

Plate Number

HKF1370

State of Reg.

NY

Vehicle Year & Make

2016 DODG

Vehicle Type

SUBN

Ins. Code

Ticket/Arrest Number(s)

Ticket/Arrest Number(s)

Violation Section(s)

Violation Section(s)

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact 2 1 2

Box 2 - Most Damage

Enter up to three more Damage Codes 3 4 5

Vehicle By QUALITY

Towed: To QUALITY

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 2 DAMAGE CODES

Box 1 - Point of Impact 8 1 8

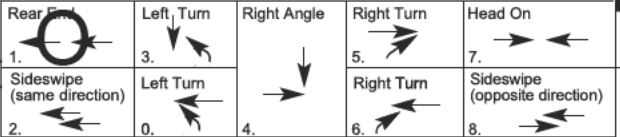
Box 2 - Most Damage

Enter up to three more Damage Codes 3 4 5

Vehicle By

Towed: To

Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.



ACCIDENT DIAGRAM

Cost of repairs to any one vehicle will be more than \$1000.

☒ Unknown/Unable to Determine ☐ Yes ☐ No

VEHICLE DAMAGE CODING:

1-13. SEE DIAGRAM ON RIGHT.

14. UNDERCARRIAGE 17. DEMOLISHED

15. TRAILER 18. NO DAMAGE

16. OVERTURNED 19. OTHER

Reference Marker

1 7 K

8 3 0 1

1 1 1 8

Coordinates (if available)

Latitude/Northing:

Longitude/Easting:

Place Where Accident Occurred:

County ORAN

☐ City ☐ Village ☒ Town of MONTGOMERY, TOWN OF

Road on which accident occurred STATE ROUTE 17K

(Route Number or Street Name)

at 1) intersecting street

(Route Number or Street Name)

or 2) 20

Feet Miles

☐ N ☐ S☐ E ☐ W

of McGowan Drive

(Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

Driver of vehicle 2 states the vehicle in front of her (uninvolved in MVA) stopped short, causing her to do the same. Driver of vehicle 1 states vehicle 2 stopped short and she was unable to stop in time.

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	19	2	-	-	-						
B	02	1	4	1	25	2	-	-	-						
C	02	3	4	1	63	2	-	-	-						
D															
E															
F															

Officer's Rank and Signature

PO

Print Name in Full

LINDSAY MCGANN

Badge/ID No.

34

NCIC No.

03574

Precinct/Post Troop/Zone

F21

Station/Beat/ Sector

Reviewing Officer

REYNOLDS, TIM

Date/Time Reviewed

2018/06/05 13:28

USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

37329627

Local Codes

KMMVP78C7F5G

☐ AMENDED REPORT

DMV COPY

Accident Date

Month 06 Day 12 Year 2018

Day of Week

Tues

Military Time

1540

No. of Vehicles

2

No. Injured

1

No. Killed

0

Not Investigated at Scene ☐Accident Reconstructed ☐Left Scene ☐☐

Police Photos

☐ Yes ☒ No

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIANTicket/Arrest
Number(s)Violation
Section(s)Ticket/Arrest
Number(s)Violation
Section(s)

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact 2 1 2

Box 2 - Most Damage

Enter up to three more Damage Codes 3 4 5

Vehicle By Towed: To

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 2 DAMAGE CODES

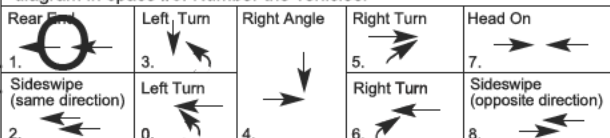
Box 1 - Point of Impact 8 1 8

Box 2 - Most Damage

Enter up to three more Damage Codes 3 4 5

Vehicle By Towed: To

Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.



ACCIDENT DIAGRAM

DIAGRAM IS PRINTED ON LAST PAGE

Cost of repairs to any one vehicle will be more than \$1000.

☐ Unknown/Unable to Determine ☒ Yes ☐ No

Reference Marker

1 7 K

8 3 0 1

1 1 0 7

Coordinates (if available)

Latitude/Northing:
564145

Longitude/Easting:
4597419

Place Where Accident Occurred:

County ORAN

☐ City ☒ Village ☐ Town of MONTGOMERY, VILLAGE OF

Road on which accident occurred WARD ST

(Route Number or Street Name)

at 1) intersecting street

(Route Number or Street Name)

or 2) 100 ☐ N ☐ S ☐ E ☒ W of summerset drive

(Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

Vehicle 2 was heading in an Easterly direction of travel on Ward Street (State Route 17k) making a left turn into the Sunoco gas station when it was rear ended by Vehicle 1 who was also traveling in an Easterly direction of travel on ward Street (State Route 17K). Vehicle 2 was operable and driven from scene. Vehicle 1 had deployed airbags due to impact and was towed from scene. Oper 1 was transported to ORMC by TOMAC 476 for an evaluation for a complaint of pain. Driver and passenger of veh 2 were evaluated and were not transported.

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	27	2	-	-	-						
B	02	1	4	1	31	1	-	-	-						
C	02	5	4	1	11	1	4	12	6						
D															
E															
F															

Officer's Rank and Signature OFFICER

Print Name in Full KRISTOFF SCHERMA

Badge/ID No. 034

NCIC No. 03527

Precinct/Post Troop/Zone

Station/Beat/Sector

Reviewing Officer

HERLIHY, WILLIAM

Date/Time Reviewed

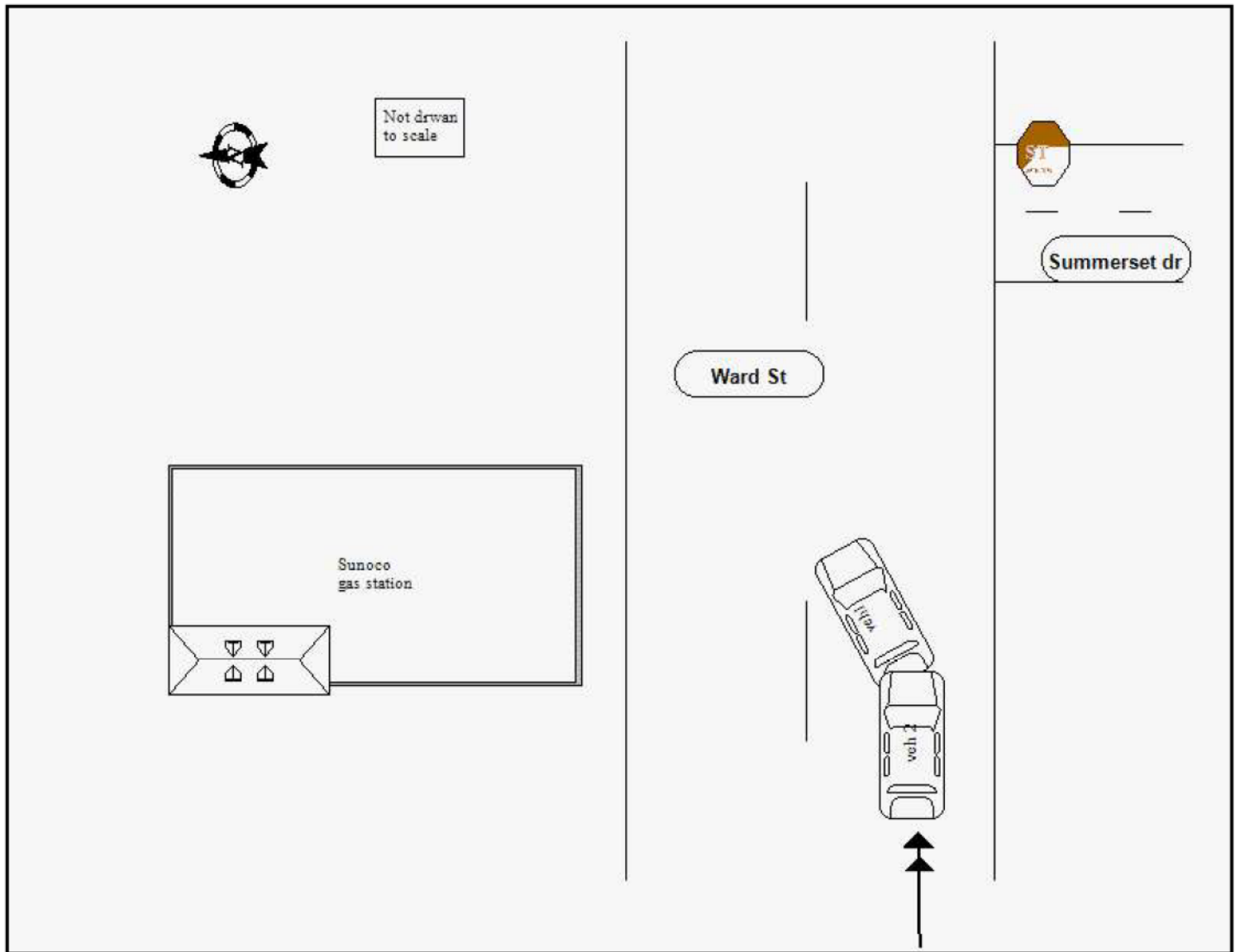
2018/06/13 13:19

USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

37329628

Local Codes

KMVMP78BZBVG

☐ AMENDED REPORT

DMV COPY

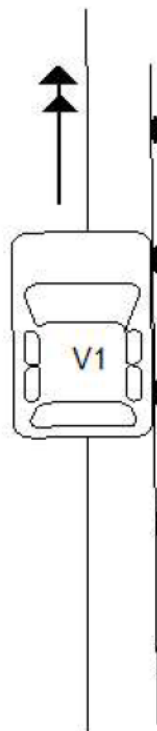
1	Accident Date			20
	Month 06	Day 10	Year 2018	
2	Day of Week SUNDAY		21	
	Military Time 2148			
3	No. of Vehicles 1	No. Injured 0	22	
	No. Killed 0	Not Investigated at Scene <input type="checkbox"/>		
4	Accident Reconstructed <input type="checkbox"/>		23	
	Left Scene <input type="checkbox"/>			
5	Police Photos <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		24	
	State of Lic.			
6	VEHICLE 1		25	
	VEHICLE 2 <input type="checkbox"/> BICYCLIST <input type="checkbox"/> PEDESTRIAN <input type="checkbox"/> OTHER PEDESTRIAN			
7	VEHICLE 2 - Driver License ID Number		26	
	Driver Name - exactly as printed on license			
8	Address (Include Number & Street)		27	
	Apt. No.			
9	City or Town		28	
	State Zip Code			
10	Date of Birth		29	
	Sex			
11	Unlicensed <input type="checkbox"/>		30	
	No. of Occupants			
12	Public Property Damaged <input type="checkbox"/>		31	
	Name—exactly as printed on registration			
13	Sex		32	
	Date of Birth			
14	Month Day Year		33	
	Address (Include Number & Street)			
15	Apt. No.		34	
	Haz. Mat. Code			
16	City or Town		35	
	State Zip Code			
17	Plate Number		36	
	State of Reg.			
18	Vehicle Year & Make		37	
	Vehicle Type			
19	Ins. Code		38	
	Ticket/Arrest Number(s)			
20	Violation Section(s)		39	
	Ticket/Arrest Number(s)			
21	Violation Section(s)		40	
	Ticket/Arrest Number(s)			
22	Check if involved vehicle is:		41	
	<input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.			
23	VEHICLE 1 DAMAGE CODES		42	
	Box 1 - Point of Impact Box 2 - Most Damage			
24	Enter up to three more Damage Codes		43	
	Vehicle By Towed: To			
25	Check if involved vehicle is:		44	
	<input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.			
26	VEHICLE 2 DAMAGE CODES		45	
	Box 1 - Point of Impact Box 2 - Most Damage			
27	Enter up to three more Damage Codes		46	
	Vehicle By Towed: To			
28	Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.		47	
	Rear End Left Turn Right Angle Right Turn Head On Sideswipe (same direction) Left Turn Right Turn Sideswipe (opposite direction)			
29	ACCORDING TO THE DIAGRAM		48	
	Diagram is printed on last page.			
30	Cost of repairs to any one vehicle will be more than \$1000.		49	
	<input type="checkbox"/> Unknown/Unable to Determine <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
31	Reference Marker		50	
	Coordinates (if available)			
32	Latitude/Northing:		51	
	Longitude/Easting:			
33	Place Where Accident Occurred:		52	
	County ORAN City Village Town of MONTGOMERY, VILLAGE OF Road on which accident occurred WARD ST at 1) intersecting street or 2) 20 Feet Miles of Brescia Way (Milepost, Nearest intersecting Route Number or Street Name)			
34	Accident Description/Officer's Notes		53	
	V1 was traveling east on Ward Street. PO Bricker conducted a V&T stop on V1, V1 side swiped the guard rail upon pulling over to park.			
35	ALL INVOLVED		54	
	8 9 10 11 12 13 14 15 16 17 BY TO 18 Names of all involved Date of Death Only			
36	OFFICER'S RANK AND SIGNATURE		55	
	BADGE/ID NO. NCIC NO. Precinct/Post Troop/Zone Station/Beat/Sector Reviewing Officer Date/Time Reviewed			
37	Print Name in Full		56	
	DYLAN BRICKER 025 03527 HERLIHY, WILLIAM 2018/06/13 15:41			

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



Ward Street



9KM2678DGWB2

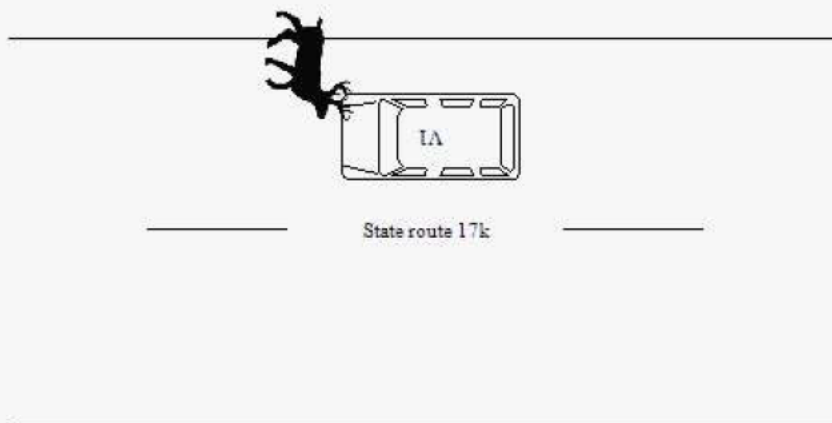
DMV COPY

N

ALL INVOLVED

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

37362621

Local Codes

SP2F328F54K6

☐ AMENDED REPORT

DMV COPY

Accident Date

Month 07 Day 01 Year 2018

Day of Week

Sun

Military Time

1130

No. of Vehicles

2

No. Injured

0

No. Killed

0

Not Investigated at Scene ☐Accident Reconstructed ☐Left Scene ☐

Police Photos

☐ Yes ☒ No

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIANTicket/Arrest
Number(s)Ticket/Arrest
Number(s)Violation
Section(s)Violation
Section(s)

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact 2 1 2

Box 2 - Most Damage 2

Enter up to three more Damage Codes 3 4 5

Vehicle By Towed: To

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 2 DAMAGE CODES

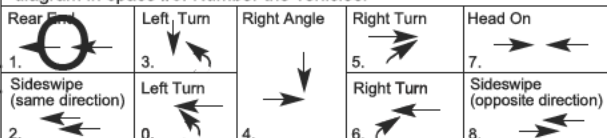
Box 1 - Point of Impact 8 1 8

Box 2 - Most Damage 8

Enter up to three more Damage Codes 3 4 5

Vehicle By Towed: To

Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.



ACCIDENT DIAGRAM

DIAGRAM IS PRINTED ON LAST PAGE

Cost of repairs to any one vehicle will be more than \$1000.

☐ Unknown/Unable to Determine ☒ Yes ☐ No

Reference Marker

Coordinates (if available)

1 7 K

Latitude/Northing:
566643

8 3 0 1

Longitude/Easting:
4597403

Place Where Accident Occurred:

County ORAN

☐ City ☐ Village ☒ Town of MONTGOMERY, TOWN OF

Road on which accident occurred STATE HIGHWAY 17K

(Route Number or Street Name)

at 1) intersecting street ST HWY 208

(Route Number or Street Name)

or 2) ☐ N ☐ S ☐ E ☐ W of

(Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

V2 stopped at red light at intersection of SR 17K westbound and ST HWY 208. V1 stopped at red light behind V2. When traffic signal turns green, OP V2 admits observing green light and then looking down at radio. OP V2 begins to accelerate and does not notice that V2 had not yet begun moving. V1 strikes V2 in rear bumper with front fender. Front license plate of V1 is separated from V1 and becomes lodged between V2s rear bumper and frame of vehicle.

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	37	2	-	-	-						
B	02	1	4	1	65	2	-	-	-						
C															
D															
E															
F															

Officer's Rank and Signature TPR

Print Name in Full MATTHEW HUGHES

Badge/ID No. 4192

NCIC No. 13503

Precinct/Post Troop/Zone F2

Station/Beat/Sector 31

Reviewing Officer

KHALIL, AHMED

Date/Time Reviewed

2018/07/04 07:40

USE
COVER
SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

37366267

Local Codes

KMC4238DG2X3

☐ AMENDED REPORT

DMV COPY

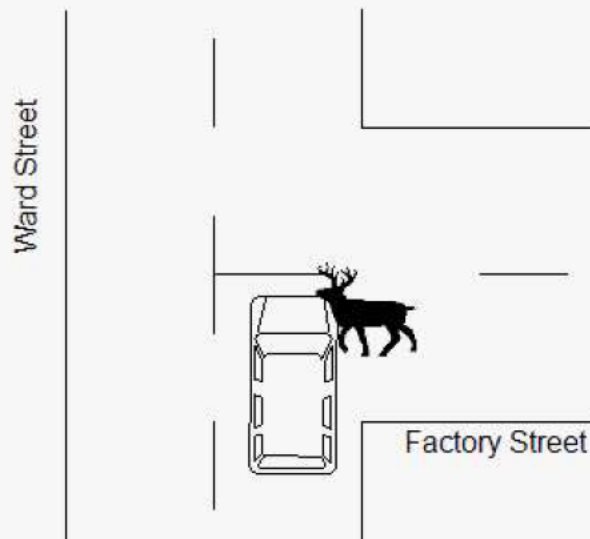
1	Accident Date			20
	Month 06	Day 24	Year 2018	
2	Day of Week SUNDAY			21
	Military Time 2358			
3	No. of Vehicles 1			22
	No. Injured 0			
4	No. Killed 0			23
	Not Investigated at Scene <input type="checkbox"/>			
5	Left Scene <input type="checkbox"/>			24
	Police Photos <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No			
6	Accident Reconstructed <input type="checkbox"/>			25
7	VEHICLE 1			26
	VEHICLE 2 <input type="checkbox"/> BICYCLIST <input type="checkbox"/> PEDESTRIAN <input type="checkbox"/> OTHER PEDESTRIAN			
8	VEHICLE 2 - Driver License ID Number			27
	Driver Name - exactly as printed on license			
9	Address (Include Number & Street)			28
	Apt. No.			
10	City or Town			29
	State Zip Code			
11	Date of Birth			30
	Sex			
12	Unlicensed <input type="checkbox"/>			31
	No. of Occupants			
13	Public Property Damaged <input type="checkbox"/>			32
	Name—exactly as printed on registration			
14	Sex			33
	Date of Birth			
15	Month Day Year			34
	Address (Include Number & Street)			
16	Apt. No.			35
	Haz. Mat. Code			
17	City or Town			36
	State Zip Code			
18	Plate Number			37
	State of Reg.			
19	Vehicle Year & Make			38
	Vehicle Type			
20	Ins. Code			39
	Ticket/Arrest Number(s)			
21	Violation Section(s)			40
	Ticket/Arrest Number(s)			
22	Violation Section(s)			41
	Check if involved vehicle is:			
23	<input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.			42
	<input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.			
24	VEHICLE 1 DAMAGE CODES			43
	Box 1 - Point of Impact Box 2 - Most Damage			
25	Enter up to three more Damage Codes			44
	Vehicle By Towed: To			
26	VEHICLE 2 DAMAGE CODES			45
	Box 1 - Point of Impact Box 2 - Most Damage			
27	Enter up to three more Damage Codes			46
	Vehicle By Towed: To			
28	VEHICLE DAMAGE CODING:			47
	1-13. SEE DIAGRAM ON RIGHT. 14. UNDERCARRIAGE 17. DEMOLISHED 15. TRAILER 18. NO DAMAGE 16. OVERTURNED 19. OTHER			
29	Reference Marker			48
	Coordinates (if available)			
30	Latitude/Northing:			49
	Longitude/Easting:			
31	Place Where Accident Occurred:			50
	County ORAN <input type="checkbox"/> City <input checked="" type="checkbox"/> Village <input type="checkbox"/> Town of MONTGOMERY, VILLAGE OF			
32	Road on which accident occurred WARD ST			51
	(Route Number or Street Name)			
33	at 1) intersecting street FACTORY ST			52
	(Route Number or Street Name)			
34	or 2) <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W of			53
	(Milepost, Nearest intersecting Route Number or Street Name)			
35	Accident Description/Officer's Notes			54
	On the above stated date and time vehicle 1 driven by Joann Scheels was traveling north on Ward Street when a deer entered the roadway and struck vehicle 1. The deer struck the passenger side of the vehicle causing damage to the hood of the vehicle.			
36	ALL INVOLVED			55
	8 9 10 11 12 13 14 15 16 17 BY TO 18 Names of all involved Date of Death Only			
37	A 01 1 X 1 70 2 - - -			56
	B C D E F			
38	Officer's Rank and Signature OFFICER			57
	Print Name in Full SIARA RIOS			
39	Badge/ID No. 031			58
	NCIC No. 03527			
40	Precinct/Post Troop/Zone			59
	Station/Beat/Sector			
41	Reviewing Officer			60
	HERLIHY, WILLIAM			
42	Date/Time Reviewed			61
	2018/07/07 09:41			

USE
COVER
SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

37366268

Local Codes

KMC4328FLT28

☐ AMENDED REPORT

DMV COPY

Accident Date

Month 07 Day 05 Year 2018

Day of Week

Thu

Military Time

1803

No. of Vehicles

2

No. Injured

0

No. Killed

0

Not Investigated at Scene ☐Accident Reconstructed ☐Left Scene ☐

Police Photos

☐ Yes ☒ No

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIANTicket/Arrest
Number(s)Ticket/Arrest
Number(s)Violation
Section(s)Violation
Section(s)

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact 2 1 2

Box 2 - Most Damage

Enter up to three more Damage Codes 3 4 5

Vehicle By Towed: To

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 2 DAMAGE CODES

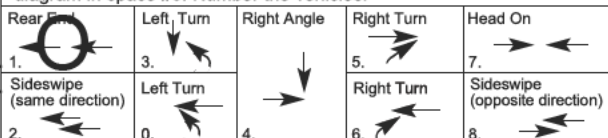
Box 1 - Point of Impact 8 1 8

Box 2 - Most Damage

Enter up to three more Damage Codes 3 4 5

Vehicle By Towed: To

Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.



ACCIDENT DIAGRAM

DIAGRAM IS PRINTED ON LAST PAGE

Cost of repairs to any one vehicle will be more than \$1000.

☐ Unknown/Unable to Determine ☒ Yes ☐ No

VEHICLE DAMAGE CODING:

1-13. SEE DIAGRAM ON RIGHT.

14. UNDERCARRIAGE 17. DEMOLISHED

15. TRAILER 18. NO DAMAGE

16. OVERTURNED 19. OTHER

Reference Marker

1 7 K

8 3 0 1

1 1 0 5

Coordinates (if available)

Latitude/Northing:
563853

Longitude/Easting:
4597489

Place Where Accident Occurred:

County ORAN ☐ City ☒ Village ☐ Town of MONTGOMERY, VILLAGE OF

Road on which accident occurred WARD ST

(Route Number or Street Name)

at 1) intersecting street

(Route Number or Street Name)

or 2) 50 ☐ N ☒ S ☐ E ☐ W of wallkill ave

(Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

On the aforementioned date and time member was dispatched to a two car motor vehicle accident. Vehicle one and vehicle two were traveling west on Ward Street. Vehicle two was at a complete stop in traffic when vehicle one struck vehicle two when the vehicle was coming to a stop. The collision caused minor damage to the fender of vehicle two. Vehicle one sustained significant damage to the front end of the vehicle.

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	X	1	50	1	-	-	-						
B	02	1	X	1	23	1	-	-	-						
C															
D															
E															
F															

Officer's Rank and Signature

Print Name in Full SIARA RIOS

Badge/ID No.

031

NCIC No.

03527

Precinct/Post Troop/Zone

Station/Beat/ Sector

Reviewing Officer

HERLIHY, WILLIAM

Date/Time Reviewed

2018/07/07 10:22

USE COVER SHEET

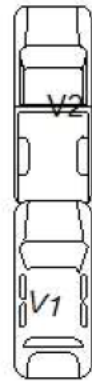
N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



Ward Street



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

37369476

Local Codes

9KM2678FX8WT

☒ **AMENDED REPORT****DMV COPY**

1 -	Accident Date			Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene <input type="checkbox"/>	Left Scene <input type="checkbox"/>	Police Photos <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
	Month	Day	Year								
	07	08	2018	Sun	1700	2	0	0	Accident Reconstructed <input type="checkbox"/>	<input type="checkbox"/>	

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIAN

2 -												21 -
3 1												22 -

4 1	Name—exactly as printed on registration ean holdings llc			Sex C	Date of Birth Month Day Year		
	Address (Include Number & Street) STE 1500			Apt. No.	Haz. Mat Code	Released <input type="checkbox"/>	
	City or Town TULSA			State OK	Zip Code 74134		
	Plate Number KTG2891	State of Reg. PA	Vehicle Year & Make 2018 MITS	Vehicle Type SUBN	Ins. Code		

5 4	Ticket/Arrest Number(s)	Ticket/Arrest Number(s)
	Violation Section(s)	Violation Section(s)

6 1	Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.	Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.	Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.	
	VEHICLE 1 DAMAGE CODES Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes Vehicle By KENS Towed To KENS	VEHICLE 2 DAMAGE CODES Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes Vehicle By LOTHARS Towed To LOTHARS		

7 1	VEHICLE DAMAGE CODING: 1-13. SEE DIAGRAM ON RIGHT. 14. UNDERCARRIAGE 17. DEMOLISHED 15. TRAILER 18. NO DAMAGE 16. OVERTURNED 19. OTHER		9. Cost of repairs to any one vehicle will be more than \$1000. <input type="checkbox"/> Unknown/Unable to Determine <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
--------	---	--	--

Reference Marker	Coordinates (if available)	Place Where Accident Occurred:	
1 7 K	Latitude/Northing:	County ORAN <input type="checkbox"/> City <input type="checkbox"/> Village <input checked="" type="checkbox"/> Town of MONTGOMERY, TOWN OF	
8 3 0 1	Longitude/Easting:	Road on which accident occurred STATE ROUTE 17K (Route Number or Street Name)	
1 1 0 4		at 1) intersecting street ALBANY POST RD (Route Number or Street Name)	
		or 2) <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W of _____ (Milepost, Nearest intersecting Route Number or Street Name)	

Accident Description/Officer's Notes	
On the above date and time, vehicle 2 was slowing in traffic to make a left turn, when it was rear ended by vehicle 1 - WITNESS 1	
WITNESS 2	

ALL INVOLVED	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	A	1	33	1	-	-	-						
B	02	1	4	1	89	1	-	-	-						
C															
D															
E															
F															

Officer's Rank and Signature PO Print Name in Full LINDSAY MCGANN	Badge/ID No. 34	NCIC No. 03574	Precinct/Post Troop/Zone F24	Station/Beat/Sector	Reviewing Officer HANK, JOHN	Date/Time Reviewed 2018/07/09 00:22
--	--------------------	-------------------	---------------------------------	---------------------	---------------------------------	--

USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

37475111

Local Codes

KMMVP78MRW5Z

☐ AMENDED REPORT

DMV COPY

Accident Date

Month 09 Day 01 Year 2018

Day of Week

Sat

Military Time

1255

No. of Vehicles

2

No. Injured

0

No. Killed

0

Not Investigated at Scene ☐Accident Reconstructed ☐Left Scene ☐

Police Photos

☐ Yes ☒ No

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIANTicket/Arrest
Number(s)Ticket/Arrest
Number(s)

M4228MRSVC

Violation
Section(s)Violation
Section(s)

5092

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact 1 2

Box 2 - Most Damage 8 8

Enter up to three more Damage Codes 3 4 5

Vehicle By Towed: To

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 2 DAMAGE CODES

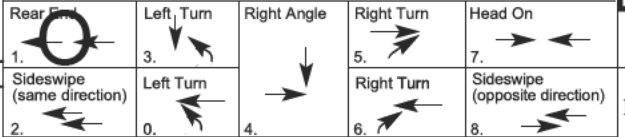
Box 1 - Point of Impact 1 2

Box 2 - Most Damage 2 2

Enter up to three more Damage Codes 3 4 5

Vehicle By Towed: To

Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.



ACCIDENT DIAGRAM

DIAGRAM IS PRINTED ON LAST PAGE

Cost of repairs to any one vehicle will be more than \$1000.

☐ Unknown/Unable to Determine ☒ Yes ☐ No

Reference Marker

Coordinates (if available)

1 7 K

Latitude/Northing:
564082

8 3 0 1

Longitude/Easting:
4597419

Place Where Accident Occurred:

County ORAN

☐ City ☒ Village ☐ Town of MONTGOMERY, VILLAGE OF

Road on which accident occurred WARD ST

(Route Number or Street Name)

at 1) intersecting street

(Route Number or Street Name)

or 2) 50

Feet Miles

☐ N ☐ S☒ E ☐ W

of Goodwill Rd

(Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

V1 was stopped due to heavy traffic on the roadway. V2 was following V1 to closely and did not realize V1 was stopped in traffic. V2 rear ended V1 while in traffic causing damage to both vehicles.

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	80	1	-	-	-						
B	02	1	4	1	18	1	-	-	-						
C															
D															
E															
F															

Officer's Rank and Signature OFFICER

Print Name in Full DYLAN BRICKER

Badge/ID No.

025

NCIC No.

03527

Precinct/Post Troop/Zone

Station/Beat/ Sector

Reviewing Officer

HERLIHY, WILLIAM

Date/Time Reviewed

2018/09/12 13:24

USE COVER SHEET

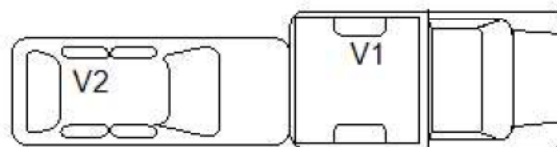
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New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



Ward Street



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

37490047

Local Codes

9KS0018PG8DJ

☐ AMENDED REPORT

DMV COPY

Accident Date			Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene <input type="checkbox"/>	Left Scene	Police Photos
Month	Day	Year						Accident Reconstructed <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
09	17	2018	Mon	0711	2	0	0			

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIAN

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

Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.	Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.	Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.
--	--	--

VEHICLE 1 DAMAGE CODES Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes Vehicle Towed: By To	VEHICLE 2 DAMAGE CODES Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes Vehicle Towed: By To	ACCIDENT DIAGRAM 1. Rear End 2. Sideswipe (same direction) 3. Left Turn 4. Right Angle 5. Right Turn 6. Left Turn 7. Right Turn 8. Sideswipe (opposite direction)
--	--	---

VEHICLE DAMAGE CODING:

1-13. SEE DIAGRAM ON RIGHT.

- | | |
|-------------------|----------------|
| 14. UNDERCARRIAGE | 17. DEMOLISHED |
| 15. TRAILER | 18. NO DAMAGE |
| 16. OVERTURNED | 19. OTHER |

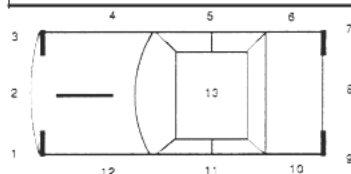


DIAGRAM IS PRINTED ON LAST PAGE

Cost of repairs to any one vehicle will be more than \$1000.

☒ Unknown/Unable to Determine ☐ Yes ☐ No

Reference Marker	Coordinates (if available)	Place Where Accident Occurred:
1 7 K	Latitude/Northing:	County <u>ORAN</u> <input type="checkbox"/> City <input type="checkbox"/> Village <input checked="" type="checkbox"/> Town of <u>MONTGOMERY, TOWN OF</u>
8 3 0 1	Longitude/Easting:	Road on which accident occurred <u>STATE HWY 17K</u> (Route Number or Street Name)
1 1 1 8		at 1) intersecting street _____ (Route Number or Street Name)
		or 2) <u>.2</u> <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input checked="" type="checkbox"/> W of <u>bailey rd</u> (Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

Oper #1 stated traveling Rt 17K E/B. Didn't see Oper #2 stopped in traffic in front of him due to view being obstructed by combination of fog and sun glare thus rear ending Oper #2. Oper #2 stated he was stopped in traffic and was rear ended by Oper #1.

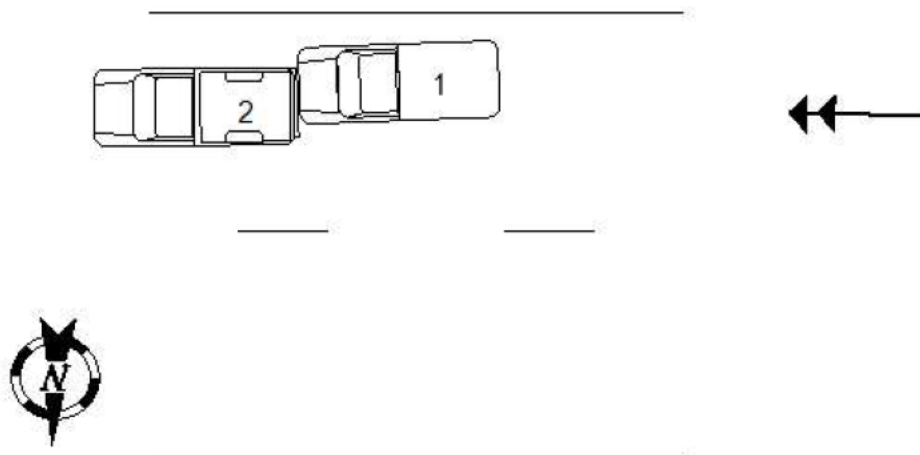
ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	17	1	-	-	-						
B	02	1	4	1	41	1	-	-	-						
C															
D															
E															
F															

Officer's Rank and Signature	Badge/ID No.	NCIC No.	Precinct/Post Troop/Zone	Station/Beat/Sector	Reviewing Officer	Date/Time Reviewed
Print Name in Full BRIAN TURNER	19	03574	F2	4	VANTASSEL, JON	2018/09/20 16:32

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

37490051

Local Codes

KMVMP78NZQG4

☐ AMENDED REPORT

DMV COPY

Accident Date

Month 09 Day 12 Year 2018

Day of Week

Wed

Military Time

1806

No. of Vehicles

2

No. Injured

0

No. Killed

0

Not Investigated at Scene ☐Accident Reconstructed ☐Left Scene ☐

Police Photos

☐ Yes ☒ No

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIANTicket/Arrest
Number(s)Ticket/Arrest
Number(s)Violation
Section(s)Violation
Section(s)

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact 3 1 2 3

Box 2 - Most Damage

Enter up to three more Damage Codes 3 4 5

Vehicle By Towed: To

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 2 DAMAGE CODES

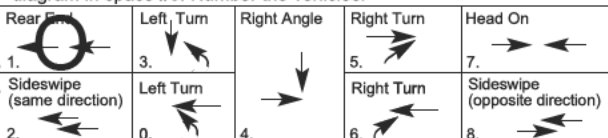
Box 1 - Point of Impact 9 1 9 2

Box 2 - Most Damage

Enter up to three more Damage Codes 3 4 5

Vehicle By Towed: To

Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.



ACCIDENT DIAGRAM

DIAGRAM IS PRINTED ON LAST PAGE

Cost of repairs to any one vehicle will be more than \$1000.

☐ Unknown/Unable to Determine ☒ Yes ☐ No

Reference Marker

Coordinates (if available)

1 7 K

Latitude/Northing:
564401

8 3 0 1

Longitude/Easting:
4597422

Place Where Accident Occurred:

County ORAN

☐ City ☒ Village ☐ Town of MONTGOMERY, VILLAGE OF

Road on which accident occurred WARD ST

(Route Number or Street Name)

at 1) intersecting street SPRINGHOUSE LN

(Route Number or Street Name)

or 2) ☐ N ☐ S ☐ E ☐ W of

(Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

Vehicle 2 was traveling east on Ward St. Vehicle 1 was traveling east on Ward St. Vehicle 2 stated there were three vehicles in front of him and one of them was stopped waiting to make a left turn onto Factory St. Vehicle 2 started to come to a stop when Vehicle 1 rear ended Vehicle 2. Oper 1 stated he looked down to plug his phone and when he looked up he rear ended Vehicle 2. Vehicle 2 sustained minor scratches to the driver side rear bumper and a crack on the rear driver side back light. Vehicle 1 sustained damage to his passenger side front bumper, headlight, quarter panel and hood. No injuries reported.

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	61	1	-	-	-						
B	02	1	4	1	24	1	-	-	-						
C	02	3	4	1	25	2	-	-	-						
D															
E															
F															

Officer's Rank and Signature OFFICER

Print Name in Full KATIRIA NARAIN

Badge/ID No. 018

NCIC No. 03527

Precinct/Post Troop/Zone

Station/Beat/ Sector

Reviewing Officer

HERLIHY, WILLIAM

Date/Time Reviewed

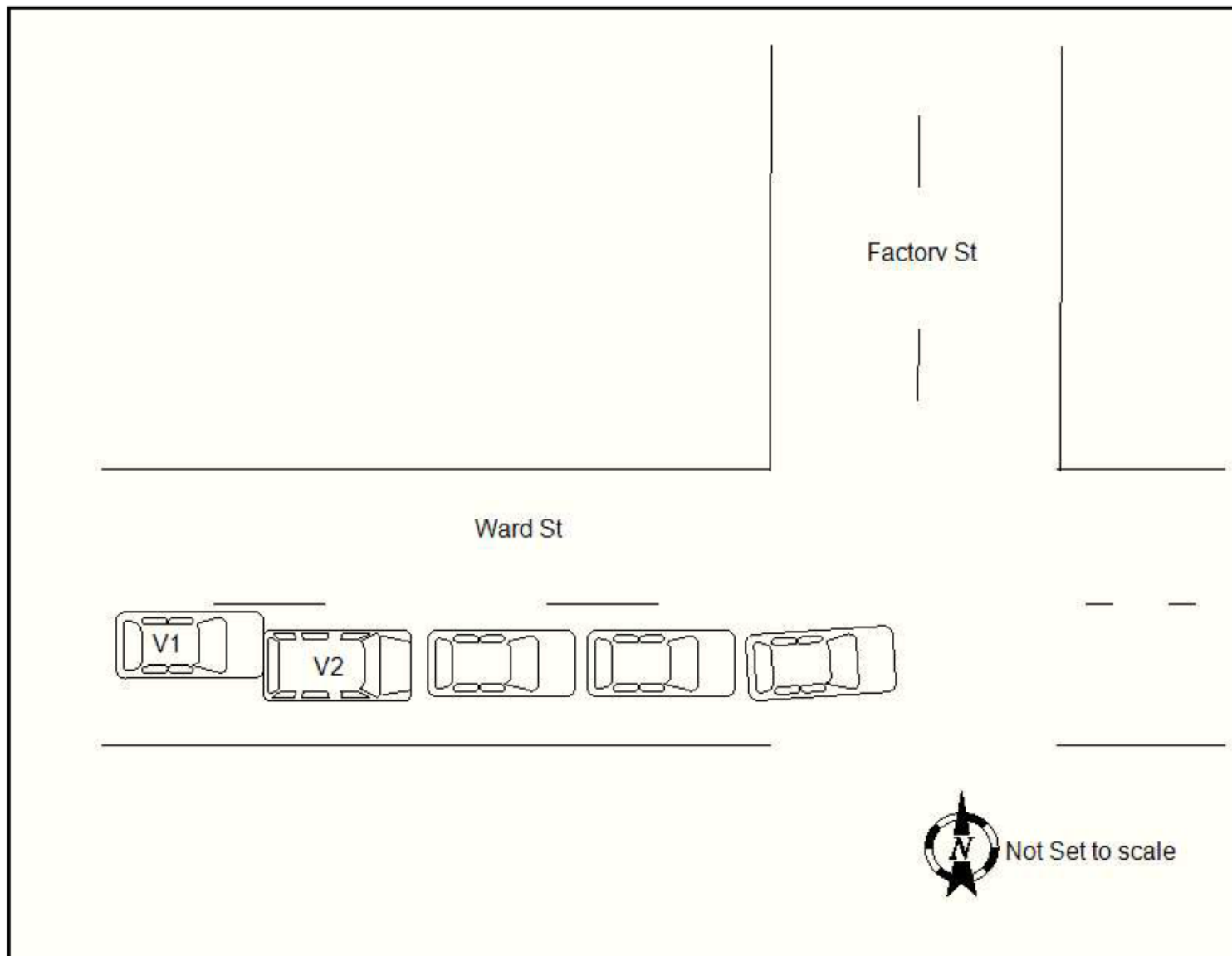
2018/09/20 13:44

USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

37547884

Local Codes

9KS0018T9FPH

☐ AMENDED REPORT

DMV COPY

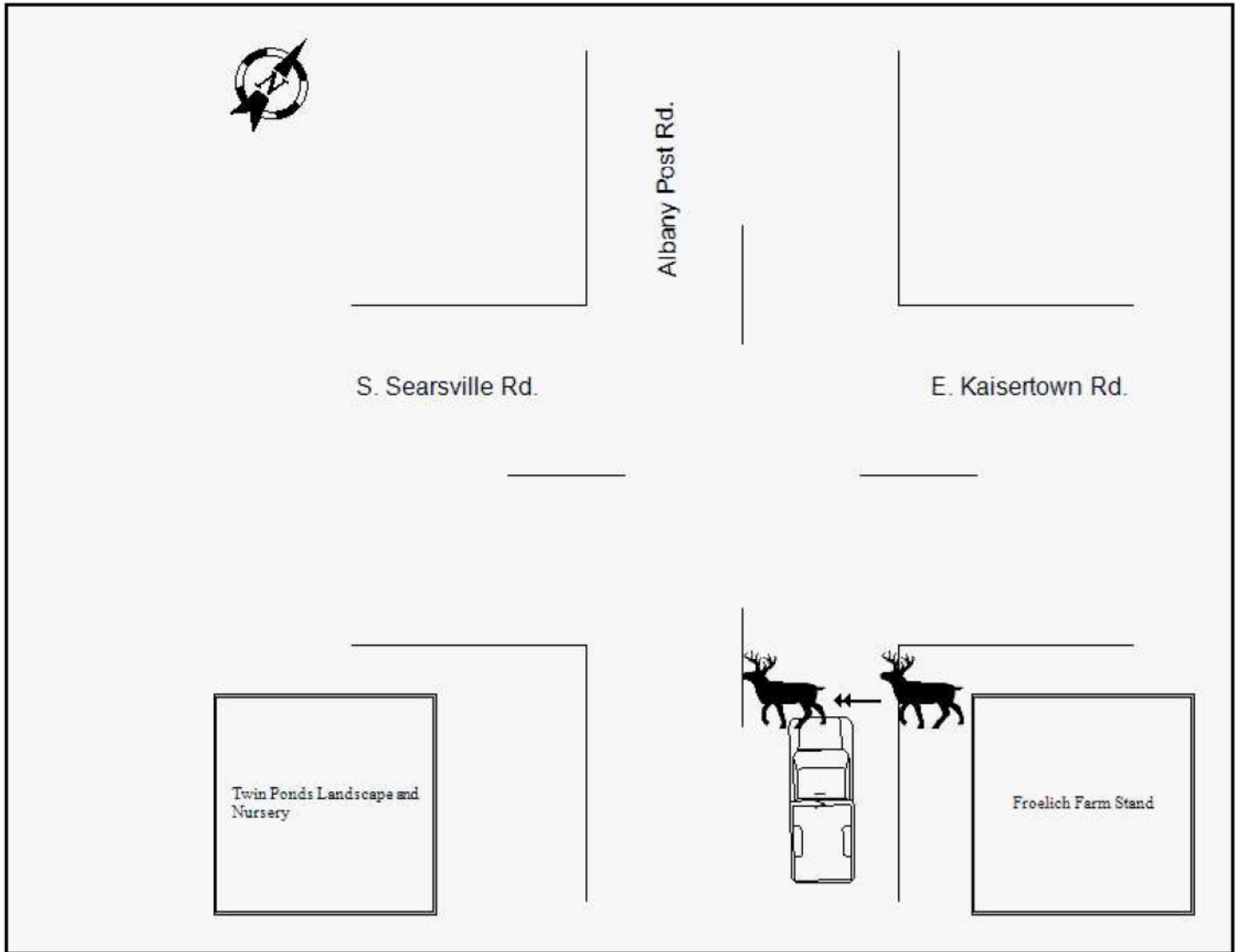
1	Accident Date			20
	Month 10	Day 23	Year 2018	
2	Day of Week TUESDA		21	
	Military Time 0721			
3	No. of Vehicles 1	No. Injured 0	22	
	No. Killed 0	Not Investigated at Scene <input checked="" type="checkbox"/>		
4	Left Scene <input type="checkbox"/>		23	
	Police Photos <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No			
5	Accident Reconstructed <input type="checkbox"/>		24	
	State of Lic.			
6	VEHICLE 1		25	
	VEHICLE 2 - Driver			
7	VEHICLE 2 - Driver License ID Number		26	
	Driver Name - exactly as printed on license			
8	Address (Include Number & Street)		27	
	Apt. No.			
9	City or Town		28	
	State Zip Code			
10	Date of Birth		29	
	Sex			
11	Unlicensed <input type="checkbox"/>		30	
	No. of Occupants			
12	Public Property Damaged <input type="checkbox"/>		31	
	Name—exactly as printed on registration			
13	Sex		32	
	Date of Birth			
14	Month Day Year		33	
	Address (Include Number & Street)			
15	Apt. No.		34	
	Haz. Mat. Code			
16	City or Town		35	
	State Zip Code			
17	Plate Number		36	
	State of Reg.			
18	Vehicle Year & Make		37	
	Vehicle Type			
19	Ins. Code		38	
	Ticket/Arrest Number(s)			
20	Violation Section(s)		39	
	Ticket/Arrest Number(s)			
21	Violation Section(s)		40	
	Check if involved vehicle is:			
22	<input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.		41	
	<input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.			
23	VEHICLE 1 DAMAGE CODES		42	
	Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes			
24	VEHICLE 2 DAMAGE CODES		43	
	Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes			
25	Vehicle By Towed: To		44	
	Vehicle By Towed: To			
26	VEHICLE DAMAGE CODING:		45	
	1-13. SEE DIAGRAM ON RIGHT. 14. UNDERCARRIAGE 17. DEMOLISHED 15. TRAILER 18. NO DAMAGE 16. OVERTURNED 19. OTHER			
27	Reference Marker		46	
	Coordinates (if available)			
28	Latitude/Northing:		47	
	Longitude/Easting:			
29	Place Where Accident Occurred:		48	
	County ORAN <input type="checkbox"/> City <input type="checkbox"/> Village <input checked="" type="checkbox"/> Town of MONTGOMERY, TOWN OF Road on which accident occurred ALBANY POST RD at 1) intersecting street E. KAISERTOWN RD (Route Number or Street Name) or 2) _____ of _____ (Milepost, Nearest intersecting Route Number or Street Name)			
30	Accident Description/Officer's Notes		49	
	V1 was traveling North West on Albany Post Rd. A deer ran out from a wooded area on the right hand side of the roadway and V1 struck the deer resulting in the above listed damage.			
31	ALL INVOLVED		50	
	8 9 10 11 12 13 14 15 16 17 BY TO 18 Names of all involved Date of Death Only			
32	Officer's Rank and Signature po		51	
	Print Name in Full GINA KEHOE			
33	Badge/ID No. 45		52	
	NCIC No. 03574			
34	Precinct/Post Troop/Zone F1		53	
	Station/Beat/ Sector			
35	Reviewing Officer VANTASSEL, JON		54	
	Date/Time Reviewed 2018/10/26 10:10			

USE
COVER
SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

37548950

Local Codes

KMMVP78TM1SX

☐ AMENDED REPORT

DMV COPY

Accident Date

Month
10Day
25Year
2018

Day of Week

Thu

Military Time

1505

No. of
Vehicles
2No. Injured
0No. Killed
0Not Investigated at Scene ☐
Accident Reconstructed ☐Left Scene ☐Police Photos
☐ Yes ☒ No

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIANTicket/Arrest
Number(s) C4328TJTZ7Violation
Section(s) 5111ATicket/Arrest
Number(s)Violation
Section(s)

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact 9 1 2

Box 2 - Most Damage 18

Enter up to three more Damage Codes 3 4 5

Vehicle By
Towed: To

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 2 DAMAGE CODES

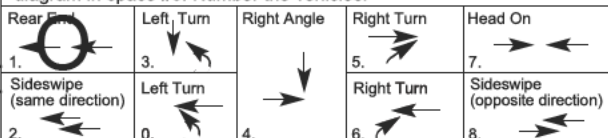
Box 1 - Point of Impact 6 1 2

Box 2 - Most Damage 6

Enter up to three more Damage Codes 3 4 5

Vehicle By
Towed: To

Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.



ACCIDENT DIAGRAM

DIAGRAM IS PRINTED ON LAST PAGE

Cost of repairs to any one vehicle will be more than \$1000.

☐ Unknown/Unable to Determine ☒ Yes ☐ No

VEHICLE DAMAGE CODING:

1-13. SEE DIAGRAM ON RIGHT.

14. UNDERCARRIAGE 17. DEMOLISHED

15. TRAILER 18. NO DAMAGE

16. OVERTURNED 19. OTHER

Reference Marker

1 7 K

8 3 0 1

1 1 0 7

Coordinates (if available)

Latitude/Northing:
564108

Longitude/Easting:
4597422

Place Where Accident Occurred:

County ORAN

☐ City ☒ Village ☐ Town of MONTGOMERY, VILLAGE OF

Road on which accident occurred SUNOCO PARKING LOT

(Route Number or Street Name)

at 1) intersecting street

(Route Number or Street Name)

or 2) 20

Feet Miles

☒ N☐ S☐ E☐ W

of Ward Street

(Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

Driver of V2 stated as she was waiting for traffic to turn on Ward Street V1 backed into her vehicle damaging the rear bumper and tail light. Driver of V1 stated it was his fault, he backed into her.

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	60	1	-	-	-						
B	02	1	4	1	36	2	-	-	-						
C															
D															
E															
F															

Officer's Rank and Signature OFFICER

Print Name in Full JEFFREY BLACKFORD

Badge/ID No. 035

NCIC No. 03527

Precinct/Post Troop/Zone

Station/Beat/Sector

Reviewing Officer

HERLIHY, WILLIAM

Date/Time Reviewed

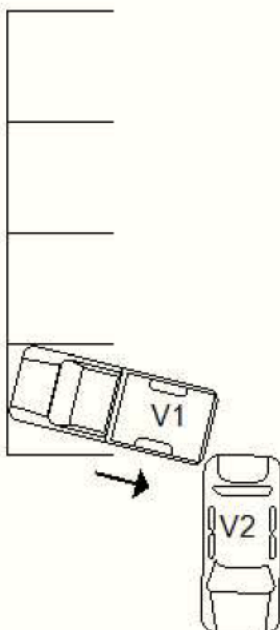
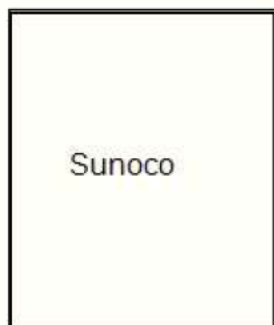
2018/10/27 14:07

USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



Ward Street

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

37648770

Local Codes

SP2F338Z9690

☒ **AMENDED REPORT****DMV COPY**

1	Accident Date			Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene <input type="checkbox"/>	Left Scene <input type="checkbox"/>	Police Photos <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
	Month	Day	Year								
	11	29	2018	Thu	1750	2	1	0	Accident Reconstructed <input type="checkbox"/>	<input type="checkbox"/>	

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIAN

2											
3											
2											

4	Name—exactly as printed on registration			Sex	Date of Birth		
5	town of montgomery pd			C	Month	Day	Year
	Address (Include Number & Street)			Apt. No.	Haz. Mat Code	Released	
	110 BRACKEN RD				-	<input type="checkbox"/>	
	City or Town			State	Zip Code		
	MONTGOMERY			NY	12549		
	Plate Number	State of Reg.	Vehicle Year & Make	Vehicle Type	Ins. Code		
	POLICE	NY	2015 FORD	POLI			

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

6	Check if involved vehicle is:			Check if involved vehicle is:			Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.					
1	<input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.			<input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.			<div style="display: flex; justify-content: space-around;"> <div> Rear End 1. ← ← </div> <div> Left Turn 3. ↺ </div> <div> Right Angle ↓ </div> <div> Right Turn 5. ↻ </div> <div> Head On 7. → → </div> </div>					
7	VEHICLE 1 DAMAGE CODES Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes			VEHICLE 2 DAMAGE CODES Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes			<div style="display: flex; justify-content: space-around;"> <div> Sideswipe (same direction) 2. ← ← </div> <div> Left Turn 0. ↺ </div> <div> Right Turn 6. ↻ </div> <div> Sideswipe (opposite direction) 8. → → </div> </div>					
1	Vehicle By Towed: To			Vehicle By Towed: To			ACCIDENT DIAGRAM DIAGRAM IS PRINTED ON LAST PAGE					

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

Reference Marker	Coordinates (if available)	Place Where Accident Occurred:	
1 7 K	Latitude/Northing: 566677	County <u>ORAN</u> <input type="checkbox"/> City <input type="checkbox"/> Village <input checked="" type="checkbox"/> Town of <u>MONTGOMERY, TOWN OF</u>	
8 3 0 1	Longitude/Easting: 4597401	Road on which accident occurred <u>STATE HIGHWAY 208</u> (Route Number or Street Name)	
1 1 2 3		at 1) intersecting street <u>STATE ROUTE 17K</u> (Route Number or Street Name)	
		or 2) <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W of _____ (Milepost, Nearest intersecting Route Number or Street Name)	

Accident Description/Officer's Notes											
The accident occurred in a police vehicle owned/operated by the Town of Montgomery Police Department. V-1 was making a left hand turn, with a steady green arrow, onto State Route 208. V-2 makes a right hand turn, steady red light, onto State Route 208 and fails to yield to the right of way of V-1. V-2 strikes V-1 causing the above damage.											

USE COVER SHEET											
-----------------	--	--	--	--	--	--	--	--	--	--	--

ALL INVOLVED	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	23	1	4	12	6						
B	02	1	4	1	36	2	-	-	-						
C	02	5	4	1	11	2	-	-	-						
D	02	4	5	1	7	2	-	-	-						
E															
F															

Officer's Rank and Signature	SGT S/C	Badge/ID No.	3598	NCIC No.	13503	Precinct/Post Troop/Zone	F2	Station/Beat/Sector	31	Reviewing Officer	WORDEN, ARTHUR	Date/Time Reviewed	2018/12/19 13:28
Print Name in Full	ARTHUR WORDEN												

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

37671583

Local Codes

9KC2598VCH4V

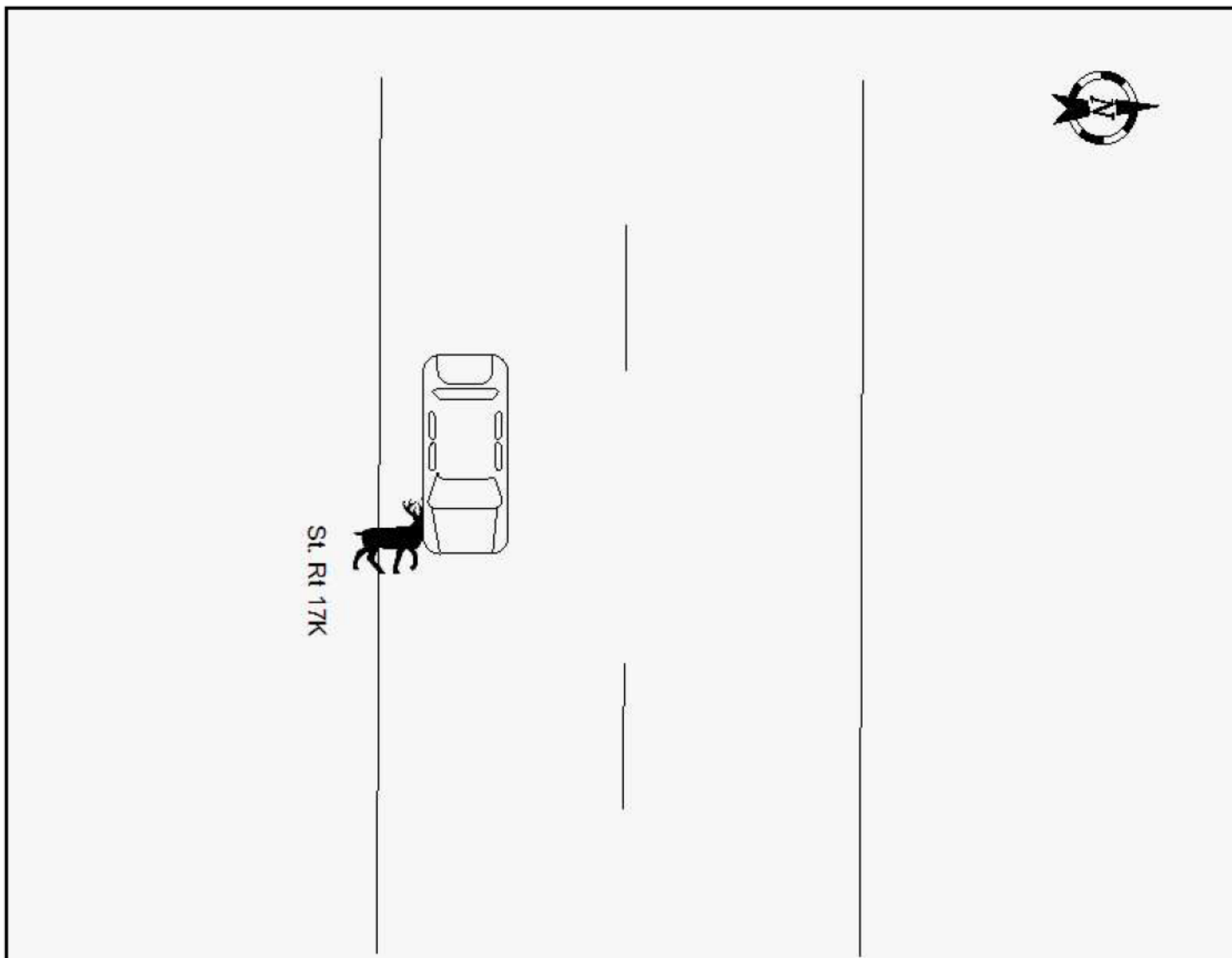
☐ AMENDED REPORT

DMV COPY

1	Accident Date Month 11 Day 02 Year 2018		Day of Week FRIDAY	Military Time 0815	No. of Vehicles 1	No. Injured 0	No. Killed 0	Not Investigated at Scene <input type="checkbox"/>	Left Scene <input type="checkbox"/>	Police Photos <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	20					
2	VEHICLE 1					<input type="checkbox"/> VEHICLE 2 <input type="checkbox"/> BICYCLIST <input type="checkbox"/> PEDESTRIAN <input type="checkbox"/> OTHER PEDESTRIAN						21				
3						VEHICLE 2 - Driver License ID Number Driver Name - exactly as printed on license Address (Include Number & Street) City or Town State Zip Code Date of Birth Month Day Year Sex Unlicensed <input type="checkbox"/> No. of Occupants Public Property Damaged <input type="checkbox"/> Name-exactly as printed on registration Sex Date of Birth Month Day Year Address (Include Number & Street) Apt. No. Haz. Mat. Code Released <input type="checkbox"/> City or Town State Zip Code Plate Number State of Reg. Vehicle Year & Make Vehicle Type Ins. Code					22					
4						Ticket/Arrest Number(s)					Ticket/Arrest Number(s)					23
5						Violation Section(s)					Violation Section(s)					24
6						Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.					Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.					25
7						VEHICLE 1 DAMAGE CODES Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes Vehicle By Towed: To					VEHICLE 2 DAMAGE CODES Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes Vehicle By Towed: To					26
8	VEHICLE DAMAGE CODING: 1-13. SEE DIAGRAM ON RIGHT. 14. UNDERCARRIAGE 17. DEMOLISHED 15. TRAILER 18. NO DAMAGE 16. OVERTURNED 19. OTHER					ACCORDING TO THE DIAGRAM BELOW THAT DESCRIBES THE ACCIDENT, OR DRAW YOUR OWN DIAGRAM IN SPACE #9. NUMBER THE VEHICLES. Rear End Left Turn Right Angle Right Turn Head On Sideswipe (same direction) Left Turn Right Turn Sideswipe (opposite direction) 1. 2. 3. 4. 5. 6. 7. 8. 9. DIAGRAM IS PRINTED ON LAST PAGE Cost of repairs to any one vehicle will be more than \$1000. <input type="checkbox"/> Unknown/Unable to Determine <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No					27					
9	Reference Marker 1 7 K 8 3 0 1 1 1 2 6					Coordinates (if available) Latitude/Northing: Longitude/Easting:					28					
10	Place Where Accident Occurred: County ORAN <input type="checkbox"/> City <input type="checkbox"/> Village <input checked="" type="checkbox"/> Town of MONTGOMERY, TOWN OF Road on which accident occurred STATE ROUTE 17K at 1) intersecting street or 2) 500 Feet Miles <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input checked="" type="checkbox"/> W of Walnut St (Milepost, Nearest intersecting Route Number or Street Name)					Accident Description/Officer's Notes Driver of vehicle 1 did strike a deer.					29					
11	ALL INVOLVED					Names of all involved					30					
12	8 9 10 11 12 13 14 15 16 17 BY TO 18					Date of Death Only										
13	A 01 1 4 1 53 2 - - -															
14	B															
15	C															
16	D															
17	E															
18	F															
19	Officer's Rank and Signature PO Print Name in Full MICHAEL QUINN					Badge/ID No. 11 NCIC No. 03574 Precinct/Post Troop/Zone 2F1 Station/Beat/Sector 1 Reviewing Officer HANK, JOHN Date/Time Reviewed 2018/11/29 23:42										

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

37671602

Local Codes

9KS0029009V0

☒ **AMENDED REPORT****DMV COPY**

1 -	Accident Date			Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene <input type="checkbox"/>	Left Scene	Police Photos	20 -
	Month 12	Day 06	Year 2018	Thu	0718	2	0	0	Accident Reconstructed <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIAN

2 -	3 7	[Redacted Area]										21 -

4 1	Name—exactly as printed on registration blue line rental llc			Sex C	Date of Birth Month Day Year			23 7
	Address (Include Number & Street) 1220 SE 82ND ST			Apt. No.	Haz. Mat Code	Released <input type="checkbox"/>		
5 1	City or Town OKLAHOMA CITY			State OK	Zip Code 73149			24 7
	Plate Number 3BT614	State of Reg. OK	Vehicle Year & Make 2018 FRHT	Vehicle Type TRAC	Ins. Code			

6 1	Ticket/Arrest Number(s)				Ticket/Arrest Number(s)				25 1
	Violation Section(s)				Violation Section(s)				

7 2	1	Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.				Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.				Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.				26 8
		VEHICLE 1 DAMAGE CODES Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes				VEHICLE 2 DAMAGE CODES Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes				ACCIDENT DIAGRAM				

7 2	1	Vehicle By Towed: To				Vehicle By Towed: To				9. Cost of repairs to any one vehicle will be more than \$1000. <input checked="" type="checkbox"/> Unknown/Unable to Determine <input type="checkbox"/> Yes <input type="checkbox"/> No				27 1
		VEHICLE DAMAGE CODING: 1-13. SEE DIAGRAM ON RIGHT. 14. UNDERCARRIAGE 17. DEMOLISHED 15. TRAILER 18. NO DAMAGE 16. OVERTURNED 19. OTHER												

8 3	0	1	Reference Marker	Coordinates (if available)	Place Where Accident Occurred:				28 1
			Latitude/Northing:	County ORAN	<input type="checkbox"/> City <input type="checkbox"/> Village <input checked="" type="checkbox"/> Town of	MONTGOMERY, TOWN OF			
1	1	2	1	Longitude/Easting:	Road on which accident occurred STATE RTE 17K				29 -
					(Route Number or Street Name)				
					at 1) intersecting street				
					(Route Number or Street Name)				
					or 2) 150 Feet Miles				
					<input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input checked="" type="checkbox"/> W of montgomery hgts rd (Milepost, Nearest intersecting Route Number or Street Name)				

Accident Description/Officer's Notes										30 -
ON THE ABOVE DATE, TIME AND LOCATION THE DRIVER OF VEHICLE #1 REAR ENDED VEHICLE #2 WHEN THEY WERE STOPPED IN TRAFFIC.										

ALL INVOLVED	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only	
	A 01	1	4	1	48	1	-	-	-							
	B 02	1	4	1	49	1	-	-	-							
	C															
	D															
	E															
	F															

Officer's Rank and Signature PO	Badge/ID No.	NCIC No.	Precinct/Post Troop/Zone	Station/Beat/Sector	Reviewing Officer	Date/Time Reviewed
Print Name in Full KEN BYRNES	24	03574	F2	4	VANTASSEL, JON	2018/12/07 10:12

USE COVER SHEET
N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

37671603

Local Codes

9KC25990S3C3

☐ AMENDED REPORT

DMV COPY

Accident Date

Month

Day

Year

Day of Week

Military Time

No. of Vehicles

No. Injured

No. Killed

Not Investigated at Scene ☐

Left Scene

Police Photos

12

13

2018

Thu

1832

2

0

0

Accident Reconstructed ☐☐☐ Yes ☒ No

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIANTicket/Arrest
Number(s)Ticket/Arrest
Number(s)

C25990S4JR

Violation
Section(s)Violation
Section(s)

4011A

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

Check if involved vehicle is:

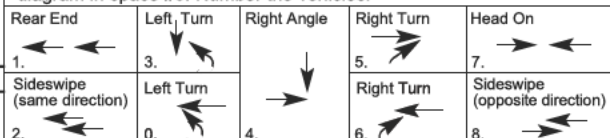
☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.



ACCIDENT DIAGRAM

DIAGRAM IS PRINTED ON LAST PAGE

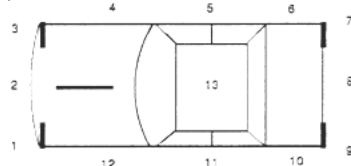
Cost of repairs to any one vehicle will be more than \$1000.

☐ Unknown/Unable to Determine ☒ Yes ☐ No

VEHICLE DAMAGE CODING:

1-13. SEE DIAGRAM ON RIGHT.

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



Reference Marker

Coordinates (if available)

Latitude/Northing:

Longitude/Easting:

Place Where Accident Occurred:

County ORAN

☐ City ☐ Village ☒ Town of MONTGOMERY, TOWN OF

Road on which accident occurred STATE ROUTE 208

(Route Number or Street Name)

at 1) intersecting street

(Route Number or Street Name)

or 2) 25

Feet Miles

☐ N☒ S☐ E☐ W

of STATE ROUTE 17K

(Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

AT TIME AND PLACE OF OCCURRENCE V-1 WAS TRAVELING S/B ON STATE ROUTE 208 AND ATTEMPTED A LEFT TURN INTO A GAS STATION, V-1 WAS HIT BY V-2 THAT WAS TRAVELING N/B ON STATE ROUTE 208 CAUSING THE ABOVE LISTED DAMAGE.

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	49	1	-	-	-						
B	02	1	4	1	50	1	-	-	-						
C															
D															
E															
F															

Officer's Rank and Signature

PO

Print Name in Full

JOHN FLORIO

Badge/ID No.

39

NCIC No.

03574

Precinct/Post Troop/Zone

F2

Station/Beat/Sector

3

Reviewing Officer

VANTASSEL, JON

Date/Time Reviewed

2018/12/17 10:58

USE COVER SHEET

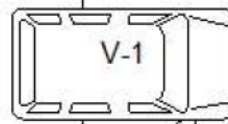
N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

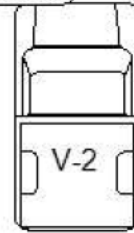
ACCIDENT DIAGRAM



STATE ROUTE 208



V-1



V-2

CITGO

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

37671604

Local Codes

9KPDR190RH3J

☐ AMENDED REPORT

DMV COPY

1	Accident Date			20
	Month 12	Day 09	Year 2018	
2	Day of Week SUNDAY			21
	Military Time 1800			
3	No. of Vehicles 1			22
	No. Injured 0			
4	No. Killed 0			23
	Not Investigated at Scene <input type="checkbox"/>			
5	Left Scene <input type="checkbox"/>			24
	Police Photos <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No			
6	Accident Reconstructed <input type="checkbox"/>			25
7	VEHICLE 1			26
	VEHICLE 2 <input type="checkbox"/> BICYCLIST <input type="checkbox"/> PEDESTRIAN <input type="checkbox"/> OTHER PEDESTRIAN			
8	VEHICLE 2 - Driver License ID Number			27
	State of Lic.			
9	Driver Name - exactly as printed on license			28
	Address (Include Number & Street)			
10	Apt. No.			29
	City or Town			
11	State			30
	Zip Code			
12	Date of Birth			31
	Month	Day	Year	
13	Sex			32
	Unlicensed <input type="checkbox"/>			
14	No. of Occupants			33
	Public Property Damaged <input type="checkbox"/>			
15	Name—exactly as printed on registration			34
	Sex			
16	Date of Birth			35
	Month	Day	Year	
17	Address (Include Number & Street)			36
	Apt. No.			
18	City or Town			37
	State			
19	Zip Code			38
	Plate Number			
20	State of Reg.			39
	Vehicle Year & Make			
21	Vehicle Type			40
	Ins. Code			
22	Ticket/Arrest Number(s)			41
	Violation Section(s)			
23	Ticket/Arrest Number(s)			42
	Violation Section(s)			
24	Check if involved vehicle is:			43
	<input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.			
25	VEHICLE 1 DAMAGE CODES			44
	Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes Vehicle By Towed: To			
26	VEHICLE 2 DAMAGE CODES			45
	Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes Vehicle By Towed: To			
27	Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.			46
	Rear End Left Turn Right Angle Right Turn Head On Sideswipe (same direction) Left Turn Right Turn Sideswipe (opposite direction)			
28	ACCIDENT DIAGRAM			47
	9. DIAGRAM IS PRINTED ON LAST PAGE Cost of repairs to any one vehicle will be more than \$1000. <input type="checkbox"/> Unknown/Unable to Determine <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
29	Reference Marker			48
	Coordinates (if available)			
30	Place Where Accident Occurred:			49
	County <u>ORAN</u> <input type="checkbox"/> City <input type="checkbox"/> Village <input checked="" type="checkbox"/> Town of <u>MONTGOMERY, TOWN OF</u> Road on which accident occurred <u>STATE ROUTE 17K</u> at 1) intersecting street _____ (Route Number or Street Name) at 2) <u>1</u> <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input checked="" type="checkbox"/> W of <u>WALNUT ST</u> Feet Miles (Milepost, Nearest intersecting Route Number or Street Name)			
31	Accident Description/Officer's Notes			50
	V1 WAS UNABLE TO AVOID A DEER THAT CROSSED THE ROADWAY.			
32	ALL INVOLVED			51
	8 9 10 11 12 13 14 15 16 17 BY TO 18 Names of all involved Date of Death Only			
33	Officer's Rank and Signature <u>INV</u>			52
	Print Name in Full <u>JASON MEEHAN</u>			
34	Badge/ID No. <u>61</u>			53
	NCIC No. <u>03574</u>			
35	Precinct/Post Troop/Zone <u>F2</u>			54
	Station/Beat/Sector <u>4</u>			
36	Reviewing Officer <u>VANTASSEL, JON</u>			55
	Date/Time Reviewed <u>2018/12/17 10:58</u>			

USE
COVER
SHEET

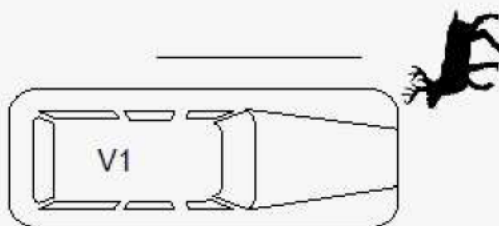
N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



ST RT 17K



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

37671616

Local Codes

9KM26890KSQC

☐ AMENDED REPORT

DMV COPY

1	Accident Date Month 12 Day 11 Year 2018		Day of Week TUESDA	Military Time 1900	No. of Vehicles 1	No. Injured 0	No. Killed 0	Not Investigated at Scene <input type="checkbox"/>	Left Scene <input type="checkbox"/>	Police Photos <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	20							
2	VEHICLE 1					<input type="checkbox"/> VEHICLE 2 <input type="checkbox"/> BICYCLIST <input type="checkbox"/> PEDESTRIAN <input type="checkbox"/> OTHER PEDESTRIAN						21						
3						VEHICLE 2 - Driver License ID Number Driver Name - exactly as printed on license Address (Include Number & Street) Apt. No. City or Town State Zip Code Date of Birth Month Day Year Sex Unlicensed <input type="checkbox"/> No. of Occupants Public Property Damaged <input type="checkbox"/> Name-exactly as printed on registration Sex Date of Birth Month Day Year Address (Include Number & Street) Apt. No. Haz. Mat. Code Released <input type="checkbox"/> City or Town State Zip Code Plate Number State of Reg. Vehicle Year & Make Vehicle Type Ins. Code						22						
4						Ticket/Arrest Number(s)						Ticket/Arrest Number(s)						23
5						Violation Section(s)						Violation Section(s)						24
6						Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.						Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.						25
7						VEHICLE 1 DAMAGE CODES Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes Vehicle By Towed: To						VEHICLE 2 DAMAGE CODES Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes Vehicle By Towed: To						26
8	VEHICLE DAMAGE CODING: 1-13. SEE DIAGRAM ON RIGHT. 14. UNDERCARRIAGE 17. DEMOLISHED 15. TRAILER 18. NO DAMAGE 16. OVERTURNED 19. OTHER						ACCORDING TO THE DIAGRAM, CIRCLE THE DIAGRAM BELOW THAT DESCRIBES THE ACCIDENT, OR DRAW YOUR OWN DIAGRAM IN SPACE #9. NUMBER THE VEHICLES. Rear End Left Turn Right Angle Right Turn Head On 1. 2. 3. 4. 5. 6. 7. 8. 9. Sideswipe (same direction) Left Turn Right Turn Sideswipe (opposite direction) ACCORDING TO THE DIAGRAM, CIRCLE THE DIAGRAM BELOW THAT DESCRIBES THE ACCIDENT, OR DRAW YOUR OWN DIAGRAM IN SPACE #9. NUMBER THE VEHICLES. DIAGRAM IS PRINTED ON LAST PAGE Cost of repairs to any one vehicle will be more than \$1000. <input type="checkbox"/> Unknown/Unable to Determine <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No						27					
9	Reference Marker		Coordinates (if available)		Place Where Accident Occurred: County ORAN City Village <input checked="" type="checkbox"/> Town of MONTGOMERY, TOWN OF Road on which accident occurred ST 17K at 1) intersecting street (Route Number or Street Name) or 2) 1000 Feet Miles <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input checked="" type="checkbox"/> W of bailey rd (Milepost, Nearest intersecting Route Number or Street Name)							28						
10	Accident Description/Officer's Notes VEHICLE # 1 TRAVELING WESTBOUND ON ST. 17K WHEN A DEER RAN INTO VEHICLE # 1 CAUSING DAMAGE.											29						
11	ALL INVOLVED											30						
12	Names of all involved											31						
13	Date of Death Only											32						
14	Officer's Rank and Signature PO Print Name in Full PAUL RAPOLI											33						
15	Badge/ID No. 42											34						
16	NCIC No. 03574											35						
17	Precinct/Post Troop/Zone F2											36						
18	Station/Beat/Sector 1											37						
19	Reviewing Officer HANK, JOHN											38						
20	Date/Time Reviewed 2018/12/22 02:28											39						

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM

ST. 17K



VEH. #1



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

37700614

Local Codes

9KPDR3941TXH

☐ AMENDED REPORT

DMV COPY

Accident Date

Month
01Day
07Year
2019

Day of Week

Mon

Military Time

0850

No. of Vehicles

2

No. Injured

0

No. Killed

0

Not Investigated at Scene ☐Accident Reconstructed ☐Left Scene ☐☐

Police Photos

☐ Yes ☒ No

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIANTicket/Arrest
Number(s)Violation
Section(s)Ticket/Arrest
Number(s)Violation
Section(s)

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact 1 2

Box 2 - Most Damage 1 1

Enter up to three more Damage Codes 3 4 5

Vehicle By Towed: To

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 2 DAMAGE CODES

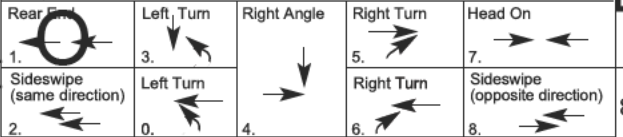
Box 1 - Point of Impact 8 8

Box 2 - Most Damage 8 8

Enter up to three more Damage Codes 3 4 5

Vehicle By Towed: To

Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.



ACCIDENT DIAGRAM

Cost of repairs to any one vehicle will be more than \$1000.

☒ Unknown/Unable to Determine ☐ Yes ☐ No

Reference Marker

6

8 3 0 1

1 3 0 1

Coordinates (if available)

Latitude/Northing:

Longitude/Easting:

Place Where Accident Occurred:

County ORAN ☐ City ☐ Village ☒ Town of MONTGOMERY, TOWN OFRoad on which accident occurred 1145 STATE RTE 17K

(Route Number or Street Name)

at 1) intersecting street

(Route Number or Street Name)

or 2) 1000 ☐ N ☐ S ☐ E ☒ W of bailey rd

Feet Miles

(Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

Driver of vehicle #2 was stopped in traffic at the location when vehicle #1 struck her from behind. Driver of vehicle #1 stated she was checking on her child in the rear seat and did not see that traffic had stopped.

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	39	2	-	-	-						
B	01	4	5	1	0	1	-	-	-						
C	02	1	4	1	27	2	-	-	-						
D															
E															
F															

Officer's Rank and Signature **POLICE OFF**Print Name in Full **RUSSELL KENNEDY**

Badge/ID No.

38

NCIC No.

03574

Precinct/Post Troop/Zone

F2

Station/Beat/Sector

1

Reviewing Officer

HANK, JOHN

Date/Time Reviewed

2019/01/22 15:27

USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

37709407

Local Codes

KMC423949RTQ

☐ AMENDED REPORT

DMV COPY

Accident Date

Month
01Day
15Year
2019

Day of Week

Tues

Military Time

1920

No. of
Vehicles
2No. Injured
0No. Killed
0Not Investigated at Scene ☐Left Scene ☐

Police Photos

Accident Reconstructed ☐☐ Yes ☒ No

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIANTicket/Arrest
Number(s)Ticket/Arrest
Number(s)Violation
Section(s)Violation
Section(s)

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact 2 1 2

Box 2 - Most Damage

Enter up to three more Damage Codes 3 4 5

Vehicle By QUALITY TOWING

Towed: To QUALITY TOWING

VEHICLE DAMAGE CODING:

1-13. SEE DIAGRAM ON RIGHT.

14. UNDERCARRIAGE 17. DEMOLISHED

15. TRAILER 18. NO DAMAGE

16. OVERTURNED 19. OTHER

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 2 DAMAGE CODES

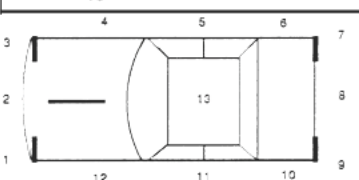
Box 1 - Point of Impact 8 1 8

Box 2 - Most Damage

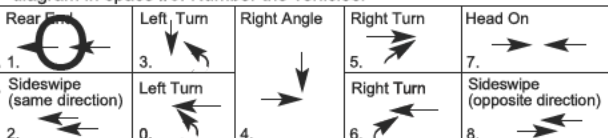
Enter up to three more Damage Codes 3 4 5

Vehicle By

Towed: To



Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.



ACCIDENT DIAGRAM

DIAGRAM IS PRINTED ON LAST PAGE

Cost of repairs to any one vehicle will be more than \$1000.

☐ Unknown/Unable to Determine ☒ Yes ☐ No

Reference Marker

Coordinates (if available)

1 7 K

Latitude/Northing:
564021

8 3 0 1

Longitude/Easting:
4597423

Place Where Accident Occurred:

County ORAN

☐ City ☒ Village ☐ Town of MONTGOMERY, VILLAGE OF

Road on which accident occurred WARD ST

(Route Number or Street Name)

at 1) intersecting street GOODWILL RD

(Route Number or Street Name)

or 2) ☐ N ☐ S ☐ E ☐ W of _____

Feet Miles (Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

Vehicle 2 operator was attempting to make a left turn onto Goodwill Rd when he was struck from the rear by Vehicle 1 on Ward St.

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	53	1	-	-	-						
B	02	1	4	1	22	1	-	-	-						
C															
D															
E															
F															

Officer's Rank and Signature OFFICER

Print Name in Full KRISTOFF SCHERMA

Badge/ID No. 034

NCIC No. 03527

Precinct/Post Troop/Zone

Station/Beat/Sector

Reviewing Officer

HERLIHY, WILLIAM

Date/Time Reviewed

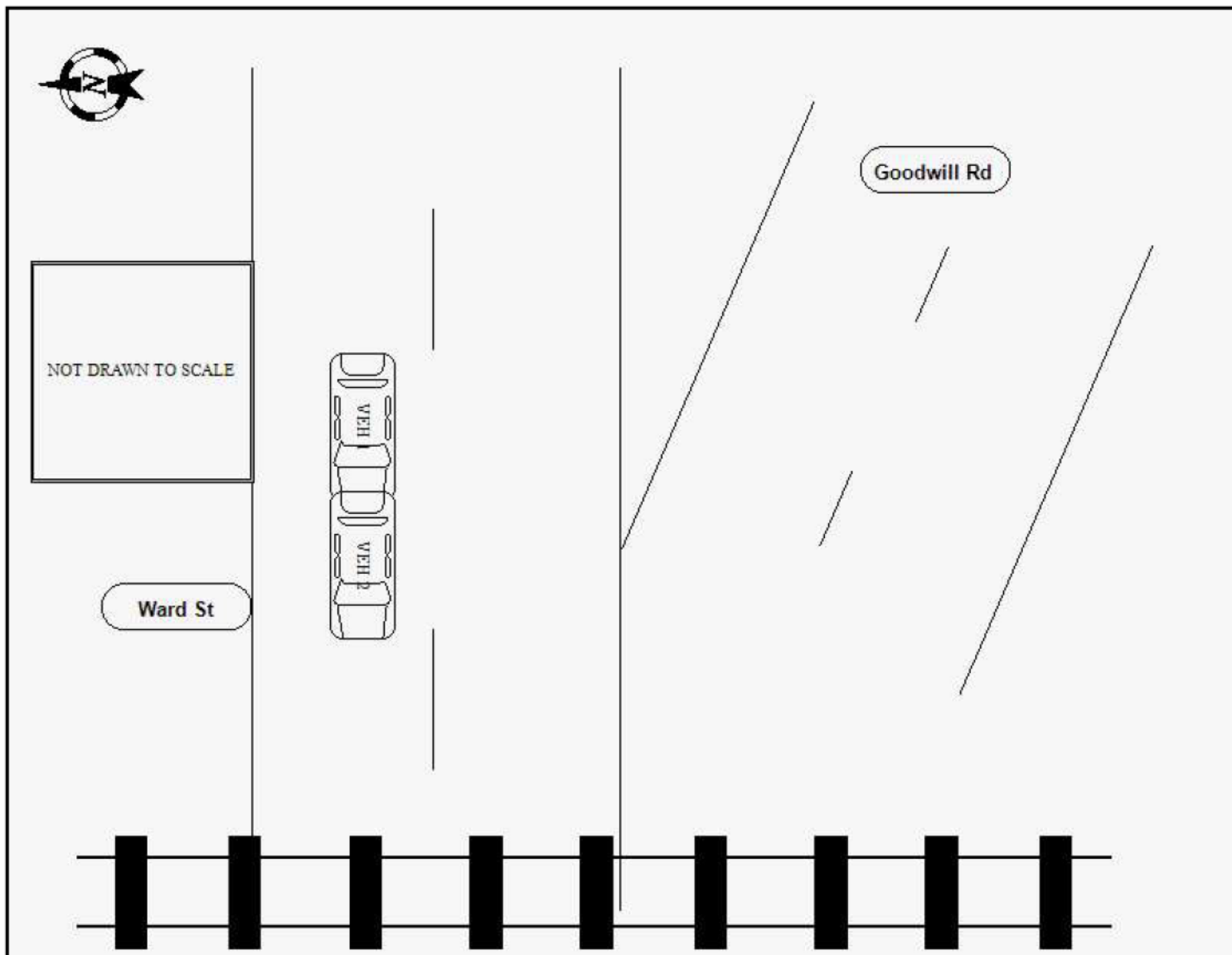
2019/01/27 12:59

USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

37733985

Local Codes

KMMVP796RSZV

☐ AMENDED REPORT

DMV COPY

Accident Date

Month
02Day
07Year
2019

Day of Week

Thu

Military Time

1938

No. of Vehicles

2

No. Injured

0

No. Killed

0

Not Investigated at Scene ☐Accident Reconstructed ☐Left Scene ☐☐

Police Photos

☐ Yes ☒ No

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIANTicket/Arrest
Number(s)Violation
Section(s)Ticket/Arrest
Number(s)Violation
Section(s)

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact 2 1 2

Box 2 - Most Damage

Enter up to three more Damage Codes 3 4 5

Vehicle By Towed: To

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 2 DAMAGE CODES

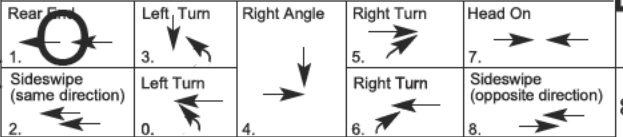
Box 1 - Point of Impact 8 1 8

Box 2 - Most Damage

Enter up to three more Damage Codes 3 4 5

Vehicle By Towed: To

Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.



ACCIDENT DIAGRAM

DIAGRAM IS PRINTED ON LAST PAGE

Cost of repairs to any one vehicle will be more than \$1000.

☐ Unknown/Unable to Determine ☐ Yes ☒ No

Reference Marker

1 7 K

8 3 0 1

1 1 0 4

Coordinates (if available)

Latitude/Northing:
563662

Longitude/Easting:
4597601

Place Where Accident Occurred:

County ORAN

☐ City ☒ Village ☐ Town of MONTGOMERY, VILLAGE OF

Road on which accident occurred WARD ST

(Route Number or Street Name)

at 1) intersecting street

(Route Number or Street Name)

or 2) 20

Feet Miles

☐ N ☐ S☒ E ☐ W

of Clinton Street

(Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

Driver of V2 stated as she was sitting at the light she was hit from behind. Driver of V2 had shoulder and neck pain but did not want medical evaluation. Driver of V1 stated as he was coming to the light he slipped of the brake hitting V2. V1 had damage done to the license plate but not the vehicle, V2 had minor scratches to the back bumper.

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	29	1	-	-	-						
B	02	1	4	1	59	2	-	-	-						
C															
D															
E															
F															

Officer's Rank and Signature

OFFICER

Print Name in Full

JEFFREY BLACKFORD

Badge/ID No.

035

NCIC No.

03527

Precinct/Post Troop/Zone

Station/Beat/ Sector

Reviewing Officer

HERLIHY, WILLIAM

Date/Time Reviewed

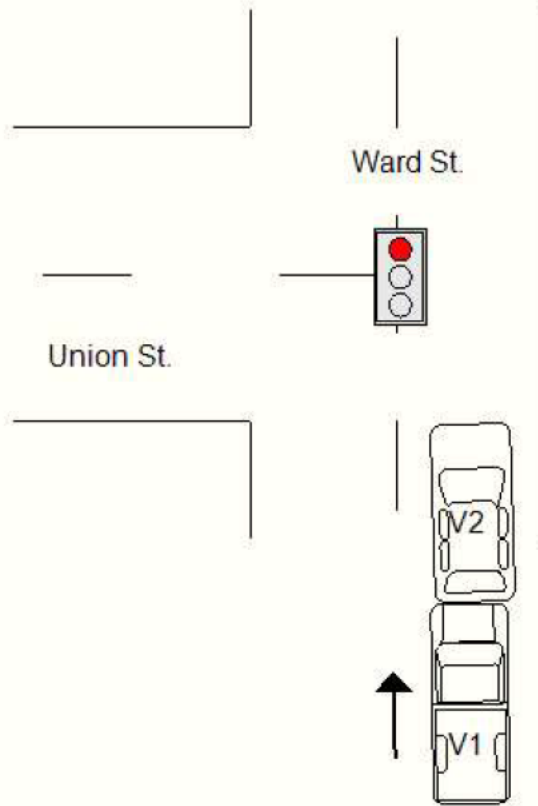
2019/02/09 15:27

USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



FOLD → ← HERE

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

Use only for accidents that happen in New York State

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

DO NOT FORGET ACCIDENT DATE		Page 1 of 2		<input type="checkbox"/> RUSH - DRIVER OF VEHICLE 1 - LICENSE SUSPENDED FOR FAILURE TO REPORT	
Accident Date Month 2 Day 3 Year 2019	Day of Week Sunday	Time <input checked="" type="checkbox"/> AM <input type="checkbox"/> PM	Number of Vehicle 1	Number Injured 0	Number Killed 0
Did police investigate accident at scene? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No			If "Yes", Name of Police Agency or Precinct & Accident Number		
DRIVER OF VEHICLE 1			<input type="checkbox"/> VEHICLE 2 <input type="checkbox"/> PEDESTRIAN <input type="checkbox"/> BICYCLIST <input type="checkbox"/> OTHER PEDESTRIAN Driver License ID Number _____ State of License _____ Name—exactly as printed on license (Last, First, M.I.) _____ Address (Include Number & Street) _____ Apt. Number _____ City or Town _____ State _____ Zip Code _____ Date of Birth Month _____ Day _____ Year _____ Sex _____ Number of People in Vehicle _____ Public Property Damaged <input type="checkbox"/> Name—exactly as printed on registration _____ Date of Birth Month _____ Day _____ Year _____ Sex _____ Address (Include Number & Street) _____ Apt. Number _____ City or Town _____ State _____ Zip Code _____ Plate Number _____ State of Reg. _____ Vehicle Year & Make _____ Vehicle Type _____ Ins. Code _____		
Estimated Cost of Property Damage - Vehicle 1 <input type="checkbox"/> \$1,001-\$1,500 <input checked="" type="checkbox"/> \$1,501-\$2,500 <input type="checkbox"/> Over \$2,500			Estimated Cost of Property Damage - Vehicle 2 <input type="checkbox"/> \$1,001-\$1,500 <input type="checkbox"/> \$1,501-\$2,500 <input type="checkbox"/> Over \$2,500		
Describe damage to vehicle 1 Panel under front head light loose. dents along one side		ACCIDENT DIAGRAM: Circle one of the 9 diagrams (numbered 0-8), if it describes the accident, or draw your own diagram below in space #9. Number the vehicles. Your vehicle is # 1			
Describe damage to vehicle 2 9.		0 Left Turn 1 Right Angle 2 Right Turn 3 Right Turn 4 Head On 5 Sideswipe (opposite direction) 6 Left Turn 7 Rear End 8 Sideswipe (same direction)			
Place Where Accident Occurred in New York State: County <u>Orange</u> City <input type="checkbox"/> Village <input type="checkbox"/> Town <input type="checkbox"/> of <u>Montgomery</u> Permanent Landmark <u>Montgomery Manor</u> Road on which accident occurred <u>New York - 17K</u> at <input checked="" type="checkbox"/> 1) Intersecting street <u>Factory Street</u> (Route Number or Street Name) or 2) _____ (Route Number or Street Name) Feet _____ Miles _____ How did the accident happen? <u>Deer was on the side of the road and ran in front to the side of the car.</u>					
Names of All Persons Involved		8. Which Veh. Occupied	9. Position in Vehicle	10. Safety Equip Used	11. Injury
[Redacted]		1 Driver	1	2, 3	31 M
Identify Damaged Property Other Than Vehicle(s)		VIN <u>MXPC2P53JE</u> <u>2013</u>			
Name of Insurance Company That Issued Policy For Vehicle		Policy Number			
Name and Address of Policy Holder		From <u>10/10/2018</u> To <u>4/10/2019</u>			
If Vehicle was Operated Under Permit (ICC, USDOT or NYSDOT), give No.		Name and Address of Permit Holder			
If Self-Insured, give Certificate No.		— and State —			
Date <u>2/9/2019</u>	Print Name of Driver (or Representative) of Vehicle 1	Signature of Driver (or Representative) of Vehicle 1			

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

☐ Injury
☐ Death

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

2¹
14²
1³
5⁴
1⁵
2⁶
6⁷
3²³
2²⁴
1²⁵
2²⁶
1²⁷
7²⁸
2²⁹
3³⁰

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

37785035

Local Codes

KMC42899DH1G

☐ AMENDED REPORT

DMV COPY

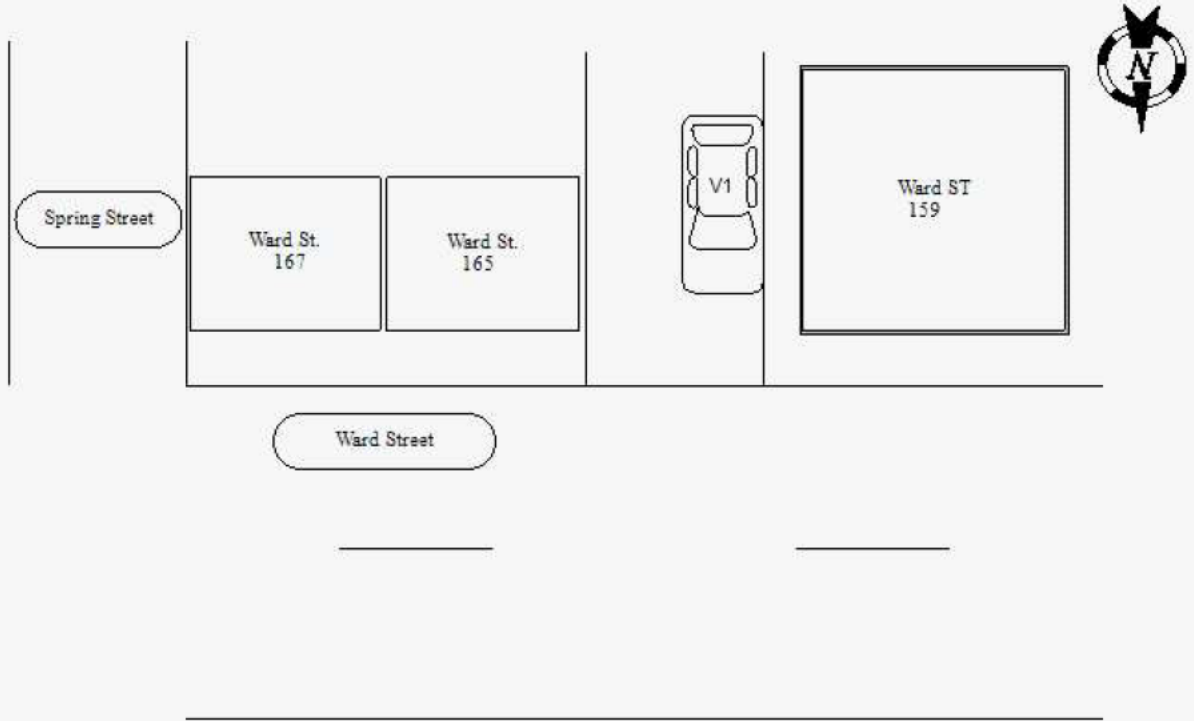
1	Accident Date		Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene <input type="checkbox"/>	Left Scene	Police Photos	20																																																																																																										
	Month 03	Day 04	Year 2019	Mon	1237	2	0	0	Accident Reconstructed <input type="checkbox"/>	<input checked="" type="checkbox"/>		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No																																																																																																									
<div style="display: flex; justify-content: space-between;"> <div>VEHICLE 1</div> <div> <input checked="" type="checkbox"/> VEHICLE 2 <input type="checkbox"/> BICYCLIST <input type="checkbox"/> PEDESTRIAN <input type="checkbox"/> OTHER PEDESTRIAN </div> </div>												21																																																																																																									
VEHICLE 1 - Driver License ID Number					State of Lic.		VEHICLE 2 - Driver License ID Number						State of Lic.																																																																																																								
2	Driver Name - exactly as printed on license					Driver Name - exactly as printed on license							22																																																																																																								
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City or Town					State		Zip Code		City or Town						State		Zip Code																																																																																																				
3	Date of Birth		Sex	Unlicensed	No. of Occupants	Public Property Damaged		Date of Birth		Sex	Unlicensed	No. of Occupants	Public Property Damaged		24																																																																																																						
	Month	Day	Year	U	<input type="checkbox"/>	1	<input type="checkbox"/>		Month	Day	Year	U	<input type="checkbox"/>	0		<input type="checkbox"/>																																																																																																					
Name—exactly as printed on registration					Sex	Date of Birth							25																																																																																																								
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City or Town					State		Zip Code							27																																																																																																							
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UNKNOWN																																																																																																																					
Ticket/Arrest Number(s)					Ticket/Arrest Number(s)							29																																																																																																									
Violation Section(s)					Violation Section(s)																																																																																																																
6	Check if involved vehicle is:					Check if involved vehicle is:					Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.					30																																																																																																					
	<input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.					<input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.					<div style="display: flex; flex-wrap: wrap;"> <div style="width: 50%;"> <div style="text-align: center;">Rear End</div> <div style="text-align: center;">1. ← ←</div> </div> <div style="width: 50%;"> <div style="text-align: center;">Left Turn</div> <div style="text-align: center;">3. ↓ ↙</div> </div> <div style="width: 50%;"> <div style="text-align: center;">Right Angle</div> <div style="text-align: center;">4. → ↓</div> </div> <div style="width: 50%;"> <div style="text-align: center;">Right Turn</div> <div style="text-align: center;">5. ↘ ↘</div> </div> <div style="width: 50%;"> <div style="text-align: center;">Head On</div> <div style="text-align: center;">7. → ←</div> </div> <div style="width: 50%;"> <div style="text-align: center;">Sideswipe (same direction)</div> <div style="text-align: center;">2. ← ←</div> </div> <div style="width: 50%;"> <div style="text-align: center;">Left Turn</div> <div style="text-align: center;">0. ↙ ↙</div> </div> <div style="width: 50%;"> <div style="text-align: center;">Right Turn</div> <div style="text-align: center;">6. ↘ ↘</div> </div> <div style="width: 50%;"> <div style="text-align: center;">Sideswipe (opposite direction)</div> <div style="text-align: center;">8. ↘ ↙</div> </div> </div>																																																																																																										
VEHICLE 1 DAMAGE CODES					VEHICLE 2 DAMAGE CODES					ACCIDENT DIAGRAM DIAGRAM IS PRINTED ON LAST PAGE Cost of repairs to any one vehicle will be more than \$1000. <input type="checkbox"/> Unknown/Unable to Determine <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No																																																																																																											
Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes Vehicle Towed: By To					Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes Vehicle Towed: By To																																																																																																																
VEHICLE DAMAGE CODING:										9.																																																																																																											
1-13. SEE DIAGRAM ON RIGHT. 14. UNDERCARRIAGE 17. DEMOLISHED 15. TRAILER 18. NO DAMAGE 16. OVERTURNED 19. OTHER																																																																																																																					
Reference Marker		Coordinates (if available)			Place Where Accident Occurred:								29																																																																																																								
		Latitude/Northing: 563846			County <u>ORAN</u> <input type="checkbox"/> City <input checked="" type="checkbox"/> Village <input type="checkbox"/> Town of <u>MONTGOMERY, VILLAGE OF</u> Road on which accident occurred <u>WARD ST</u> (Route Number or Street Name) at 1) intersecting street _____ (Route Number or Street Name) or 2) <u>30</u> <input type="checkbox"/> N <input checked="" type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W of <u>ward st</u> Feet Miles (Milepost, Nearest intersecting Route Number or Street Name)																																																																																																																
Accident Description/Officer's Notes													30																																																																																																								
Member spoke to [redacted] who stated she parked her husband's car (V2) at 159 Ward St. driveway access area around 07:00 with no damage, when she went out to the vehicle at approximately 12:37 she found the passengers side mirror damaged. She stated she was unaware of when or how the vehicle was damaged. INS POLICY # [redacted] ALLSTATE																																																																																																																					
ALL INVOLVED	<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <th>8</th> <th>9</th> <th>10</th> <th>11</th> <th>12</th> <th>13</th> <th>14</th> <th>15</th> <th>16</th> <th>17</th> <th>18</th> <th>BY</th> <th>TO</th> <th>Names of all involved</th> <th>Date of Death Only</th> </tr> <tr> <td>A</td> <td>01</td> <td>1</td> <td>X</td> <td>1</td> <td>56</td> <td>U</td> <td>-</td> <td>-</td> <td>-</td> <td></td> <td></td> <td></td> <td>LSA</td> <td></td> </tr> <tr> <td>B</td> <td>02</td> <td>1</td> <td>-</td> <td>-</td> <td>X</td> <td>U</td> <td>-</td> <td>-</td> <td>-</td> <td></td> <td></td> <td></td> <td>PARKED</td> <td></td> </tr> <tr> <td>C</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>D</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>E</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>F</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>												8	9	10	11	12	13	14	15	16	17	18	BY	TO	Names of all involved	Date of Death Only	A	01	1	X	1	56	U	-	-	-				LSA		B	02	1	-	-	X	U	-	-	-				PARKED		C															D															E															F														
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	A	01	1	X	1	56	U	-	-	-				LSA																																																																																																							
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Print Name in Full					B BRIERE		007		03527				HERLIHY, WILLIAM		2019/03/06 10:38																																																																																																						

USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

37832707

Local Codes

9KC2709CR61T

☐ AMENDED REPORT

DMV COPY

Accident Date

Month
03Day
26Year
2019

Day of Week

Tues

Military Time

1430

No. of
Vehicles
2No. Injured
0No. Killed
0Not Investigated at Scene ☐Left Scene ☐Police Photos
☐ Yes ☒ NoAccident Reconstructed ☐

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIANTicket/Arrest
Number(s)Violation
Section(s)Ticket/Arrest
Number(s)Violation
Section(s)

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact 9 1 2 8

Box 2 - Most Damage

Enter up to three more Damage Codes 3 4 5

Vehicle By
Towed: To

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 2 DAMAGE CODES

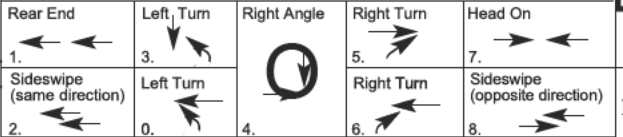
Box 1 - Point of Impact 1 1 2 1

Box 2 - Most Damage

Enter up to three more Damage Codes 3 4 5

Vehicle By
Towed: To QUALITY

Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.



ACCIDENT DIAGRAM

DIAGRAM IS PRINTED ON LAST PAGE

Cost of repairs to any one vehicle will be more than \$1000.

☐ Unknown/Unable to Determine ☒ Yes ☐ No

Reference Marker

1 7 K

8 3 0 1

1 1 1 8

Coordinates (if available)

Latitude/Northing:

Longitude/Easting:

Place Where Accident Occurred:

County ORAN

☐ City ☐ Village ☒ Town of MONTGOMERY, TOWN OF

Road on which accident occurred PARKING LOT 1175 ST RT 17K

(Route Number or Street Name)

at 1) intersecting street

(Route Number or Street Name)

or 2) 200 ☐ N ☒ S ☐ E ☐ W of state route 17k

Feet Miles

(Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

The operator of vehicle 1 stated before backing he looked both ways and saw no traffic. The operator of vehicle 2 stated he was exiting the lot and did not see vehicle 1 backing. Both vehicles collided with V2 striking the rear of backing V1.

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	18	1	-	-	-						
B	02	1	4	1	17	1	-	-	-						
C															
D															
E															
F															

Officer's Rank and Signature

Print Name in Full DAN THORSON

Badge/ID No.

28

NCIC No.

03574

Precinct/Post Troop/Zone

2F3

Station/Beat/Sector

3

Reviewing Officer

MEEHAN, JASON

Date/Time Reviewed

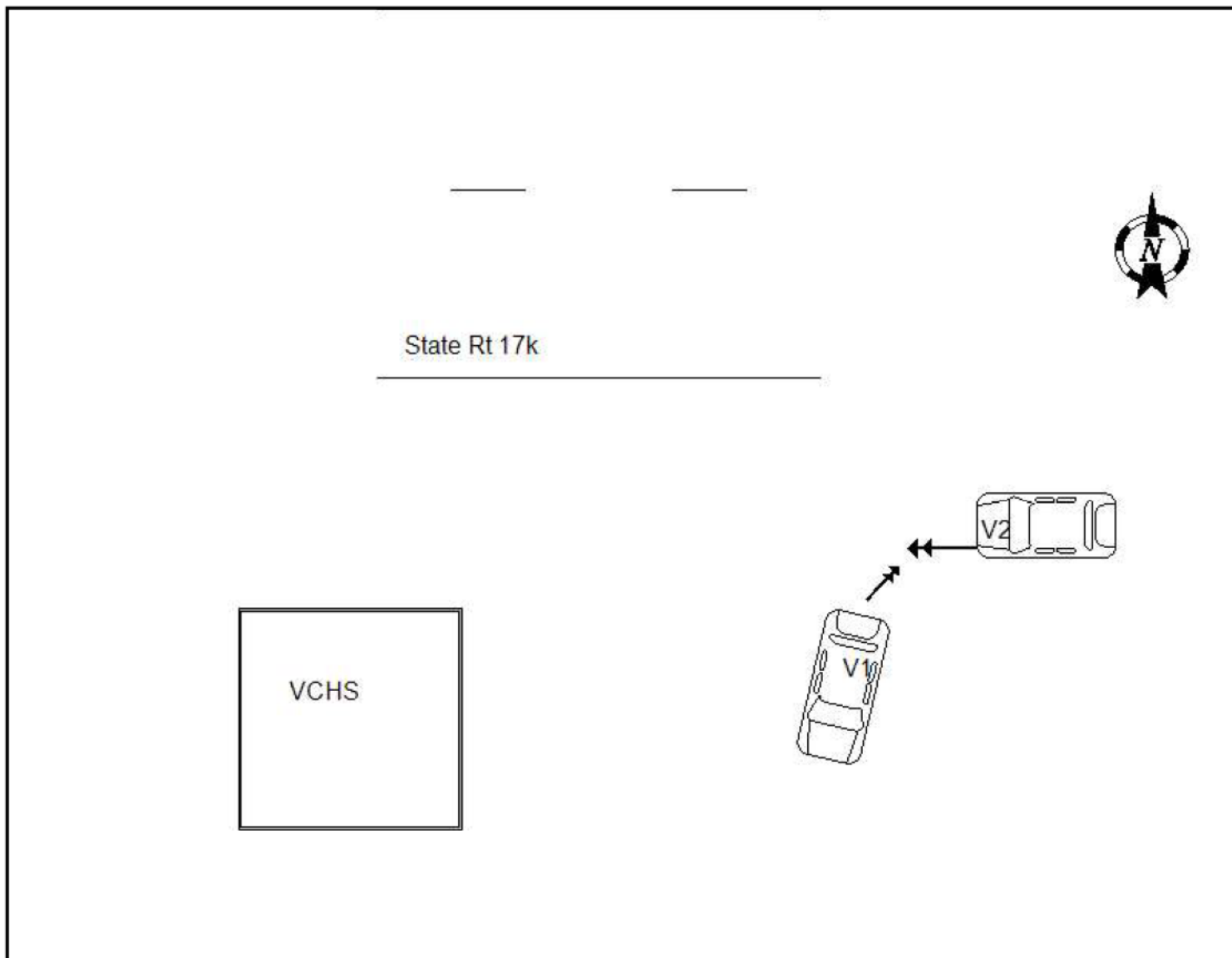
2019/03/31 12:33

USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



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

Claim #0543481741

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

1002020190429TR006001923002003003216

DMV COPY

N

ALL INVOLVED

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

37896560

Local Codes

9KC2709KX8P1

☐ AMENDED REPORT

DMV COPY

1 Accident Date		Day of Week		Military Time		No. of Vehicles		No. Injured		No. Killed		Not Investigated at Scene <input type="checkbox"/>		Left Scene		Police Photos	
Month	Day	Year															
05	23	2019		Thu		1059	2	0	0							<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

VEHICLE 1

☒ VEHICLE 2 ☐ BICYCLIST ☐ PEDESTRIAN ☐ OTHER PEDESTRIAN

Name—exactly as printed on registration		Sex		Date of Birth	
ICELANDICS LLC		C		Month Day Year	
Address (Include Number & Street)		Apt. No.		Haz. Mat. Code	
47 COLLABAR RD				Released <input type="checkbox"/>	
City or Town		State		Zip Code	
MONTGOMERY		NY		12549	
Plate Number		State of Reg.		Vehicle Year & Make	
35846MD		NY		2013 GMC	
				Vehicle Type	
				PICK	
				Ins. Code	

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

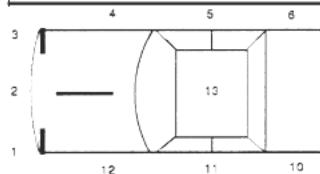
Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.		Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.		Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.	
--	--	--	--	--	--

VEHICLE 1 DAMAGE CODES Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes		VEHICLE 2 DAMAGE CODES Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes		ACCIDENT DIAGRAM Cost of repairs to any one vehicle will be more than \$1000. <input checked="" type="checkbox"/> Unknown/Unable to Determine <input type="checkbox"/> Yes <input type="checkbox"/> No	
--	--	--	--	---	--

VEHICLE DAMAGE CODING:

1-13. SEE DIAGRAM ON RIGHT.

- | | |
|-------------------|----------------|
| 14. UNDERCARRIAGE | 17. DEMOLISHED |
| 15. TRAILER | 18. NO DAMAGE |
| 16. OVERTURNED | 19. OTHER |



Reference Marker		Coordinates (if available)		Place Where Accident Occurred:	
1 7 K		Latitude/Northing:		County ORAN <input type="checkbox"/> City <input type="checkbox"/> Village <input checked="" type="checkbox"/> Town of MONTGOMERY, TOWN OF	
8 3 0 1		Longitude/Easting:		Road on which accident occurred STATE RTE 17K W/B / SR 208 (Route Number or Street Name)	
1 2 0 8				at 1) intersecting street STATE RTE 208 (Route Number or Street Name)	
				or 2) <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W of (Milepost, Nearest intersecting Route Number or Street Name)	

Accident Description/Officer's Notes

On the above Date, Time and Location the driver of vehicle #1 failed to yield the right of way to vehicle #2 which was traveling westbound through a green light. Vehicle #1 was at a red light and made a right hand turn.

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	65	2	-	-	-						
B	02	1	4	1	57	2	-	-	-						
C															
D															
E															
F															

Officer's Rank and Signature		Badge/ID No.		NCIC No.		Precinct/Post Troop/Zone		Station/Beat/Sector		Reviewing Officer		Date/Time Reviewed	
Print Name in Full KEN BYRNES		24		03574		F2		1		HANK, JOHN		2019/05/23 14:19	

USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

37901370

Local Codes

C2639K8HZL

☐ AMENDED REPORT

DMV COPY

Accident Date

Month
05Day
17Year
2019

Day of Week

Fri

Military Time

0650

No. of Vehicles

2

No. Injured

2

No. Killed

0

Not Investigated at Scene ☐Accident Reconstructed ☐Left Scene ☐

Police Photos

☐ Yes ☒ No

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIANTicket/Arrest
Number(s)

C2639K8JJK

C2639K8JTT

Violation
Section(s)

1180A

1129A

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

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact

Box 2 - Most Damage

2

1

2

Enter up to three
more Damage Codes

3

4

5

Vehicle By PATS

Towed To PATS

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 2 DAMAGE CODES

Box 1 - Point of Impact

Box 2 - Most Damage

7

1

2

Enter up to three
more Damage Codes

3

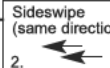
4

5

Vehicle By PATS

Towed To SUPERIOR

Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.



ACCIDENT DIAGRAM

Cost of repairs to any one vehicle will be more than \$1000.

☐ Unknown/Unable to Determine ☒ Yes ☐ No

Reference Marker

1 7 K

8 3 0 1

1 1 1 8

Coordinates (if available)

Latitude/Northing:

Longitude/Easting:

Place Where Accident Occurred:

County ORAN

☐ City☐ Village☒ Town of

MONTGOMERY, TOWN OF

Road on which accident occurred STATE ROUTE 17K

at 1) intersecting street MIDDLE SCHOOL LN

(Route Number or Street Name)

or 2) _____

☐ N☐ S☐ E☐ W of _____

(Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

On the above date and time, the driver of vehicle 2 was stopped in traffic waiting to make a left turn, when struck by vehicle 1. The driver of vehicle one states she was reach for an item and did not see the vehicle in front of her stop. - WITNESS 1 _____

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	34	2	5	12	6	9993		3509			
B	01	3	4	1	38	1	-	-	-						
C	02	1	4	1	48	2	4	12	6						
D															
E															
F															

Officer's Rank and Signature

PO

Print Name
in Full

LINDSAY MCGANN

Badge/ID No.

34

NCIC No.

03574

Precinct/Post
Troop/Zone

F22

Station/Beat/
Sector

1

Reviewing
Officer

HANK, JOHN

Date/Time Reviewed

2019/05/28 15:29

USE
COVER
SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

37918329

Local Codes

KMVMP79K9TCD

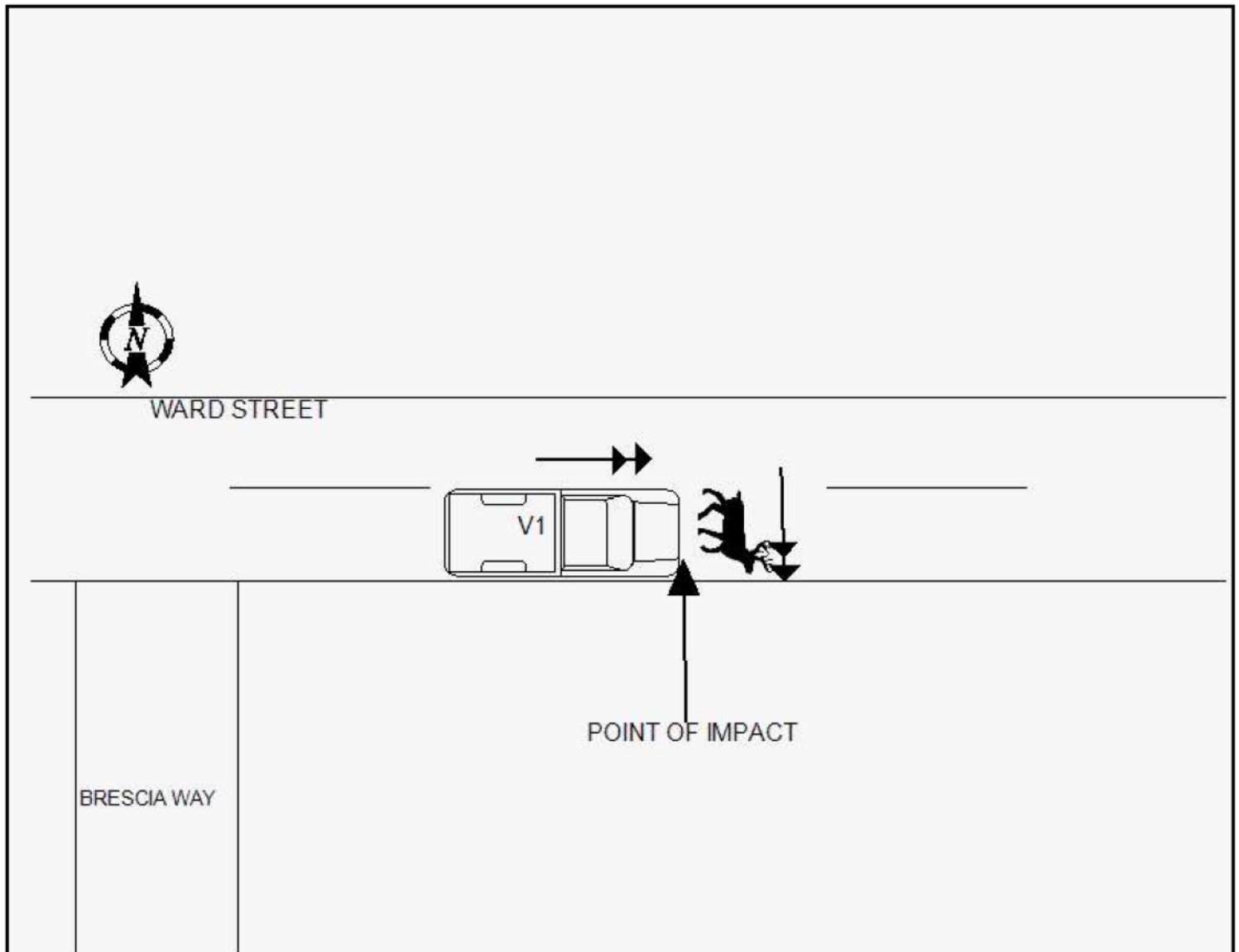
☐ AMENDED REPORT

DMV COPY

1	Accident Date		Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene <input type="checkbox"/>	Left Scene	Police Photos	20							
	Month 05	Day 17	Year 2019	FRIDAY	1618	1	0	0	Accident Reconstructed <input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No						
2	VEHICLE 1					<input type="checkbox"/> VEHICLE 2 <input type="checkbox"/> BICYCLIST <input type="checkbox"/> PEDESTRIAN <input type="checkbox"/> OTHER PEDESTRIAN						21						
						VEHICLE 2 - Driver License ID Number _____ State of Lic. _____ Driver Name - exactly as printed on license _____ Address (Include Number & Street) _____ Apt. No. _____ City or Town _____ State _____ Zip Code _____ Date of Birth _____ Sex _____ Unlicensed <input type="checkbox"/> No. of Occupants _____ Public Property Damaged <input type="checkbox"/> Name—exactly as printed on registration _____ Sex _____ Date of Birth _____ Month _____ Day _____ Year _____ Address (Include Number & Street) _____ Apt. No. _____ Haz. Mat. Code _____ Released <input type="checkbox"/> City or Town _____ State _____ Zip Code _____ Plate Number _____ State of Reg. _____ Vehicle Year & Make _____ Vehicle Type _____ Ins. Code _____							22					
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New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



9KPDR19MT7Z6

DMV COPY

N

ALL INVOLVED

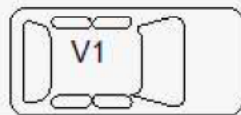
New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



Point of Impact

State Route 17K



Richard's
Dairy
Shed

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

37938185

Local Codes

KMC4239MTVRG

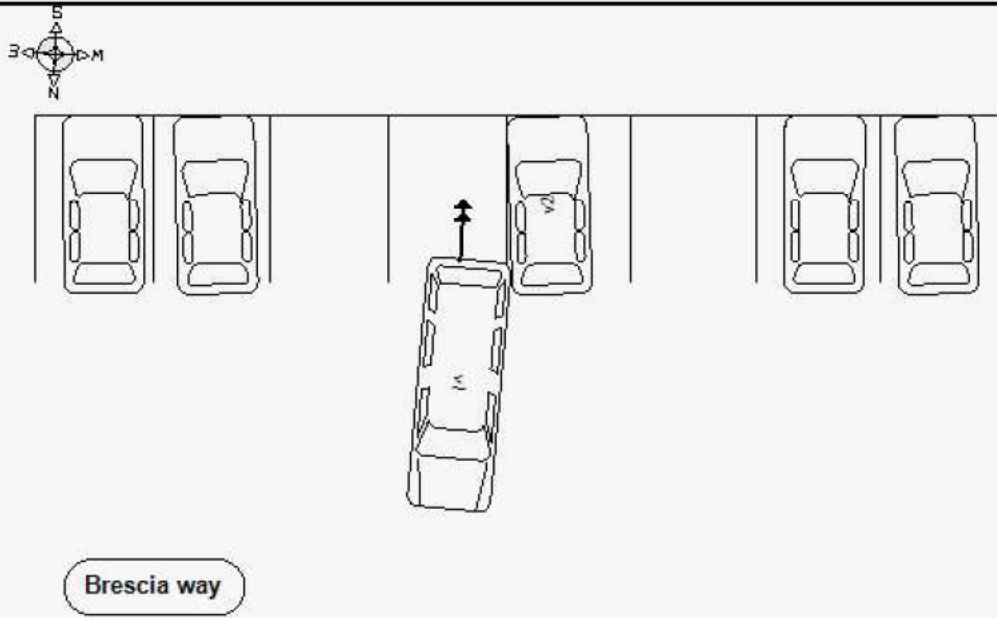
☒ **AMENDED REPORT****DMV COPY**

1	Accident Date		Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene <input type="checkbox"/>	Left Scene	Police Photos	20 69																																																																																																																	
	Month 06	Day 10	Year 2019	Mon	1040	2	0	0	Accident Reconstructed <input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No																																																																																																																
<div style="display: flex; justify-content: space-between;"> <div style="width: 48%;"> VEHICLE 1 </div> <div style="width: 48%;"> <input checked="" type="checkbox"/> VEHICLE 2 <input type="checkbox"/> BICYCLIST <input type="checkbox"/> PEDESTRIAN <input type="checkbox"/> OTHER PEDESTRIAN </div> </div>												21																																																																																																																
VEHICLE 2 - Driver License ID Number _____ State of Lic. _____ Driver Name - exactly as printed on license _____ Address (Include Number & Street) _____ Apt. No. _____ City or Town _____ State NY Zip Code _____ Date of Birth _____ Sex U Unlicensed <input type="checkbox"/> No. of Occupants 0 Public Property Damaged <input type="checkbox"/>																																																																																																																												
3	Name—exactly as printed on registration ORANGE; COUNTY Sex C Date of Birth _____ Address (Include Number & Street) _____ Apt. No. _____ 18 SEWARD AVE Haz. Mat Code - Released <input type="checkbox"/> City or Town MIDDLETOWN State NY Zip Code 10940 Plate Number AR9660 State of Reg. NY Vehicle Year & Make 2014 GMC Vehicle Type VAN Ins. Code _____											23 5																																																																																																																
	Ticket/Arrest Number(s) _____ Violation Section(s) _____ Ticket/Arrest Number(s) _____ Violation Section(s) _____																																																																																																																											
4	Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.											24 5																																																																																																																
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6	Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.											26 10																																																																																																																
	<div style="display: flex; flex-wrap: wrap;"> <div style="width: 25%;">Rear End 1. </div> <div style="width: 25%;">Left Turn 3. </div> <div style="width: 25%;">Right Angle 4. </div> <div style="width: 25%;">Right Turn 5. </div> <div style="width: 25%;">Head On 7. </div> <div style="width: 25%;">Sideswipe (same direction) 2. </div> <div style="width: 25%;">Left Turn 0. </div> <div style="width: 25%;">Right Turn 6. </div> <div style="width: 25%;">Sideswipe (opposite direction) 8. </div> </div>																																																																																																																											
7	ACCIDENT DIAGRAM 9.											27 1																																																																																																																
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8	Place Where Accident Occurred: County ORAN <input type="checkbox"/> City <input checked="" type="checkbox"/> Village <input type="checkbox"/> Town of MONTGOMERY, VILLAGE OF Road on which accident occurred BRESCIA WAY (Route Number or Street Name) at 1) intersecting street _____ (Route Number or Street Name) or 2) .1 <input checked="" type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W of Ward Street (Milepost, Nearest intersecting Route Number or Street Name) Feet Miles											28 1																																																																																																																
	Accident Description/Officer's Notes Vehicle 1's operator Mr Albano stated that while trying to back into a parking spot Mr Albano side swiped the back drivers side, back panel of Vehicle 2. A minor scratch was present on Vehicle 2 no damage to Vehicle 1.																																																																																																																											
9	Reference Marker Coordinates (if available) Latitude/Northing: 564492 Longitude/Easting: 4597255											29 -																																																																																																																
	Diagram 																																																																																																																											
10	ALL INVOLVED <table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th>8</th> <th>9</th> <th>10</th> <th>11</th> <th>12</th> <th>13</th> <th>14</th> <th>15</th> <th>16</th> <th>17</th> <th>BY</th> <th>TO</th> <th>18</th> <th>Names of all involved</th> <th>Date of Death Only</th> </tr> </thead> <tbody> <tr> <td>A</td> <td>01</td> <td>1</td> <td>4</td> <td>1</td> <td>52</td> <td>1</td> <td>-</td> <td>-</td> <td>-</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>B</td> <td>02</td> <td>1</td> <td>-</td> <td>-</td> <td>72</td> <td>U</td> <td>-</td> <td>-</td> <td>-</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>C</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>D</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>E</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>F</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>												8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only	A	01	1	4	1	52	1	-	-	-							B	02	1	-	-	72	U	-	-	-							C																D																E																F																30 -
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Officer's Rank and Signature OFFICER Print Name in Full ANDREW COCKBURN Badge/ID No. 004 NCIC No. 03527 Precinct/Post Troop/Zone Station/Beat/ Sector Reviewing Officer HERLIHY, WILLIAM Date/Time Reviewed 2019/06/20 15:53																																																																																																																												

USE
COVER
SHEET**N**

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

37940069

Local Codes

9KC2709NP3LW

☐ AMENDED REPORT

DMV COPY

Accident Date

Month 06 Day 18 Year 2019

Day of Week

Tues

Military Time

0810

No. of Vehicles

2

No. Injured

0

No. Killed

0

Not Investigated at Scene ☐Accident Reconstructed ☐Left Scene ☐

Police Photos

☐ Yes ☒ No

VEHICLE 1

☒ VEHICLE 2 ☐ BICYCLIST ☐ PEDESTRIAN ☐ OTHER PEDESTRIAN

Name—exactly as printed on registration

SULLIVAN COUNTY CHAP

Sex

C

Date of Birth

Month Day Year

Address (Include Number & Street)

162 EAST BROADWAY

Apt. No.

Haz.

Mat.

Code

Released

☐

City or Town

MONTICELLO

State

NY

Zip Code

12701

Plate Number

GUM4893

State of Reg.

NY

Vehicle Year & Make

2015 CHRY

Vehicle Type

4DSD

Ins. Code

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

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact 1 2

Box 2 - Most Damage 2 2

Enter up to three more Damage Codes 3 4 5

Vehicle By Towed: To

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 2 DAMAGE CODES

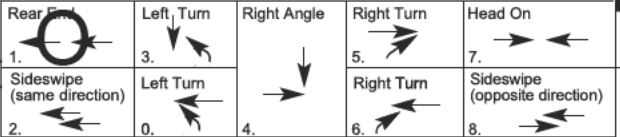
Box 1 - Point of Impact 8 1 8 2

Box 2 - Most Damage 8 8

Enter up to three more Damage Codes 3 4 5

Vehicle By Towed: To

Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.



ACCIDENT DIAGRAM

Cost of repairs to any one vehicle will be more than \$1000.

☒ Unknown/Unable to Determine ☐ Yes ☐ No

Reference Marker

Coordinates (if available)

Latitude/Northing:

Longitude/Easting:

Place Where Accident Occurred:

County ORAN

☐ City☐ Village☒ Town

MONTGOMERY, TOWN OF

Road on which accident occurred ST RT 17K

(Route Number or Street Name)

at 1) intersecting street

(Route Number or Street Name)

or 2) .5 ☐ N ☐ S ☐ E ☐ W of bailey rd

Feet Miles

(Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

the operator of vehicle one failed to stop and struck the rear end of vehicle two. vehicle two was stopped in traffic.

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	17	2	-	-	-						
B	02	1	4	1	28	1	-	-	-						
C	02	3	4	1	62	1	-	-	-						
D															
E															
F															

Officer's Rank and Signature

PO

Print Name in Full DAN THORSON

Badge/ID No.

28

NCIC No.

03574

Precinct/Post Troop/Zone

2F1

Station/Beat/Sector

1

Reviewing Officer

MEEHAN, JASON

Date/Time Reviewed

2019/06/22 13:08

USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

37950476

Local Codes

KMMVP79P2614

☐ AMENDED REPORT

DMV COPY

Accident Date

Month
06Day
21Year
2019

Day of Week

Fri

Military Time

1800

No. of Vehicles

2

No. Injured

2

No. Killed

0

Not Investigated at Scene ☐Accident Reconstructed ☐Left Scene ☐☐

Police Photos

☐ Yes ☒ No

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIANTicket/Arrest
Number(s)Ticket/Arrest
Number(s)Violation
Section(s)Violation
Section(s)

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact 2 1 2 3

Box 2 - Most Damage

Enter up to three more Damage Codes 3 4 5

Vehicle By KENS TOWING

Towed: To KENS TOWING

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 2 DAMAGE CODES

Box 1 - Point of Impact 12 1 2

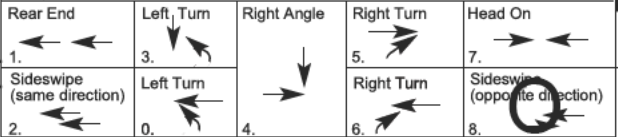
Box 2 - Most Damage

Enter up to three more Damage Codes 3 4 5

Vehicle By KENS TOWING

Towed: To KENS TOWING

Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.



ACCIDENT DIAGRAM

DIAGRAM IS PRINTED ON LAST PAGE

Cost of repairs to any one vehicle will be more than \$1000.

☐ Unknown/Unable to Determine ☒ Yes ☐ No

Reference Marker

1 7 K

8 3 0 1

1 0 0 0

Coordinates (if available)

Latitude/Northing:
564012

Longitude/Easting:
4597421

Place Where Accident Occurred:

County ORAN ☐ City ☒ Village ☐ Town of MONTGOMERY, VILLAGE OF

Road on which accident occurred WARD ST

(Route Number or Street Name)

at 1) intersecting street GOODWILL RD

(Route Number or Street Name)

or 2) ☐ N ☐ S ☐ E ☐ W of _____

Feet Miles (Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

At the above time and place of occurrence, P.O. Cintron responded to a two car motor vehicle accident with injuries. Upon scenes arrival, this investigating officer observed vehicle one's front end had collided with the left front end of vehicle two. Vehicle one was facing easterly on Ward street. Vehicle two was positioned where its front end was facing a Northerly direction on Ward Street and its rear end partially on Goodwill Rd. Operator's of both vehicles sustained injuries. Operator of vehicle one was semi conscious and complained of neck, back, arm, and internal injuries. Operator of vehicle two was alert and complained of pain to his right knee. Investigating officer interviewed both drivers as to their actions prior to the

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	59	2	4	12	3	9993		3509			
B	02	1	4	1	28	1	11	12	6	9993		3509			
C															
D															
E															
F															

Officer's Rank and Signature

Print Name in Full **ROBERT CINTRON**

Badge/ID No.

038

NCIC No.

03527

Precinct/Post
Troop/ZoneStation/Beat/
Sector

VMPD

Reviewing
Officer

HERLIHY, WILLIAM

Date/Time Reviewed

2019/06/27 10:47

USE
COVER
SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

37950476

Local Codes

KMMVP79P2614

☐ AMENDED REPORT

DMV COPY

1	Accident Date		Day of Week		Military Time		No. of Vehicles		No. Injured		No. Killed		Not Investigated at Scene <input type="checkbox"/>		Left Scene		Police Photos																																																																																																																
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3	<p>VEHICLE DAMAGE CODING:</p> <p>1-13. SEE DIAGRAM ON RIGHT.</p> <p>14. UNDERCARRIAGE 17. DEMOLISHED</p> <p>15. TRAILER 18. NO DAMAGE</p> <p>16. OVERTURNED 19. OTHER</p>																																																																																																																																
	<p>Place Where Accident Occurred:</p> <p>County <u>ORAN</u> <input type="checkbox"/> City <input checked="" type="checkbox"/> Village <input type="checkbox"/> Town of <u>MONTGOMERY, VILLAGE OF</u></p> <p>Road on which accident occurred <u>WARD ST</u> (Route Number or Street Name)</p> <p>at 1) intersecting street <u>GOODWILL RD</u> (Route Number or Street Name)</p> <p>or 2) _____ <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W of _____ (Milepost, Nearest intersecting Route Number or Street Name)</p> <p>Feet _____ Miles _____</p>																																																																																																																																
<p>Accident Description/Officer's Notes</p> <p>accident. Operator of vehicle one stated that she was driving eastbound on Ward Street when vehicle two entered the roadway via Goodwill Rd directly in front of her causing both vehicles to collide. Operator of vehicle two stated that he was stopped at the STOP sign at the intersection of Goodwill Rd and Ward Street before he entered Ward Street. Operator of vehicle two stated he looked both ways before entering Ward Street and did not see any vehicles approaching the intersection. Operator of vehicle two claims that he was struck by vehicle one because she was speeding. It is this investigating officers opinion that operator of vehicle two was responsible for causing this motor vehicle accident. Operator of vehicle two's failure to</p>																																																																																																																																	
<p>ALL INVOLVED</p> <table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th>8</th> <th>9</th> <th>10</th> <th>11</th> <th>12</th> <th>13</th> <th>14</th> <th>15</th> <th>16</th> <th>17</th> <th>BY</th> <th>TO</th> <th>18</th> <th>Names of all involved</th> <th>Date of Death Only</th> </tr> </thead> <tbody> <tr><td>A</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>B</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>C</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>D</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>E</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>F</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> </tbody> </table>																			8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only	A																B																C																D																E																F															
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<p>Officer's Rank and Signature OFFICER</p> <p>Print Name in Full <u>ROBERT CINTRON</u></p> <p>Badge/ID No. <u>038</u> NCIC No. <u>03527</u> Precinct/Post Troop/Zone <u>VMPD</u> Station/Beat/Sector <u>HERLIHY, WILLIAM</u> Reviewing Officer <u>HERLIHY, WILLIAM</u> Date/Time Reviewed <u>2019/06/27 10:47</u></p>																																																																																																																																	

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USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

37950476

Local Codes

KMMVP79P2614

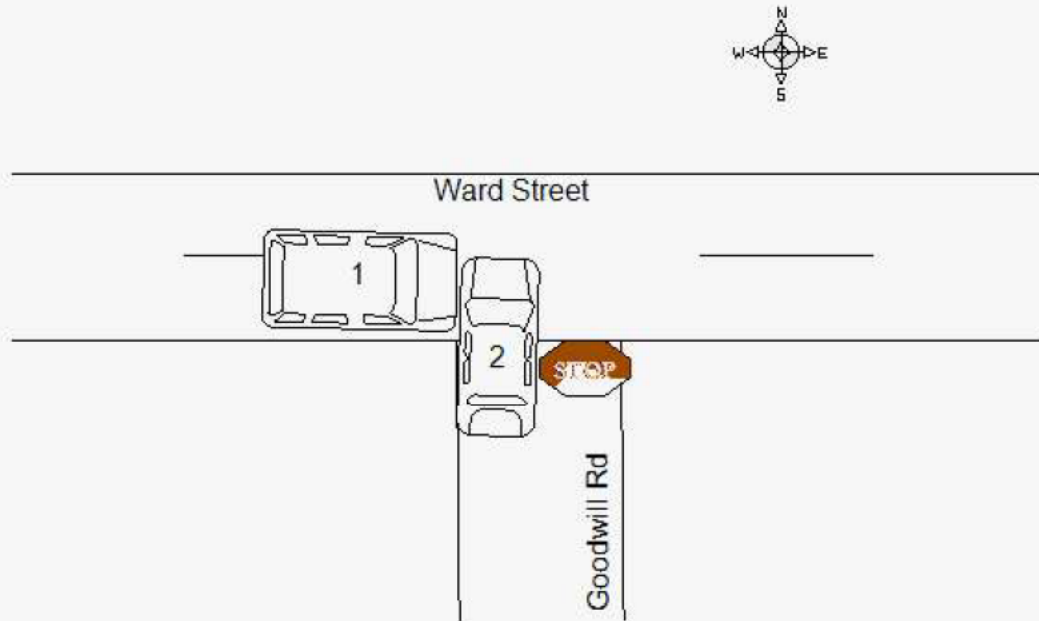
☐ AMENDED REPORT

DMV COPY

1	Accident Date		Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene <input type="checkbox"/>	Left Scene	Police Photos	20																																																																																																																	
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<div style="display: flex; justify-content: space-between;"> <div style="width: 48%;"> VEHICLE 1 VEHICLE 1 - Driver License ID Number _____ State of Lic. _____ Driver Name - exactly as printed on license _____ Address (Include Number & Street) _____ Apt. No. _____ City or Town _____ State _____ Zip Code _____ </div> <div style="width: 48%;"> VEHICLE 2 <input type="checkbox"/> BICYCLIST <input type="checkbox"/> PEDESTRIAN <input type="checkbox"/> OTHER PEDESTRIAN VEHICLE 2 - Driver License ID Number _____ State of Lic. _____ Driver Name - exactly as printed on license _____ Address (Include Number & Street) _____ Apt. No. _____ City or Town _____ State _____ Zip Code _____ </div> </div>												21																																																																																																																
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8 Reference Marker _____ Coordinates (if available) _____ 1 _____ 7 _____ K _____ Latitude/Northing: 564012 8 _____ 3 _____ 0 _____ 1 _____ Longitude/Easting: 4597421 1 _____ 0 _____ 0 _____ 0 _____												27																																																																																																																
9 Place Where Accident Occurred: County ORAN <input type="checkbox"/> City <input checked="" type="checkbox"/> Village <input type="checkbox"/> Town of MONTGOMERY, VILLAGE OF _____ Road on which accident occurred WARD ST _____ at 1) intersecting street GOODWILL RD _____ (Route Number or Street Name) or 2) _____ <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W of _____ Feet _____ Miles _____ (Milepost, Nearest intersecting Route Number or Street Name)													28																																																																																																															
10 Accident Description/Officer's Notes yield the right of way to vehicle one before he entered Ward Street is the primary cause of this accident. Operator two's claim that he saw no vehicles approaching Goodwill Rd. is inconceivable at best. Any attentive motorist entering Ward Street from Goodwill Road would have a clear and unobstructed view of vehicle's approaching in either East or West bound directions.												29																																																																																																																
11 ALL INVOLVED <table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th>8</th> <th>9</th> <th>10</th> <th>11</th> <th>12</th> <th>13</th> <th>14</th> <th>15</th> <th>16</th> <th>17</th> <th>BY</th> <th>TO</th> <th>18</th> <th>Names of all involved</th> <th>Date of Death Only</th> </tr> </thead> <tbody> <tr><td>A</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>B</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>C</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>D</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>E</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>F</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> </tbody> </table>														8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only	A																B																C																D																E																F															
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12 Officer's Rank and Signature OFFICER Print Name in Full ROBERT CINTRON Badge/ID No. 038 NCIC No. 03527 Precinct/Post Troop/Zone VMPD Station/Beat/Sector HERLIHY, WILLIAM Reviewing Officer Date/Time Reviewed 2019/06/27 10:47												31																																																																																																																
13 USE COVER SHEET N													32																																																																																																															

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

37965289

Local Codes

9KM2689N9DMD

☒ **AMENDED REPORT****DMV COPY**19
X

1 -	Accident Date			Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene <input checked="" type="checkbox"/>	Left Scene	Police Photos	20 X
	Month 06	Day 14	Year 2019	Fri	1635	2	0	0	Accident Reconstructed <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

VEHICLE 1

☒ VEHICLE 2 ☐ BICYCLIST ☐ PEDESTRIAN ☐ OTHER PEDESTRIAN

2 -	3 2	4 1	5 2	6 1	7 1	8 1	9 1	10 1	11 1	12 1	13 1	14 1	15 1	16 1	17 1	18 1	19 1	20 1	21 4	22 4	23 7	24 7	25 8	26 8	27 1	28 1	29 -	30 -

Name—exactly as printed on registration FORDHAM UNIVERSITY		Sex	Date of Birth Month Day Year	
Address (Include Number & Street) 441 EAST FORDHAM RD		Apt. No.	Haz. Mat. Code -	Released <input type="checkbox"/>
City or Town BRONX		State NY	Zip Code 10458	
Plate Number ENA2492	State of Reg. NY	Vehicle Year & Make 2008 TOYT	Vehicle Type SUBN	Ins. Code

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

Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.	Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.
VEHICLE 1 DAMAGE CODES Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes Vehicle Towed: By To	VEHICLE 2 DAMAGE CODES Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes Vehicle Towed: By To

Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.

1. Rear End	3. Left Turn	5. Right Angle	7. Right Turn	9. Head On
2. Sideswipe (same direction)	4. Left Turn	6. Right Turn	8. Sideswipe (opposite direction)	

ACCIDENT DIAGRAM

DIAGRAM IS PRINTED ON LAST PAGE

Cost of repairs to any one vehicle will be more than \$1000.

☒ Unknown/Unable to Determine ☐ Yes ☐ No

Reference Marker	Coordinates (if available)	Place Where Accident Occurred:
	Latitude/Northing:	County <u>ORAN</u> <input type="checkbox"/> City <input type="checkbox"/> Village <input checked="" type="checkbox"/> Town of <u>MONTGOMERY, TOWN OF</u>
	Longitude/Easting:	Road on which accident occurred <u>ROUTE 17K</u> (Route Number or Street Name)
		at 1) intersecting street <u>ROUTE 208</u> (Route Number or Street Name)
		or 2) <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W of _____ (Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

Driver 1 states, she was west bound stopped in traffic at a red light on route 17k at the intersection of route 208. When driver 1 rear ended her vehicle. Driver 2 states, she was west bound on 17k stopped in traffic at the intersection of route 208 behind driver 1. When she saw the green arrow for left turn only appear. She started to go and rear ended driver 1. Both vehicles were not in the turning lane. They were going straight on route 17k at route 208.

ALL INVOLVED	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	55	2	-	-	-						
B	02	1	4	1	34	2	-	-	-						
C	02	3	4	1	38	2	-	-	-						
D	02	4	4	1	27	1	-	-	-						
E	02	6	4	1	21	2	-	-	-						
F															

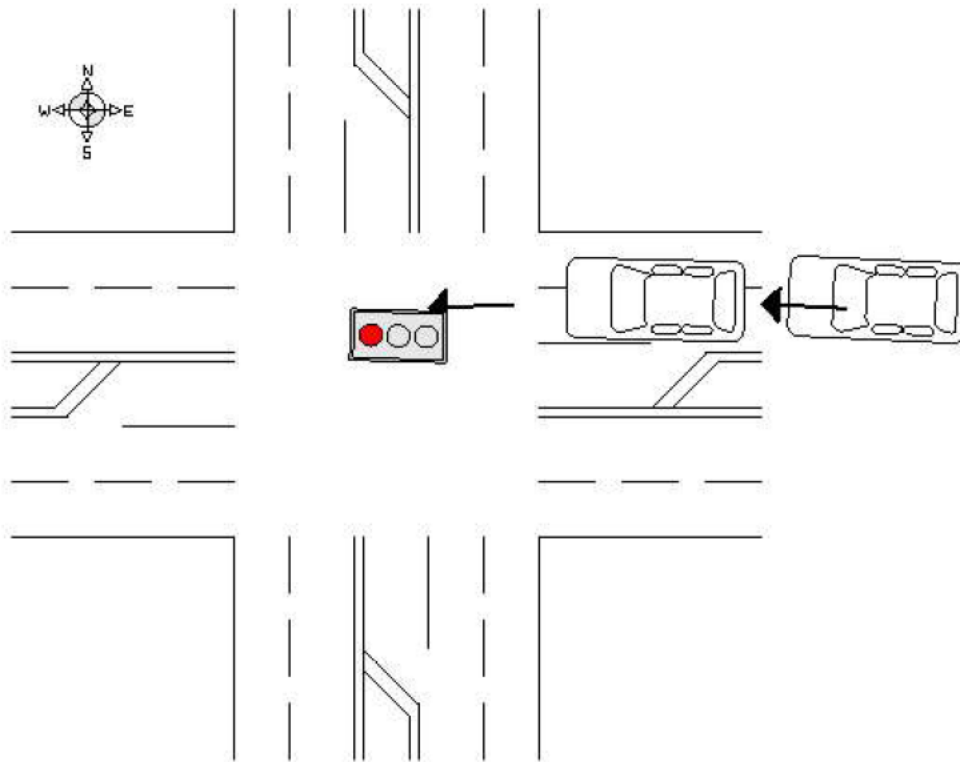
Officer's Rank and Signature Print Name in Full ANDRE WRIGHT	Badge/ID No. 14	NCIC No. 03574	Precinct/Post Troop/Zone	Station/Beat/Sector	Reviewing Officer VANTASSEL, JON	Date/Time Reviewed 2019/07/08 09:49
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USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

37978784

Local Codes

KMMVP79RC4VV

☐ AMENDED REPORT

DMV COPY

Accident Date

Month
07Day
13Year
2019

Day of Week

Sat

Military Time

0738

No. of Vehicles

2

No. Injured

0

No. Killed

0

Not Investigated at Scene ☐Accident Reconstructed ☐Left Scene ☐☐

Police Photos

☐ Yes ☒ No

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIANTicket/Arrest
Number(s) C4289RC1Z2Violation
Section(s) 306BTicket/Arrest
Number(s)Violation
Section(s)

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact 1 2

Box 2 - Most Damage 18

Enter up to three more Damage Codes 3 4 5

Vehicle By Towed: To

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 2 DAMAGE CODES

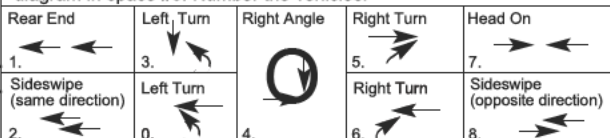
Box 1 - Point of Impact 4 2

Box 2 - Most Damage 4

Enter up to three more Damage Codes 3 4 5

Vehicle By Towed: To

Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.



ACCIDENT DIAGRAM

DIAGRAM IS PRINTED ON LAST PAGE

Cost of repairs to any one vehicle will be more than \$1000.

☐ Unknown/Unable to Determine ☐ Yes ☒ No

Reference Marker

1 7 K

8 3 0 1

1 0 0 0

Coordinates (if available)

Latitude/Northing:
564012

Longitude/Easting:
4597421

Place Where Accident Occurred:

County ORAN ☐ City ☒ Village ☐ Town of MONTGOMERY, VILLAGE OF

Road on which accident occurred GOODWILL RD

at 1) intersecting street WARD ST (Route Number or Street Name)

(Route Number or Street Name)

or 2) ☐ N ☐ S ☐ E ☐ W of (Milepost, Nearest intersecting Route Number or Street Name)

Feet Miles

Accident Description/Officer's Notes

Oper 1 stated he was traveling Northwesterly on Goodwill Rd. Oper 1 stopped at the stop sign and proceeded to make a left turn onto Ward St (State Rt-17K) when he stated he did not see V2 and struck V2. V1 sustained no damage. Oper 1 issued UTT for 306B. Oper 2 stated he was traveling East on Ward St. when V1 crashed into him. V2 sustained damage to the corner passenger side quarter panel. No injuries reported.

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	22	1	-	-	-						
B	02	1	2	1	30	1	-	-	-						
C															
D															
E															
F															

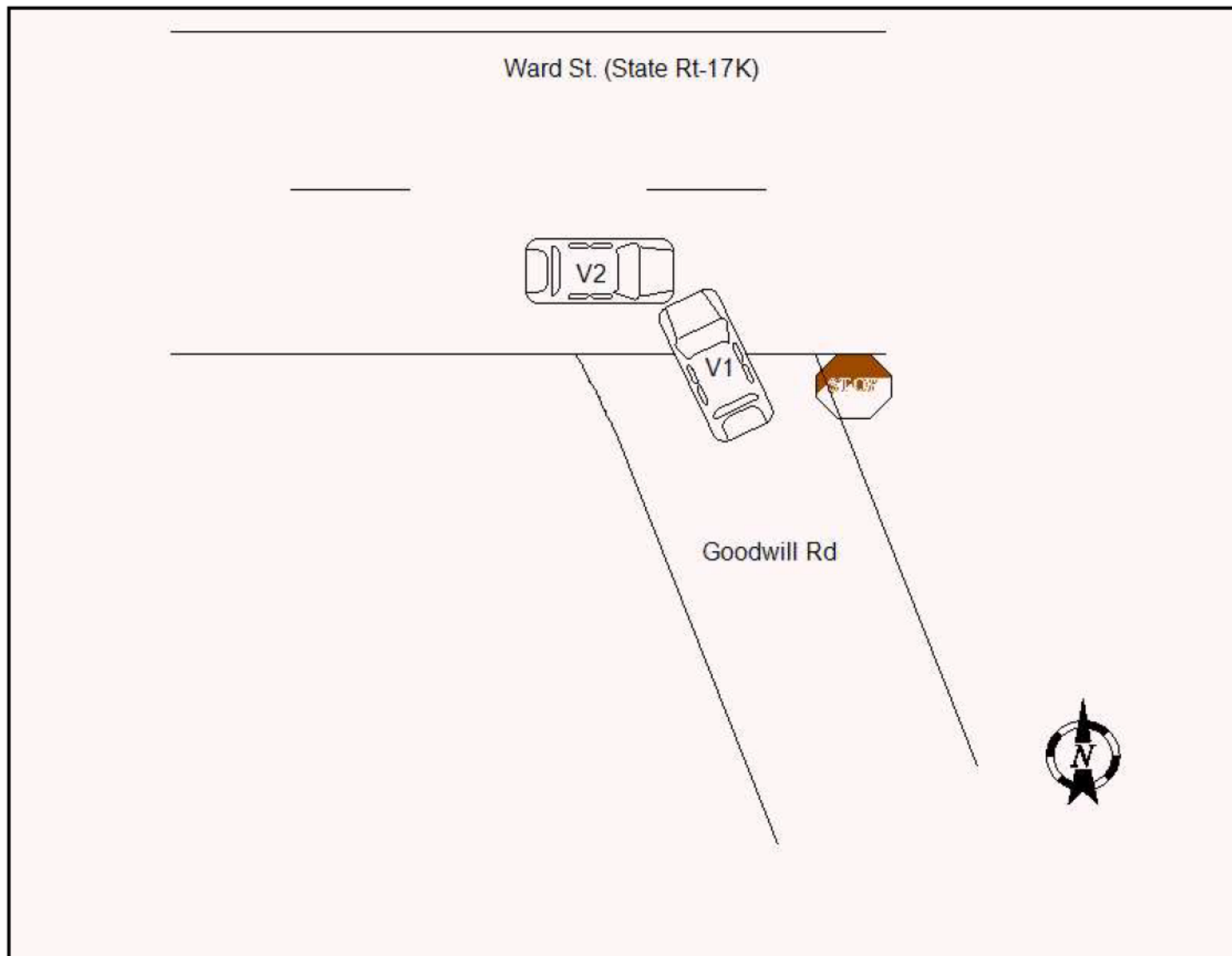
Officer's Rank and Signature Print Name in Full	OFFICER KATIRIA NARAIN	Badge/ID No. 018	NCIC No. 03527	Precinct/Post Troop/Zone	Station/Beat/ Sector	Reviewing Officer HERLIHY, WILLIAM	Date/Time Reviewed 2019/07/16 17:34
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USE
COVER
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N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

37978787

Local Codes

KMVMP79R5JV2

☒ **AMENDED REPORT****DMV COPY**

1	Accident Date		Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene <input type="checkbox"/>	Left Scene	Police Photos	20																																																																																																																
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3	Date of Birth		Sex	Unlicensed	No. of Occupants	Public Property Damaged		Date of Birth		Sex	Unlicensed	No. of Occupants	Public Property Damaged		24																																																																																																												
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14. UNDERCARRIAGE 17. DEMOLISHED 15. TRAILER 18. NO DAMAGE 16. OVERTURNED 19. OTHER					14. UNDERCARRIAGE 17. DEMOLISHED 15. TRAILER 18. NO DAMAGE 16. OVERTURNED 19. OTHER																																																																																																																						
Reference Marker Coordinates (if available) Latitude/Northing: 564424 Longitude/Easting: 4597547					Place Where Accident Occurred: County ORAN <input type="checkbox"/> City <input checked="" type="checkbox"/> Village <input type="checkbox"/> Town of MONTGOMERY, VILLAGE OF Road on which accident occurred 10 FACTORY STREET (Route Number or Street Name) at 1) intersecting street _____ (Route Number or Street Name) or 2) 200 _____ <input type="checkbox"/> N <input checked="" type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W of Ward Street (Milepost, Nearest intersecting Route Number or Street Name)					DIAGRAM IS PRINTED ON LAST PAGE																																																																																																																	
Accident Description/Officer's Notes V1 was parked to unload at 10 Factory St. when his vehicle slipped out of gear, rolling forward, in turn crashing into V2 which in turn crashing into V3. Both V2 and V3 were legally parked along the building. V2 suffered significant damaged to the back driver side panel, and tail light. V3 suffered minor paint damage on the back driver side panel. V1 suffered minor damage to the front bumper on the drivers side. No vehicles towed from the scene. No injuries reported.																																																																																																																											
<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th>8</th> <th>9</th> <th>10</th> <th>11</th> <th>12</th> <th>13</th> <th>14</th> <th>15</th> <th>16</th> <th>17</th> <th>18</th> <th>BY</th> <th>TO</th> <th>Names of all involved</th> <th>Date of Death Only</th> </tr> </thead> <tbody> <tr> <td>A</td> <td>01</td> <td>1</td> <td>-</td> <td>-</td> <td>X</td> <td>U</td> <td>-</td> <td>-</td> <td>-</td> <td></td> <td></td> <td></td> <td></td> <td>PARKED</td> <td></td> </tr> <tr> <td>B</td> <td>02</td> <td>1</td> <td>-</td> <td>-</td> <td>X</td> <td>U</td> <td>-</td> <td>-</td> <td>-</td> <td></td> <td></td> <td></td> <td></td> <td>PARKED</td> <td></td> </tr> <tr> <td>C</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>D</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>E</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>F</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>													8	9	10	11	12	13	14	15	16	17	18	BY	TO	Names of all involved	Date of Death Only	A	01	1	-	-	X	U	-	-	-					PARKED		B	02	1	-	-	X	U	-	-	-					PARKED		C																D																E																F															
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Officer's Rank and Signature Print Name in Full					Badge/ID No. 035		NCIC No. 03527		Precinct/Post Troop/Zone Station/Beat/ Sector		Reviewing Officer HERLIHY, WILLIAM		Date/Time Reviewed 2019/07/16 16:22																																																																																																														

USE COVER SHEET

N

KMVMP79R5JV2

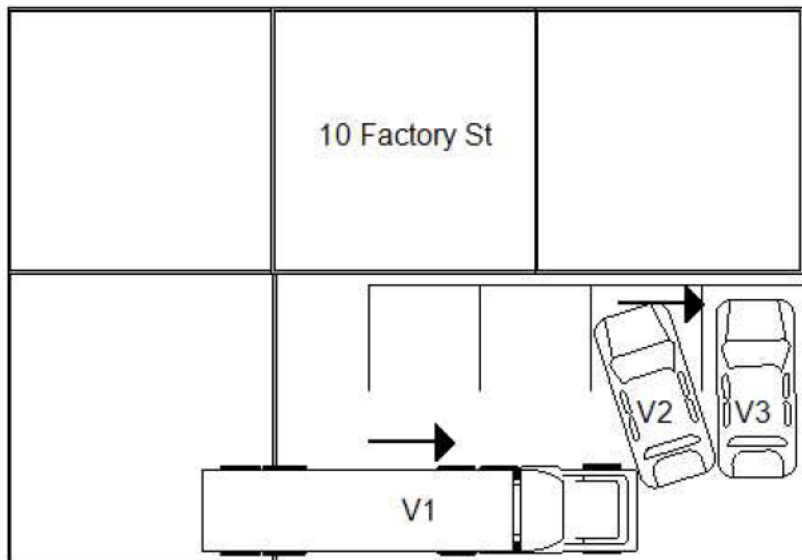
AMENDED REPORT

DMV COPY

ALL INVOLVED

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

37988538

Local Codes

9KPDR39S0GPX

☐ AMENDED REPORT

DMV COPY

Accident Date

Month
07Day
19Year
2019

Day of Week

Fri

Military Time

0743

No. of Vehicles

2

No. Injured

0

No. Killed

0

Not Investigated at Scene ☐Accident Reconstructed ☐Left Scene ☐

Police Photos

☐ Yes ☒ No

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIANTicket/Arrest
Number(s)Ticket/Arrest
Number(s)Violation
Section(s)Violation
Section(s)

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact 2 1 2

Box 2 - Most Damage

Enter up to three more Damage Codes 3 4 5

Vehicle By
Towed: To

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 2 DAMAGE CODES

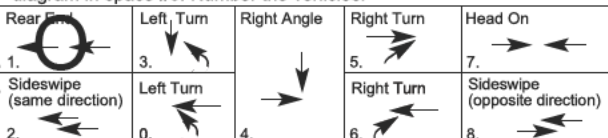
Box 1 - Point of Impact 8 1 8

Box 2 - Most Damage

Enter up to three more Damage Codes 3 4 5

Vehicle By
Towed: To

Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.



ACCIDENT DIAGRAM

DIAGRAM IS PRINTED ON LAST PAGE

Cost of repairs to any one vehicle will be more than \$1000.

☐ Unknown/Unable to Determine ☒ Yes ☐ No

VEHICLE DAMAGE CODING:

1-13. SEE DIAGRAM ON RIGHT.

14. UNDERCARRIAGE 17. DEMOLISHED

15. TRAILER 18. NO DAMAGE

16. OVERTURNED 19. OTHER

Reference Marker

1 7

8 3 1 0

1 1 2 7

Coordinates (if available)

Latitude/Northing:

Longitude/Easting:

Place Where Accident Occurred:

County ORAN

☐ City ☐ Village ☒ Town of MONTGOMERY, TOWN OF

Road on which accident occurred STATE RT 17K

(Route Number or Street Name)

at 1) intersecting street STATE RT 208

(Route Number or Street Name)

or 2) ☐ N ☐ S ☐ E ☐ W of _____

Feet Miles (Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

V1 was stopped at traffic light . V2 slowing to stop struck V2 bumper causing minor damage.

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	39	1	-	-	-						
B	02	1	4	1	69	2	-	-	-						
C															
D															
E															
F															

Officer's Rank and Signature PO

Print Name in Full KEN MEMMELAAR

Badge/ID No. 17

NCIC No. 03574

Precinct/Post Troop/Zone F2

Station/Beat/Sector 1

Reviewing Officer

VANTASSEL, JON

Date/Time Reviewed

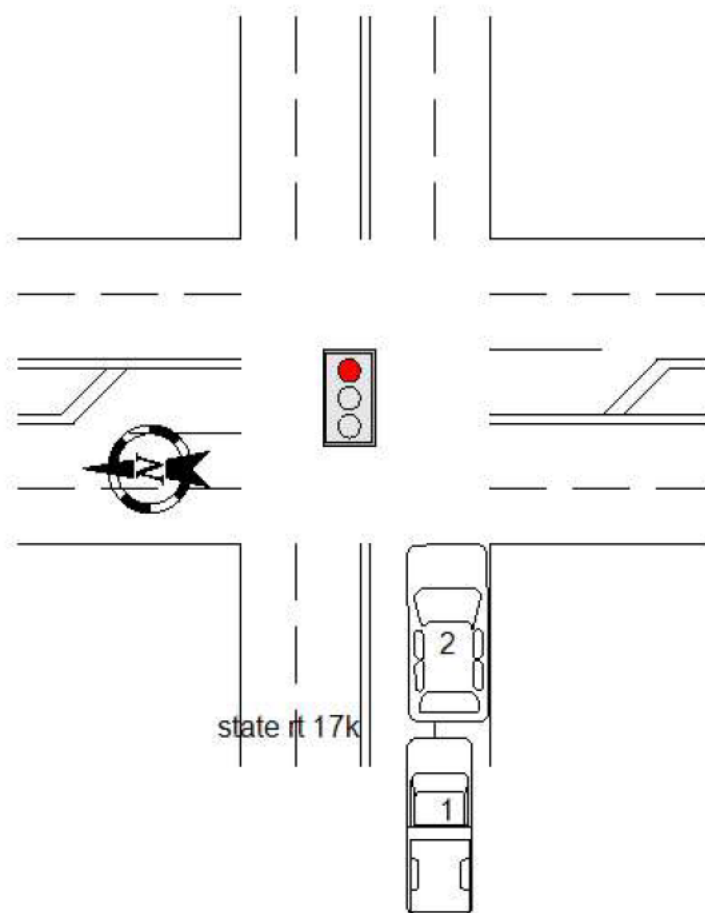
2019/07/22 07:31

USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

38011363

Local Codes

9KM2649RKJFJ8

☐ AMENDED REPORT

DMV COPY

1 1	Accident Date			Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene <input type="checkbox"/>	Left Scene	Police Photos
	Month 07	Day 15	Year 2019	Mon	0743	2	1	0	Accident Reconstructed <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

VEHICLE 1

☐ VEHICLE 2☒ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIAN

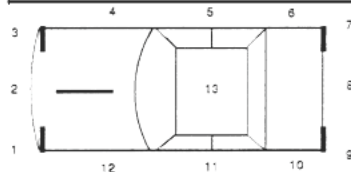
2 6												21
3 1												22
4 1												23
5 2												24

6 1	Ticket/Arrest Number(s)				Ticket/Arrest Number(s)				25 2
7 1	Violation Section(s)				Violation Section(s)				26 1
1	Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.				Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.				27 1
	VEHICLE 1 DAMAGE CODES Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes Vehicle Towed: By To				VEHICLE 2 DAMAGE CODES Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes Vehicle Towed: By To				28 3

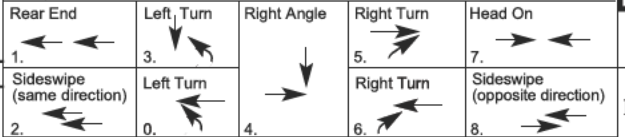
VEHICLE DAMAGE CODING:

1-13. SEE DIAGRAM ON RIGHT.

- | | |
|-------------------|----------------|
| 14. UNDERCARRIAGE | 17. DEMOLISHED |
| 15. TRAILER | 18. NO DAMAGE |
| 16. OVERTURNED | 19. OTHER |



Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.



ACCIDENT DIAGRAM

DIAGRAM IS PRINTED ON LAST PAGE

Cost of repairs to any one vehicle will be more than \$1000.

☒ Unknown/Unable to Determine ☐ Yes ☐ No

Reference Marker	Coordinates (if available)	Place Where Accident Occurred:
1 7 K	Latitude/Northing:	County ORAN <input type="checkbox"/> City <input type="checkbox"/> Village <input checked="" type="checkbox"/> Town of MONTGOMERY, TOWN OF
8 3 0 1	Longitude/Easting:	Road on which accident occurred STATE RT 17K (Route Number or Street Name)
1 1 1 8		at 1) intersecting street _____ (Route Number or Street Name)
		or 2) 200 _____ <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input checked="" type="checkbox"/> W of willson lane private (Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

Vehicle 1 was turning right onto 17k from his driveway. Bicyclist was traveling East on 17k on the shoulder of the road. Vehicle 1 proceeded to pull out of driveway not seeing Bicyclist. Bicyclist could not stop in time and struck side of vehicle 1. - WITNESS 1 [REDACTED]

ALL INVOLVED	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	30	1	-	-	-					[REDACTED]	
B	B02	1	-	3	34	2	11	11	6	9999		3516		[REDACTED]	
C															
D															
E															
F															

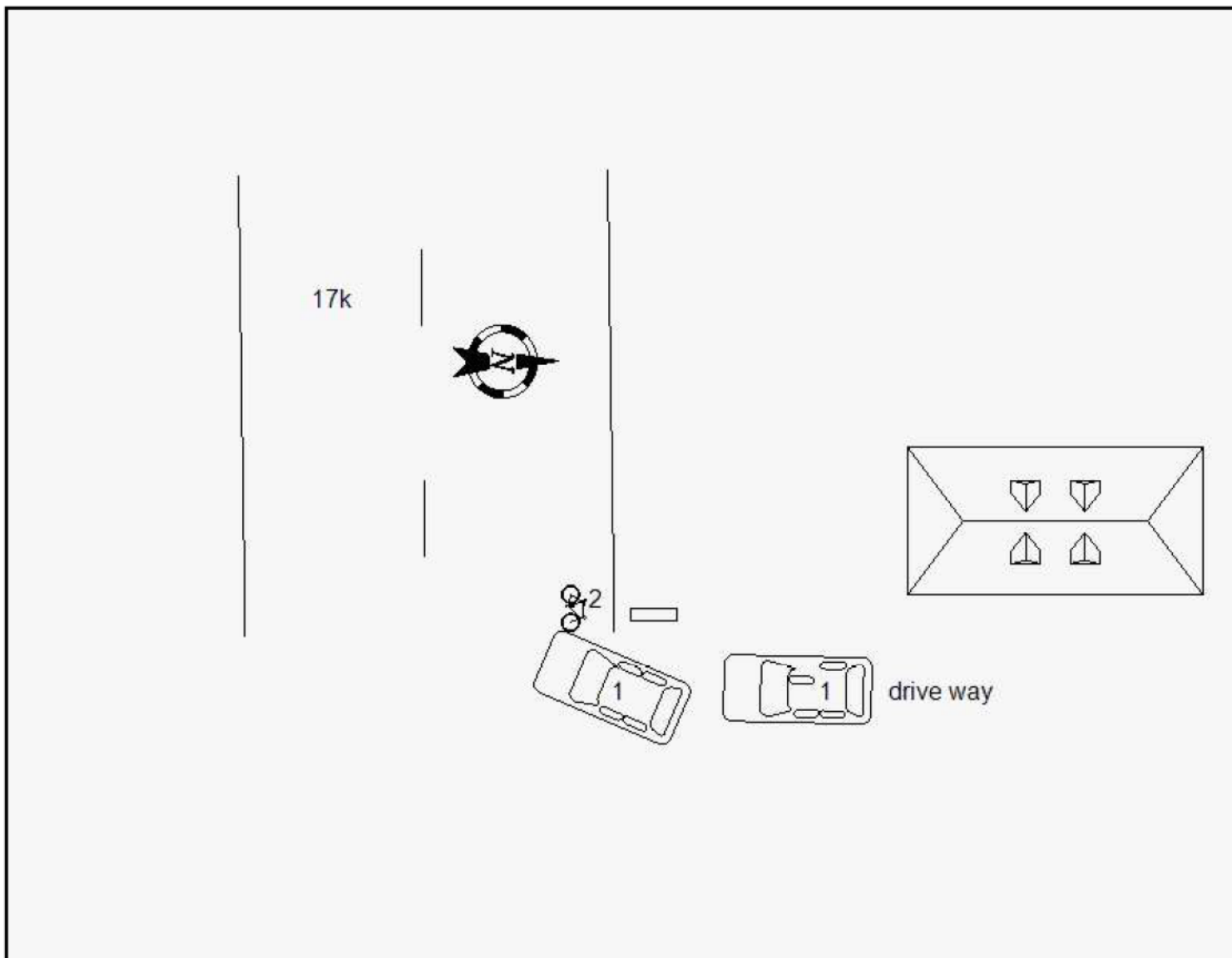
Officer's Rank and Signature PO Print Name in Full KEN MEMMELAAR	Badge/ID No. 17	NCIC No. 03574	Precinct/Post Troop/Zone F2	Station/Beat/Sector 1	Reviewing Officer VANTASSEL, JON	Date/Time Reviewed 2019/08/05 09:07
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USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

38063316

Local Codes

9KPDR19XSV9J

☐ AMENDED REPORT

DMV COPY

Accident Date

Month
09Day
02Year
2019

Day of Week

Mon

Military Time

1036

No. of Vehicles

2

No. Injured

2

No. Killed

0

Not Investigated at Scene ☐Accident Reconstructed ☐Left Scene ☐☐

Police Photos

☐ Yes ☒ No

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIANTicket/Arrest
Number(s) M2679XSN5FViolation
Section(s) 1142ATicket/Arrest
Number(s)Violation
Section(s)

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact 1 2

Box 2 - Most Damage 1 1

Enter up to three more Damage Codes 3 4 5

Vehicle By

Towed: To

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 2 DAMAGE CODES

Box 1 - Point of Impact 10 2

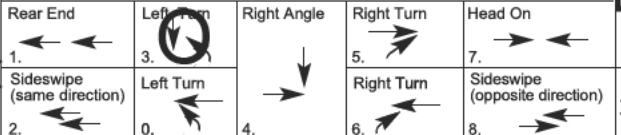
Box 2 - Most Damage 10 10

Enter up to three more Damage Codes 3 4 5

Vehicle By QUALITY

Towed: To FISHKILLBODY SH

Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.



ACCIDENT DIAGRAM

DIAGRAM IS PRINTED ON LAST PAGE

Cost of repairs to any one vehicle will be more than \$1000.

☐ Unknown/Unable to Determine ☒ Yes ☐ No

Reference Marker

1 7 K

8 3 0 1

1 1 0 6

Coordinates (if available)

Latitude/Northing:

Longitude/Easting:

Place Where Accident Occurred:

County ORAN ☐ City ☐ Village ☒ Town of MONTGOMERY, TOWN OF

Road on which accident occurred RIVER ROAD

(Route Number or Street Name)

at 1) intersecting street STATE ROUTE 17K

(Route Number or Street Name)

or 2) ☐ N ☐ S ☐ E ☐ W of (Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

Vehicle 1 Traveling southwest on River road in the Town of Montgomery, NY 12549. Vehicle 2 traveling northeast on State Route 17k. Vehicle 1 was turning left onto state route 17k from River Road. Vehicle 2 was turning left onto River road from state route 17k. Vehicle 2 had the right of way. Vehicle 1 failed to yield the right of way. Vehicle 1 stuck Vehicle 2 in the driver side rear tire area causing the rear differential on Vehicle 2 to shift. Vehicle 2 towed by quality to Fishkill Auto Body. Town of Montgomery Ambulance responded and evaluated the passenger of Vehicle 2. Vehicle 2 passenger RMA'd. Vehicle 2 driver also complained of back pain however declined medical attention. Both parties to seek further medical attention

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	15	1	-	-	-						
B	01	3	4	1	49	2	-	-	-						
C	01	6	4	1	15	2	-	-	-						
D	01	4	4	1	15	1	-	-	-						
E	02	1	4	1	42	1	6	12	6						
F	02	3	4	1	10	2	8	12	6						

Officer's Rank and Signature PO

Print Name in Full DAVE GOWANS

Badge/ID No.

27

NCIC No.

03574

Precinct/Post Troop/Zone

F21

Station/Beat/Sector

TMPD

Reviewing Officer

HANK, JOHN

Date/Time Reviewed

2019/09/08 13:58

USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

38063316

Local Codes

9KPDR19XSV9J

☒ **AMENDED REPORT****DMV COPY**

1	Accident Date		Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene <input type="checkbox"/>	Left Scene	Police Photos																																																																																																															
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15. TRAILER 18. NO DAMAGE					15. TRAILER 18. NO DAMAGE																																																																																																																				
16. OVERTURNED 19. OTHER					16. OVERTURNED 19. OTHER																																																																																																																				
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Latitude/Northing:					Road on which accident occurred <u>RIVER ROAD</u>																																																																																																																				
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Officer's Rank and Signature PO					Badge/ID No.		NCIC No.		Precinct/Post Troop/Zone		Station/Beat/Sector		Reviewing Officer		Date/Time Reviewed																																																																																																										
Print Name in Full DAVE GOWANS					27		03574		F21		TMPD		HANK, JOHN		2019/09/08 13:58																																																																																																										

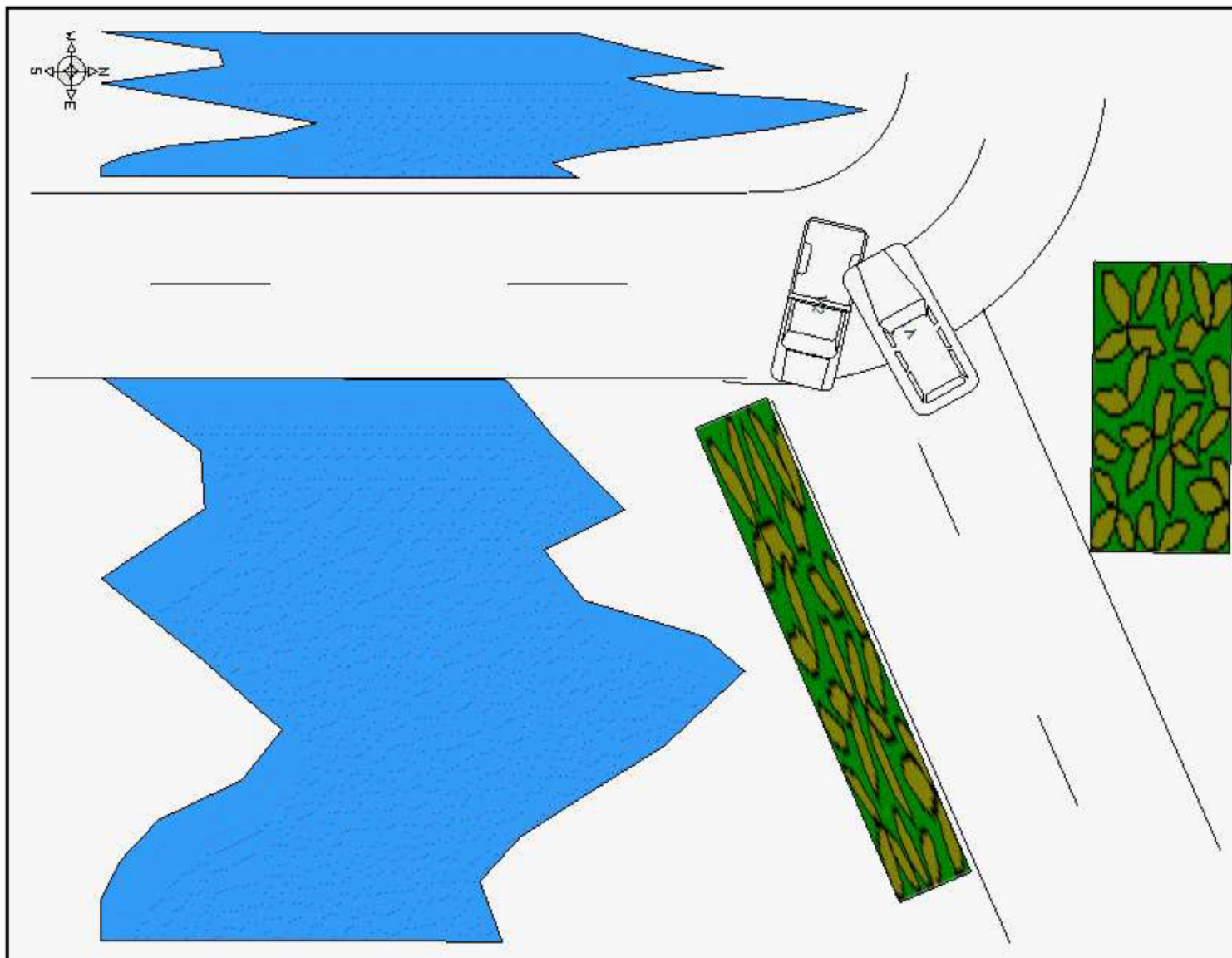
ALL INVOLVED

USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

38066488

Local Codes

KMMVP79V5TN9

☐ AMENDED REPORT

DMV COPY

Accident Date

Month 08 Day 08 Year 2019

Day of Week

Thu

Military Time

1900

No. of Vehicles

2

No. Injured

0

No. Killed

0

Not Investigated at Scene ☐Accident Reconstructed ☐Left Scene ☐

Police Photos

☐ Yes ☒ No

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIANTicket/Arrest
Number(s)Ticket/Arrest
Number(s)Violation
Section(s)Violation
Section(s)

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact 3 1 2

Box 2 - Most Damage 3 4 5

Enter up to three more Damage Codes 3 4 5

Vehicle By Towed: To

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 2 DAMAGE CODES

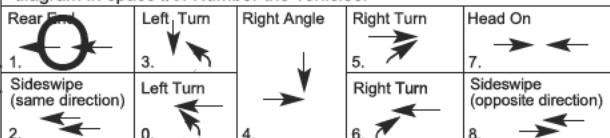
Box 1 - Point of Impact 8 1 2

Box 2 - Most Damage 3 4 5

Enter up to three more Damage Codes 3 4 5

Vehicle By Towed: To

Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.



ACCIDENT DIAGRAM

DIAGRAM IS PRINTED ON LAST PAGE

Cost of repairs to any one vehicle will be more than \$1000.

☐ Unknown/Unable to Determine ☒ Yes ☐ No

VEHICLE DAMAGE CODING:

1-13. SEE DIAGRAM ON RIGHT.

14. UNDERCARRIAGE 17. DEMOLISHED

15. TRAILER 18. NO DAMAGE

16. OVERTURNED 19. OTHER

Reference Marker

1 7 K

8 3 0 1

1 1 0 6

Coordinates (if available)

Latitude/Northing:

564015

Longitude/Easting:

4597423

Place Where Accident Occurred:

County ORAN

☐ City ☒ Village ☐ Town of MONTGOMERY, VILLAGE OF

Road on which accident occurred WARD ST

(Route Number or Street Name)

at 1) intersecting street GOODWILL RD

(Route Number or Street Name)

or 2) ☐ N ☐ S ☐ E ☐ W of

Feet Miles

(Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

Oper. of Veh.#1 stated that she was traveling in a westerly direction on Ward St. and looked down, taking her attention off the road, thus struck Veh. #2. Operator of Veh.#2 stated that he was traveling in a westerly direction on Ward St., and slowing down for vehicles directly ahead when being struck by Veh.#1.

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	17	2	-	-	-						
B	02	1	4	1	33	1	-	-	-						
C															
D															
E															
F															

Officer's Rank and Signature OFFICER

Print Name in Full RICHARD PROCAK

Badge/ID No.

002

NCIC No.

03527

Precinct/Post Troop/Zone

Station/Beat/ Sector

Reviewing Officer

HERLIHY, WILLIAM

Date/Time Reviewed

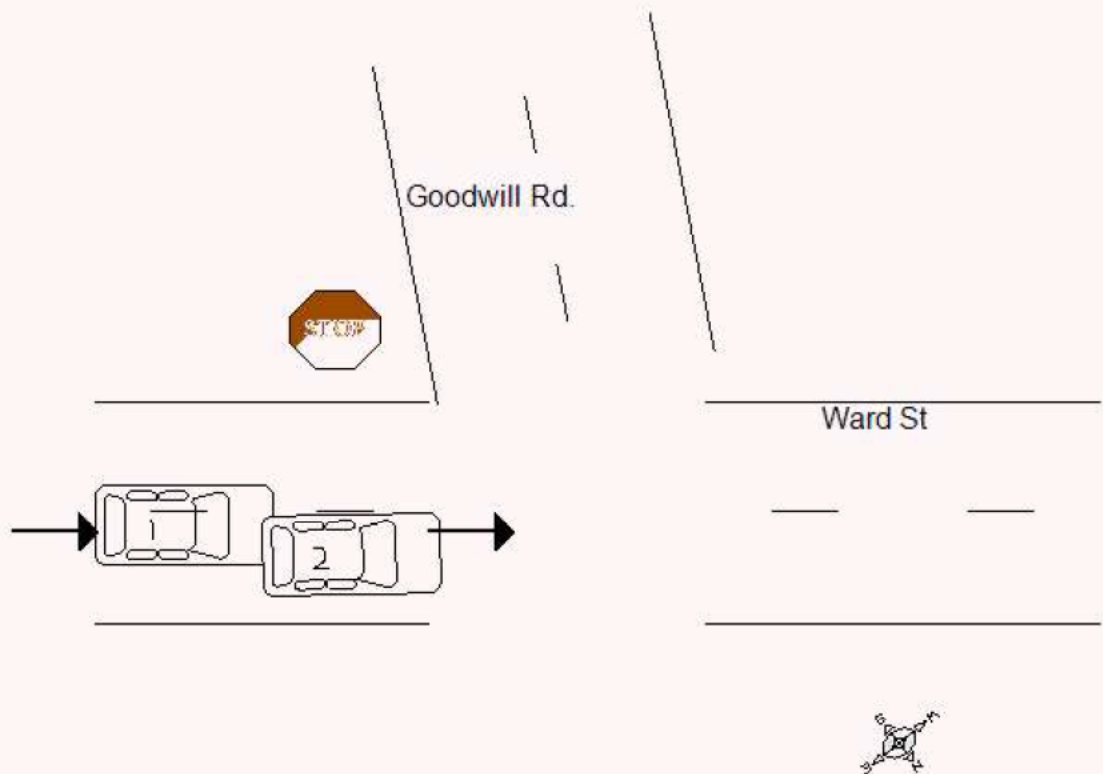
2019/09/17 10:19

USE
COVER
SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

38078850

Local Codes

KMVMP79XDQ36

☐ AMENDED REPORT

DMV COPY

Accident Date

Month
08Day
29Year
2019

Day of Week

Thu

Military Time

1650

No. of
Vehicles
2No. Injured
1No. Killed
0Not Investigated at Scene ☐Accident Reconstructed ☐Left Scene ☐

Police Photos

☐ Yes ☒ No

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIANTicket/Arrest
Number(s)Ticket/Arrest
Number(s)Violation
Section(s)Violation
Section(s)

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact 2 1 2

Box 2 - Most Damage

Enter up to three more Damage Codes 3 4 5

Vehicle By
Towed: To

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 2 DAMAGE CODES

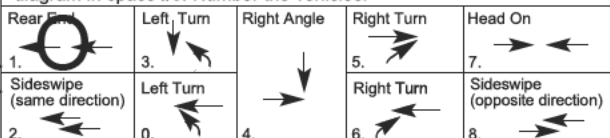
Box 1 - Point of Impact 8 1 8

Box 2 - Most Damage

Enter up to three more Damage Codes 3 4 5

Vehicle By
Towed: To

Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.



ACCIDENT DIAGRAM

DIAGRAM IS PRINTED ON LAST PAGE

Cost of repairs to any one vehicle will be more than \$1000.

☐ Unknown/Unable to Determine ☒ Yes ☐ No

VEHICLE DAMAGE CODING:

1-13. SEE DIAGRAM ON RIGHT.

14. UNDERCARRIAGE 17. DEMOLISHED

15. TRAILER 18. NO DAMAGE

16. OVERTURNED 19. OTHER

Reference Marker

1 7 K

8 3 0 1

1 1 0 4

Coordinates (if available)

Latitude/Northing:
563767

Longitude/Easting:
4597538

Place Where Accident Occurred:

County ORAN

☐ City ☒ Village ☐ Town of MONTGOMERY, VILLAGE OF

Road on which accident occurred WARD ST

(Route Number or Street Name)

at 1) intersecting street

(Route Number or Street Name)

or 2) 300 ☐ N ☐ S ☒ E ☐ W of union st

(Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

Operator of Veh.#1 stated that he was traveling west on Union Street, not paying attention, and struck Veh.#2 in the rear end. Operator of Veh.#2 stated that he was west bound and stopped on Union Street when being struck in the rear end by Veh. #1. Operator of Veh.# 2 declined immediate medical attention.

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	48	1	-	-	-						
B	02	1	4	1	58	1	4	12	6						
C															
D															
E															
F															

Officer's Rank and Signature

OFFICER

Print Name in Full

RICHARD PROCAK

Badge/ID No.

002

NCIC No.

03527

Precinct/Post Troop/Zone

Station/Beat/ Sector

Reviewing Officer

HERLIHY, WILLIAM

Date/Time Reviewed

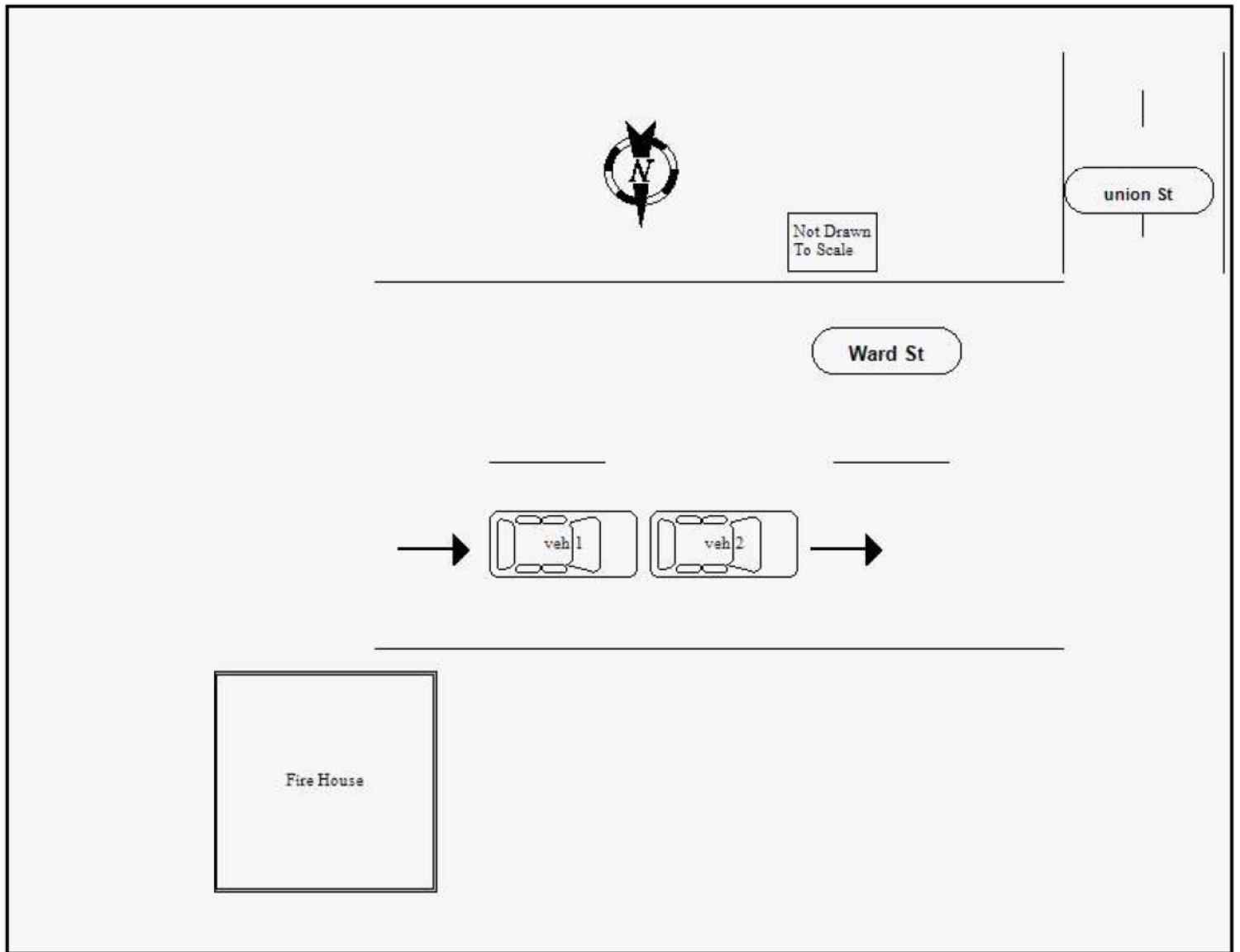
2019/09/17 17:36

USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

38082394

Local Codes

9KPDR1B0JVFK

☐ AMENDED REPORT

DMV COPY

19
X

1 -	Accident Date			Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene <input type="checkbox"/>	Left Scene	Police Photos	20 X
	Month 08	Day 22	Year 2019	Thu	1830	2	0	0	Accident Reconstructed <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIAN21
422
X23
324
7

2 -													21 4
3 1													25 1
4 1													
5 1													

5 1	Ticket/Arrest Number(s)	Ticket/Arrest Number(s)	25 1
6 1	Violation Section(s)	Violation Section(s)	

6 1	Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.	Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.	Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.	26 15
--------	--	--	--	----------

7 2	VEHICLE 1 DAMAGE CODES Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes Vehicle Towed: By To	VEHICLE 2 DAMAGE CODES Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes Vehicle Towed: By To	1. Rear End 2. Sideswipe (same direction) 3. Left Turn 4. Right Angle 5. Right Turn 6. Right Turn 7. Head On 8. Sideswipe (opposite direction)	27 2
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VEHICLE DAMAGE CODING:

1-13. SEE DIAGRAM ON RIGHT.

- | | |
|-------------------|----------------|
| 14. UNDERCARRIAGE | 17. DEMOLISHED |
| 15. TRAILER | 18. NO DAMAGE |
| 16. OVERTURNED | 19. OTHER |

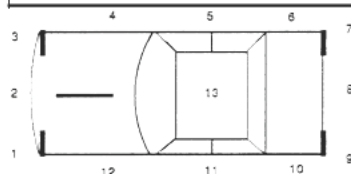


DIAGRAM IS PRINTED ON LAST PAGE

Cost of repairs to any one vehicle will be more than \$1000.

☐ Unknown/Unable to Determine ☐ Yes ☒ No28
1

Reference Marker	Coordinates (if available)	Place Where Accident Occurred:	29 -
	Latitude/Northing:	County <u>ORAN</u> <input type="checkbox"/> City <input type="checkbox"/> Village <input checked="" type="checkbox"/> Town of <u>MONTGOMERY, TOWN OF</u>	
	Longitude/Easting:	Road on which accident occurred <u>1175 STATE ROUTE 17K PARKING L</u> (Route Number or Street Name)	
		at 1) intersecting street _____ (Route Number or Street Name)	

Accident Description/Officer's Notes

Driver 1 States she was traveling east in the Valley Central School parking lot. When driver 2 backed out of a parking spot and struck her vehicle on the passengers side. Driver 2 states, she was parked in the school parking lot attempting to back out of a spot. When she backed into driver 1's vehicle as it passed by. Both Drivers exchanged info and no one complained of any injury.

30
-

USE
COVER
SHEET

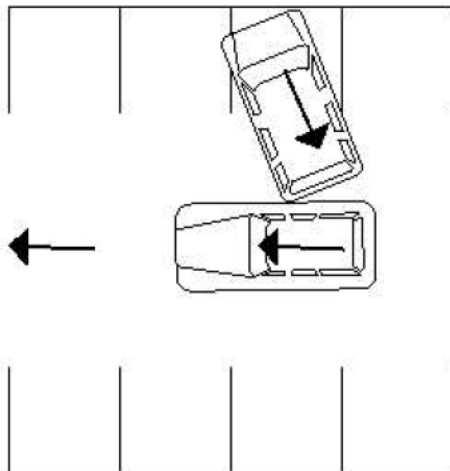
N

ALL INVOLVED	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	44	2	-	-	-						
B	02	1	4	1	17	2	-	-	-						
C															
D															
E															
F															

Officer's Rank and Signature Print Name in Full	PO ANDRE WRIGHT	Badge/ID No.	14	NCIC No.	03574	Precinct/Post Troop/Zone	2F4	Station/Beat/Sector	Reviewing Officer	MEEHAN, JASON	Date/Time Reviewed	2019/09/19 09:55
--	--------------------	--------------	----	----------	-------	--------------------------	-----	---------------------	-------------------	---------------	--------------------	------------------

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

38108504

Local Codes

KMC4239V7W3B

☐ AMENDED REPORT

DMV COPY

Accident Date

Month 08 Day 09 Year 2019

Day of Week

Fri

Military Time

1102

No. of Vehicles

2

No. Injured

1

No. Killed

0

Not Investigated at Scene ☐Accident Reconstructed ☐Left Scene ☐

Police Photos

☐ Yes ☒ No

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIANTicket/Arrest
Number(s)Ticket/Arrest
Number(s)Violation
Section(s)Violation
Section(s)

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

Check if involved vehicle is:

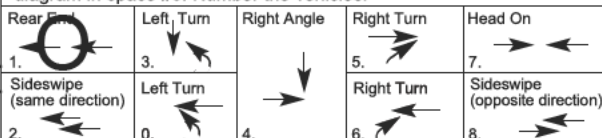
☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.



ACCIDENT DIAGRAM

DIAGRAM IS PRINTED ON LAST PAGE

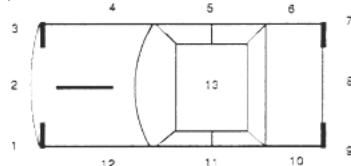
Cost of repairs to any one vehicle will be more than \$1000.

☐ Unknown/Unable to Determine ☒ Yes ☐ No

VEHICLE DAMAGE CODING:

1-13. SEE DIAGRAM ON RIGHT.

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



Reference Marker

Coordinates (if available)

Latitude/Northing:

Longitude/Easting:

Place Where Accident Occurred:

County ORAN

☐ City ☒ Village ☐ Town of MONTGOMERY, VILLAGE OF

Road on which accident occurred WARD ST

(Route Number or Street Name)

at 1) intersecting street

(Route Number or Street Name)

or 2) 80

Feet Miles

☐ N ☐ S☐ E ☒ W of

summer set drive

(Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

Veh #1 operator states that Veh #1 was stopped on Union St., waiting to make a left hand turn, when Veh #1 was struck from behind by Veh #2. Veh #2 operator stated that she had taken her eyes off the road to look at gloves she was wearing, and when she looked back to the road she tried to stop in time, but could not.

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	59	2	-	-	-						
B	02	1	9	1	76	2	8	12	6	9995		3516			
C															
D															
E															
F															

Officer's Rank and Signature OFFICER

Print Name in Full CHARLES BODENSIECK

Badge/ID No.

24

NCIC No.

03527

Precinct/Post Troop/Zone

Station/Beat/Sector

Reviewing Officer

WALSH, STEVEN

Date/Time Reviewed

2019/10/07 13:00

USE COVER SHEET

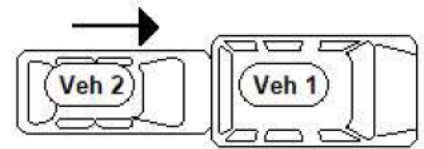
N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



Union Street



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

38110979

Local Codes

KMC423B1HKZW

☐ AMENDED REPORT

DMV COPY

Accident Date			Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene <input type="checkbox"/>	Left Scene	Police Photos
Month	Day	Year						Accident Reconstructed <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
09	27	2019	Fri	1742	2	1	0			

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIAN

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

Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.	Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.	Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.
--	--	--

VEHICLE 1 DAMAGE CODES Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes Vehicle Towed: By To	VEHICLE 2 DAMAGE CODES Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes Vehicle Towed: By To	ACCIDENT DIAGRAM 1. 2. 3. 4. 5. 6. 7. 8.
--	--	---

VEHICLE DAMAGE CODING:

1-13. SEE DIAGRAM ON RIGHT.

- | | |
|-------------------|----------------|
| 14. UNDERCARRIAGE | 17. DEMOLISHED |
| 15. TRAILER | 18. NO DAMAGE |
| 16. OVERTURNED | 19. OTHER |

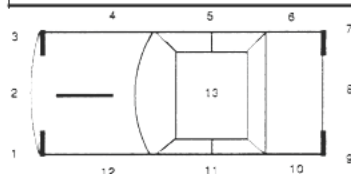


DIAGRAM IS PRINTED ON LAST PAGE

Cost of repairs to any one vehicle will be more than \$1000.

☐ Unknown/Unable to Determine ☒ Yes ☐ No

Reference Marker	Coordinates (if available)	Place Where Accident Occurred:
1 7 K	Latitude/Northing: 564591	County <u>ORAN</u> <input type="checkbox"/> City <input checked="" type="checkbox"/> Village <input type="checkbox"/> Town of <u>MONTGOMERY, VILLAGE OF</u>
8 3 0 1	Longitude/Easting: 4597419	Road on which accident occurred <u>WARD ST</u> (Route Number or Street Name)
1 1 1 0		at 1) intersecting street _____ (Route Number or Street Name)
		or 2) <u>50</u> <input type="checkbox"/> N <input type="checkbox"/> S <input checked="" type="checkbox"/> E <input type="checkbox"/> W of <u>Brescia Way</u> (Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

V1 reported traveling West Bound on Ward Street, Village of Montgomery. V1 further reported as he was traveling on Ward Street he observed V2 attempting to make a left hand turn onto Brescia Way, Village of Montgomery. V1 stated before V2 turned onto Brescia Way he had struck V2 in the rear portion of the motor vehicle. V1 Sustained damage to the front portion of the motor vehicle including the hood. V2 reported while traveling West Bound on Ward Street, Village of Montgomery, she attempted to make a left hand turn onto Brescia Way when V1 struck the rear end portion of the motor vehicle. V2 sustained damage to the rear bumper portion of the motor vehicle.

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	18	1	-	-	-						
B	01	3	4	1	19	1	-	-	-						
C	02	1	4	1	18	2	4	14	6	9993	3509				
D															
E															
F															

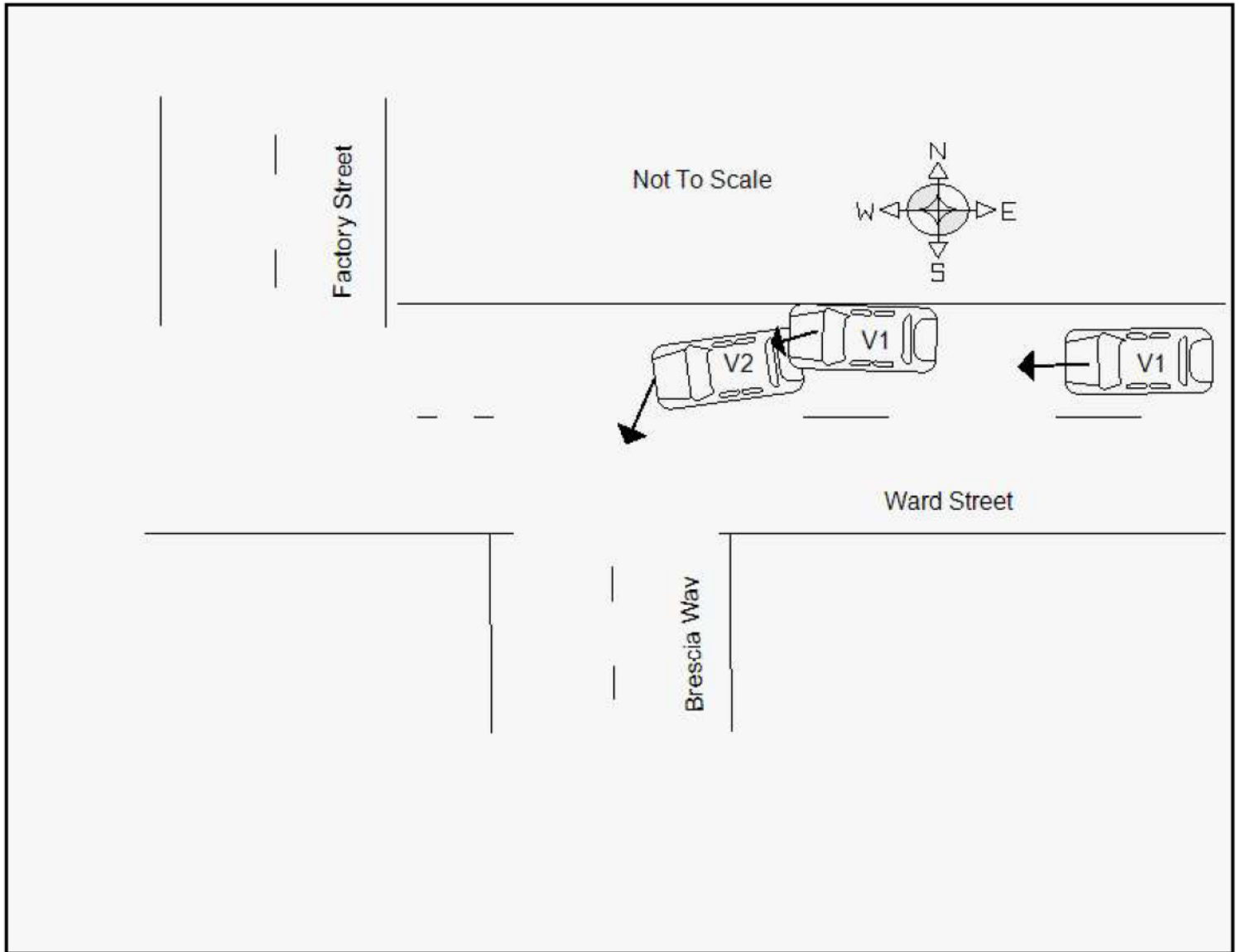
Officer's Rank and Signature	Badge/ID No.	NCIC No.	Precinct/Post Troop/Zone	Station/Beat/Sector	Reviewing Officer	Date/Time Reviewed
Print Name in Full ROBERT CINTRON	038	03527		VMPD	HERLIHY, LT. WILI	2019/10/08 13:11

USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

38114410

Local Codes

C263B270X6

☐ AMENDED REPORT

DMV COPY

1 -	Accident Date			Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene <input type="checkbox"/>	Left Scene <input type="checkbox"/>	Police Photos <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
	Month	Day	Year								
	10	04	2019	Fri	1034	2	0	0	Accident Reconstructed <input type="checkbox"/>	<input type="checkbox"/>	

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIAN

2 -												21 -
3 1												22 -
4 1												23 7
5 1												24 7

5 1	Ticket/Arrest Number(s)					Ticket/Arrest Number(s)					25 1
	Violation Section(s)					Violation Section(s)					

6 1	VEHICLE 1 DAMAGE CODES	Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.	VEHICLE 2 DAMAGE CODES	Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.	Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.	1.	3.	Right Angle	Right Turn	Head On	25 1
						2.	0.	4.	5.	7.	26 8

7 1	Enter up to three more Damage Codes 3 4 5	Enter up to three more Damage Codes 3 4 5	Vehicle By Towed: To	Vehicle By Towed: To	ACCIDENT DIAGRAM DIAGRAM IS PRINTED ON LAST PAGE	27 1
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Reference Marker	Coordinates (if available)	Place Where Accident Occurred:	28 1
1 7 K	Latitude/Northing:	County <u>ORAN</u> <input type="checkbox"/> City <input type="checkbox"/> Village <input checked="" type="checkbox"/> Town of <u>MONTGOMERY, TOWN OF</u>	
8 3 0 1	Longitude/Easting:	Road on which accident occurred <u>STATE ROUTE 17K</u> (Route Number or Street Name)	29 -
1 1 1 8		at 1) intersecting street _____ (Route Number or Street Name)	
		or 2) <u>2000</u> <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input checked="" type="checkbox"/> W of <u>baily road</u> (Milepost, Nearest intersecting Route Number or Street Name)	

Accident Description/Officer's Notes												30 -
V2 was traveling on State Route 17K when the driver failed to see V1 who was stopped in traffic. V2 struck V1 causing damage to both vehicles.												

ALL INVOLVED	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	34	2	-	-	-						
B	01	6	5	1	0	1	-	-	-						
C	02	1	4	1	70	1	-	-	-						
D															
E															
F															

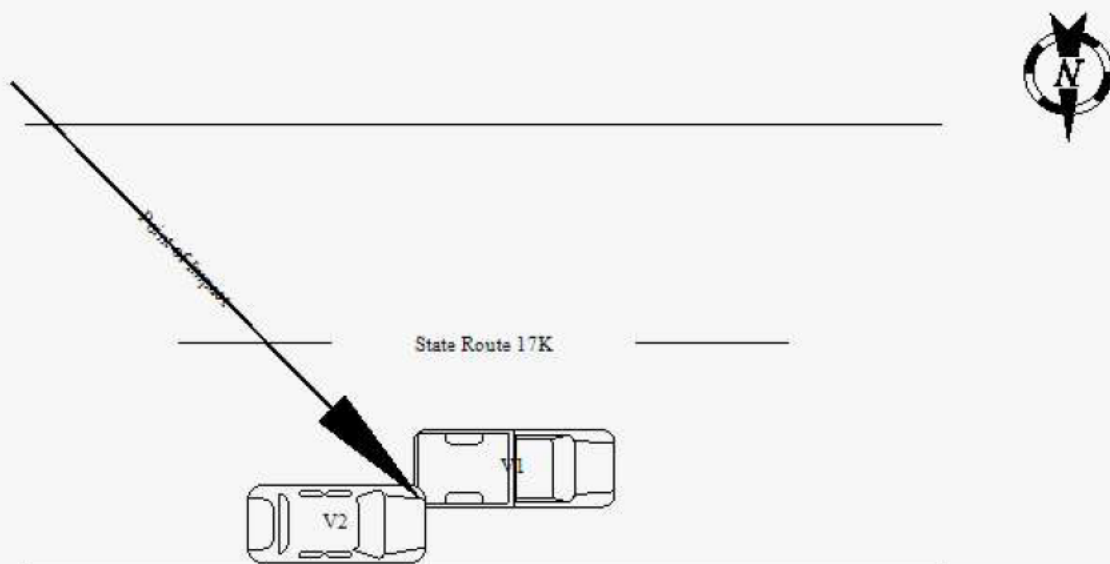
Officer's Rank and Signature	PO	Badge/ID No.	48	NCIC No.	03574	Precinct/Post Troop/Zone	F2	Station/Beat/Sector	1	Reviewing Officer	HANK, JOHN	Date/Time Reviewed	2019/10/10 12:45
Print Name in Full	KEVIN GREANY												

USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

38136731

Local Codes

0999B31F2H

☐ AMENDED REPORT

DMV COPY

1	Accident Date			20
	Month 10	Day 12	Year 2019	
2	Day of Week SATURD		21	
	Military Time 0124			
3	No. of Vehicles 1	No. Injured 0	22	
	No. Killed 0	Not Investigated at Scene <input type="checkbox"/>		
4	Left Scene <input type="checkbox"/>		23	
	Police Photos <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No			
5	Accident Reconstructed <input type="checkbox"/>		24	
	State of Lic.			
6	VEHICLE 1		25	
	VEHICLE 2 <input type="checkbox"/> BICYCLIST <input type="checkbox"/> PEDESTRIAN <input type="checkbox"/> OTHER PEDESTRIAN			
7	VEHICLE 2 - Driver License ID Number		26	
	Driver Name - exactly as printed on license			
8	Address (Include Number & Street)		27	
	Apt. No.			
9	City or Town		28	
	State Zip Code			
10	Date of Birth		29	
	Sex			
11	Unlicensed <input type="checkbox"/>		30	
	No. of Occupants			
12	Public Property Damaged <input type="checkbox"/>		31	
	Name—exactly as printed on registration			
13	Sex		32	
	Date of Birth			
14	Month Day Year		33	
	Address (Include Number & Street)			
15	Apt. No.		34	
	Haz. Mat. Code			
16	City or Town		35	
	State Zip Code			
17	Plate Number		36	
	State of Reg.			
18	Vehicle Year & Make		37	
	Vehicle Type			
19	Ins. Code		38	
	Ticket/Arrest Number(s)			
20	Violation Section(s)		39	
	Ticket/Arrest Number(s)			
21	Violation Section(s)		40	
	Check if involved vehicle is:			
22	<input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.		41	
	<input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.			
23	VEHICLE 1 DAMAGE CODES		42	
	Box 1 - Point of Impact Box 2 - Most Damage			
24	Enter up to three more Damage Codes		43	
	Vehicle By Towed: To			
25	VEHICLE 2 DAMAGE CODES		44	
	Box 1 - Point of Impact Box 2 - Most Damage			
26	Enter up to three more Damage Codes		45	
	Vehicle By Towed: To			
27	Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.		46	
	Rear End Left Turn Right Angle Right Turn Head On Sideswipe (same direction) Left Turn Right Turn Sideswipe (opposite direction)			
28	ACCIDENT DIAGRAM		47	
	9. Cost of repairs to any one vehicle will be more than \$1000. <input checked="" type="checkbox"/> Unknown/Unable to Determine <input type="checkbox"/> Yes <input type="checkbox"/> No			
29	DIAGRAM IS PRINTED ON LAST PAGE		48	
	Reference Marker Coordinates (if available) Latitude/Northing: Longitude/Easting:			
30	Place Where Accident Occurred:		49	
	County ORAN <input type="checkbox"/> City <input type="checkbox"/> Village <input checked="" type="checkbox"/> Town of MONTGOMERY, TOWN OF Road on which accident occurred STATE ROUTE 17K at 1) intersecting street (Route Number or Street Name) or 2) 500 Feet Miles <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W of bailey rd (Milepost, Nearest intersecting Route Number or Street Name)			
31	Accident Description/Officer's Notes		50	
	V1 was heading East on State Route 17k when a deer entered the roadway. The deer was unavoidable and the deer impacted the front of V1 causing significant damage to the vehicle. The driver of V1 was unable to avoid the deer due to no fault of their own. No injuries were reported to officers at the scene			
32	ALL INVOLVED		51	
	8 9 10 11 12 13 14 15 16 17 BY TO 18 Names of all involved Date of Death Only			
33	A 01 1 4 1 39 2 - - - B C D E F		52	
	Officer's Rank and Signature po Print Name in Full KYLE VETRO Badge/ID No. 1108 NCIC No. 03574 Precinct/Post Troop/Zone Station/Beat/ Sector Reviewing Officer MEEHAN, JASON Date/Time Reviewed 2019/10/25 18:13			

USE
COVER
SHEET

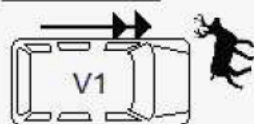
N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



St Rte 17k



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

38136733

Local Codes

9KPDR1B48BMD

☐ AMENDED REPORT

DMV COPY

Accident Date

Month
10Day
21Year
2019Day of Week
MonMilitary Time
1313No. of Vehicles
2No. Injured
0No. Killed
0Not Investigated at Scene ☐Left Scene ☐Police Photos ☐Accident Reconstructed ☐☐ Yes ☒ No

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIANTicket/Arrest
Number(s)Ticket/Arrest
Number(s)Violation
Section(s)Violation
Section(s)

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

Check if involved vehicle is:

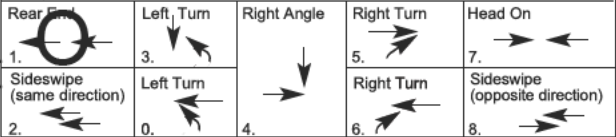
☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.



ACCIDENT DIAGRAM

DIAGRAM IS PRINTED ON LAST PAGE

Cost of repairs to any one vehicle will be more than \$1000.

☒ Unknown/Unable to Determine ☐ Yes ☐ No

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact 1 2

Box 2 - Most Damage 8 8

Enter up to three more Damage Codes 3 4 5

Vehicle By Towed: To

VEHICLE 2 DAMAGE CODES

Box 1 - Point of Impact 1 2

Box 2 - Most Damage 2 2

Enter up to three more Damage Codes 3 4 5

Vehicle By Towed: To

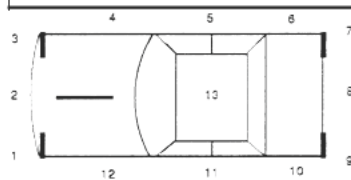
VEHICLE DAMAGE CODING:

1-13. SEE DIAGRAM ON RIGHT.

14. UNDERCARRIAGE 17. DEMOLISHED

15. TRAILER 18. NO DAMAGE

16. OVERTURNED 19. OTHER



Reference Marker

Coordinates (if available)

6

Latitude/Northing:

8 3 0 1

Longitude/Easting:

1 3 0 1

Place Where Accident Occurred:

County ORAN

☐ City☐ Village☒ Town

of MONTGOMERY, TOWN OF

Road on which accident occurred STATE RTE 208

(Route Number or Street Name)

at 1) intersecting street STATE RTE 17K

(Route Number or Street Name)

or 2)

☐ N☐ S☐ E☐ W

of

Feet Miles

(Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

Driver of vehicle #1 was stopped at the red signal on State Rte 208 in the left turning lane at the intersection of State Rte 17K partially in the intersection when he attempted to back up and did not see Vehicle #2 and struck the hood with the rear of his truck.

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	28	1	-	-	-						
B	02	1	4	1	35	1	-	-	-						
C															
D															
E															
F															

Officer's Rank and Signature POLICE OFF

Print Name in Full RUSSELL KENNEDY

Badge/ID No. 38

NCIC No. 03574

Precinct/Post Troop/Zone F2

Station/Beat/Sector 1

Reviewing Officer

MEEHAN, JASON

Date/Time Reviewed

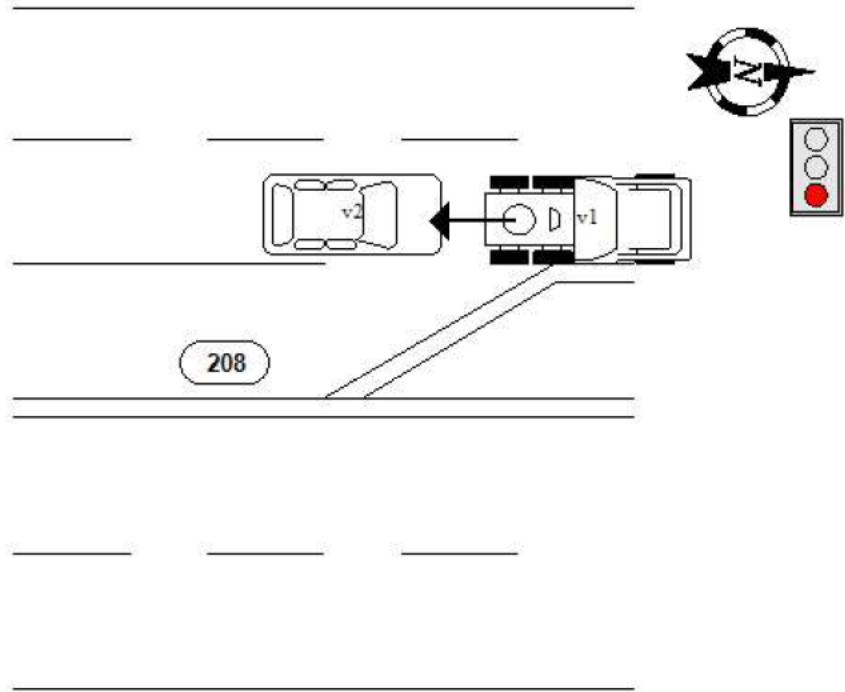
2019/10/25 18:21

USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

38144824

Local Codes

9KPDR3B4L5VR

☐ AMENDED REPORT

DMV COPY

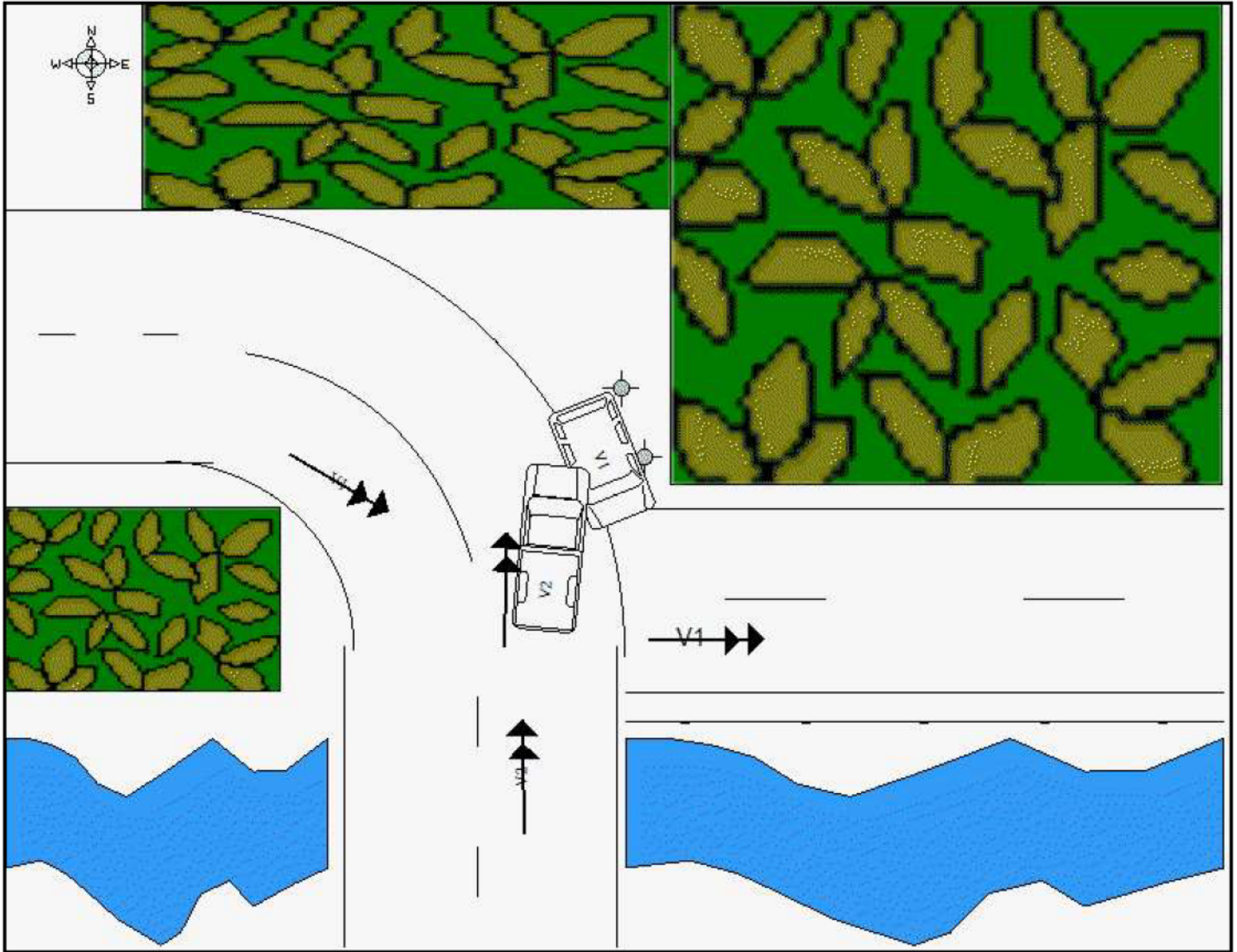
1	Accident Date		Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene <input type="checkbox"/>	Left Scene	Police Photos	20																																																																																																									
	Month 10	Day 26	Year 2019	Sat	1458	2	0	0	Accident Reconstructed <input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No																																																																																																								
2	VEHICLE 1					<input checked="" type="checkbox"/> VEHICLE 2 <input type="checkbox"/> BICYCLIST <input type="checkbox"/> PEDESTRIAN <input type="checkbox"/> OTHER PEDESTRIAN						21																																																																																																								
3						Name—exactly as printed on registration rapid;tire;service;of; newburgh;inc						23																																																																																																								
						Sex C Date of Birth Month Day Year																																																																																																														
4						Address (Include Number & Street) 661 STATE ROUTE 17K						24																																																																																																								
						City or Town State Zip Code MONTGOMERY NY 12549																																																																																																														
5						Plate Number State of Reg. Vehicle Year & Make Vehicle Type Ins. Code 93729AP NY 2000 FORD UTIL						25																																																																																																								
6						Ticket/Arrest Number(s) M267B4L0M2						26																																																																																																								
						Violation Section(s) 1141																																																																																																														
7						Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.						27																																																																																																								
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9						ACCIDENT DIAGRAM DIAGRAM IS PRINTED ON LAST PAGE						29																																																																																																								
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10						Reference Marker Coordinates (if available) 1 7 K 8 3 0 1 1 1 0 6						30																																																																																																								
						Place Where Accident Occurred: County ORAN <input type="checkbox"/> City <input type="checkbox"/> Village <input checked="" type="checkbox"/> Town of MONTGOMERY, TOWN OF Road on which accident occurred STATE ROUTE 17K at 1) intersecting street RIVER ROAD or 2) <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W of Feet Miles (Milepost, Nearest intersecting Route Number or Street Name)																																																																																																														
Accident Description/Officer's Notes Vehicle 1 traveling east on state route 17k in the Town of Montgomery, NY 12549. Vehicle 2 traveling west on state route 17k in the Town of Montgomery, NY 12549. Vehicle 1 turned left from state route 17k onto River road in front of Vehicle 2. Vehicle 2 applied brakes but was unable to stop. Vehicle 2 struck Vehicle 1 in the passenger side front door forcing Vehicle 1 off the roadway and into two road signs. This incident took place based on Vehicle 1 drivers actions.																																																																																																																				
ALL INVOLVED	<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th>8</th> <th>9</th> <th>10</th> <th>11</th> <th>12</th> <th>13</th> <th>14</th> <th>15</th> <th>16</th> <th>17</th> <th>BY</th> <th>TO</th> <th>18</th> <th>Names of all involved</th> <th>Date of Death Only</th> </tr> </thead> <tbody> <tr> <td>A</td> <td>01</td> <td>1</td> <td>4</td> <td>1</td> <td>40</td> <td>1</td> <td>-</td> <td>-</td> <td>-</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>B</td> <td>02</td> <td>1</td> <td>4</td> <td>1</td> <td>28</td> <td>1</td> <td>-</td> <td>-</td> <td>-</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>C</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>D</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>E</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>F</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>											8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only	A	01	1	4	1	40	1	-	-	-						B	02	1	4	1	28	1	-	-	-						C															D															E															F														
	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only																																																																																																					
	A	01	1	4	1	40	1	-	-	-																																																																																																										
	B	02	1	4	1	28	1	-	-	-																																																																																																										
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F																																																																																																																				
Officer's Rank and Signature PO Print Name in Full DAVE GOWANS					Badge/ID No. 27		NCIC No. 03574		Precinct/Post Troop/Zone F21		Station/Beat/Sector TMPD		Reviewing Officer MEEHAN, JASON		Date/Time Reviewed 2019/10/30 12:12																																																																																																					

USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

38157858

Local Codes

KMMVP7B5J4KD

☐ AMENDED REPORT

DMV COPY

1 -	Accident Date			Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene <input type="checkbox"/>	Left Scene	Police Photos
	Month 11	Day 01	Year 2019	FRIDAY	1800	2	0	0	Accident Reconstructed <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIAN

2 -												21
3 1												22
4 1												23 7
5 1												24 7

5 1	Ticket/Arrest Number(s)	Ticket/Arrest Number(s)	25 1
6 1	Violation Section(s)	Violation Section(s)	26 1

7 1	VEHICLE 1 DAMAGE CODES	Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.	VEHICLE 2 DAMAGE CODES	Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.	Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.	27 1
						Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes

VEHICLE DAMAGE CODING:

1-13. SEE DIAGRAM ON RIGHT.

- | | |
|-------------------|----------------|
| 14. UNDERCARRIAGE | 17. DEMOLISHED |
| 15. TRAILER | 18. NO DAMAGE |
| 16. OVERTURNED | 19. OTHER |

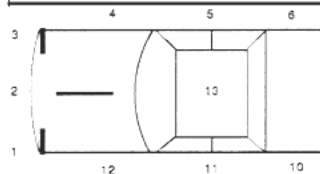


DIAGRAM IS PRINTED ON LAST PAGE

Cost of repairs to any one vehicle will be more than \$1000.

☐ Unknown/Unable to Determine ☐ Yes ☒ No

Reference Marker	Coordinates (if available)	Place Where Accident Occurred:
1 7 K	Latitude/Northing: 563799	County <u>ORAN</u> <input type="checkbox"/> City <input checked="" type="checkbox"/> Village <input type="checkbox"/> Town of <u>MONTGOMERY, VILLAGE OF</u>
8 3 0 1	Longitude/Easting: 4597519	Road on which accident occurred <u>WARD ST</u> (Route Number or Street Name)
1 1 0 5		at 1) intersecting street <u>WALLKILL AVE</u> (Route Number or Street Name)
		or 2) <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W of _____ (Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

Vehicle 2 was stopped in traffic on Ward St. Vehicle 1 was traveling in a westerly direction on Ward St slowing down while also looking over his left shoulder starring at the motorcycle, when vehicle 1 struck vehicle 2 in the rear. vehicle 1 sustained no damage. vehicle 2 sustained minor damage, a dent and a small crack to the rear bumper. Neither vehicle required a tow. No injuries reported.

ALL INVOLVED	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
	A 01	1	4	1	20	1	-	-	-						
	B 02	1	4	1	49	1	-	-	-						
	C														
	D														
	E														
F															

Officer's Rank and Signature Print Name in Full	OFFICER KATIRIA NARAIN	Badge/ID No. 018	NCIC No. 03527	Precinct/Post Troop/Zone	Station/Beat/Sector	Reviewing Officer HERLIHY, LT. WILI	Date/Time Reviewed 2019/11/06 14:22
--	---------------------------	---------------------	-------------------	--------------------------	---------------------	--	--

USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM

Ward St (State Rt-17K)



Walkill Ave



Not set to
scale

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

38160796

Local Codes

9KC270B5N5L7

☐ AMENDED REPORT

DMV COPY

1	Accident Date			Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene <input type="checkbox"/>	Left Scene <input type="checkbox"/>	Police Photos <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
	Month	Day	Year								
-	11	05	2019	Tues	1550	2	0	0	Accident Reconstructed <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIAN

2												21
-												22
3												23
1												7
4												24
1												7

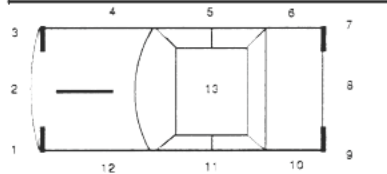
5	Ticket/Arrest Number(s)					Ticket/Arrest Number(s)					25
1	Violation Section(s)					Violation Section(s)					1

6	VEHICLE 1 DAMAGE CODES	Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.	VEHICLE 2 DAMAGE CODES	Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.	Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.	26
						8
7	Box 1 - Point of Impact	2	Box 1 - Point of Impact	8	ACCIDENT DIAGRAM Cost of repairs to any one vehicle will be more than \$1000. <input type="checkbox"/> Unknown/Unable to Determine <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	27
2	Box 2 - Most Damage	2	Box 2 - Most Damage	8		1
1	Enter up to three more Damage Codes	3	Enter up to three more Damage Codes	3		
	Vehicle Towed: By To		Vehicle Towed: By To			

VEHICLE DAMAGE CODING:

1-13. SEE DIAGRAM ON RIGHT.

- | | |
|-------------------|----------------|
| 14. UNDERCARRIAGE | 17. DEMOLISHED |
| 15. TRAILER | 18. NO DAMAGE |
| 16. OVERTURNED | 19. OTHER |



9.

Cost of repairs to any one vehicle will be more than \$1000.

☐ Unknown/Unable to Determine ☒ Yes ☐ No

Reference Marker	Coordinates (if available)	Place Where Accident Occurred:
	Latitude/Northing:	County <u>ORAN</u> <input type="checkbox"/> City <input type="checkbox"/> Village <input checked="" type="checkbox"/> Town of <u>MONTGOMERY, TOWN OF</u>
	Longitude/Easting:	Road on which accident occurred <u>ST RT 17K</u> (Route Number or Street Name)
		at 1) intersecting street _____ (Route Number or Street Name)
		or 2) <u>.5</u> <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input checked="" type="checkbox"/> W of <u>st rt 208</u> (Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

The operator of vehicle two was stopped in traffic in front of VCHS. Operator of vehicle one failed to stop and struck the rear of vehicle two.

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	18	1	-	-	-						
B	01	3	4	1	17	2	-	-	-						
C	02	1	4	1	17	1	-	-	-						
D															
E															
F															

Officer's Rank and Signature	Badge/ID No.	NCIC No.	Precinct/Post Troop/Zone	Station/Beat/Sector	Reviewing Officer	Date/Time Reviewed
PO Print Name in Full <u>DAN THORSON</u>	28	03574	2F1	1	VANTASSEL, JON	2019/11/08 09:31

USE COVER SHEET

N

DMV COPY

N

ALL INVOLVED

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

38178734

Local Codes

KMVMP7B5N9VG

☐ AMENDED REPORT

DMV COPY

1	Accident Date		Day of Week		Military Time		No. of Vehicles		No. Injured		No. Killed		Not Investigated at Scene <input type="checkbox"/>		Left Scene		Police Photos																				
	Month	Day	Year	Tues	1715	3	0	0	Accident Reconstructed <input type="checkbox"/>		<input checked="" type="checkbox"/>		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No																								
2	VEHICLE 1																		VEHICLE 2		BICYCLIST		PEDESTRIAN		OTHER PEDESTRIAN												
																			VEHICLE 2 - Driver License ID Number				State of Lic.														
Driver Name - exactly as printed on license																			Apt. No.																		
Address (Include Number & Street)																			City or Town				State		Zip Code												
Date of Birth																			Sex		Unlicensed <input type="checkbox"/>		No. of Occupants		Public Property Damaged <input type="checkbox"/>												
Month																			Day		Year		Name—exactly as printed on registration		Sex		Date of Birth		Month		Day		Year				
Address (Include Number & Street)																			Apt. No.		Haz. Mat. Code		Released <input type="checkbox"/>														
City or Town																			State		Zip Code																
Plate Number																			State of Reg.		Vehicle Year & Make				Vehicle Type		Ins. Code										
Ticket/Arrest Number(s)																			Ticket/Arrest Number(s)																		
Violation Section(s)																			Violation Section(s)																		
3																			Check if involved vehicle is:				Check if involved vehicle is:				Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.										
																			<input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.				<input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.				Rear End Left Turn Right Angle Right Turn Head On Sideswipe (same direction) Left Turn Right Turn Sideswipe (opposite direction)										
4																			VEHICLE 1 DAMAGE CODES				VEHICLE 2 DAMAGE CODES				ACCIDENT DIAGRAM DIAGRAM IS PRINTED ON LAST PAGE Cost of repairs to any one vehicle will be more than \$1000. <input type="checkbox"/> Unknown/Unable to Determine <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No										
																			Box 1 - Point of Impact				Box 2 - Most Damage								Box 1 - Point of Impact				Box 2 - Most Damage		
5																			Enter up to three more Damage Codes				Enter up to three more Damage Codes														
																			Vehicle Towed: By To				Vehicle Towed: By To														
6																			VEHICLE DAMAGE CODING:				1-13. SEE DIAGRAM ON RIGHT. 14. UNDERCARRIAGE 17. DEMOLISHED 15. TRAILER 18. NO DAMAGE 16. OVERTURNED 19. OTHER														
																			14. UNDERCARRIAGE 17. DEMOLISHED								15. TRAILER 18. NO DAMAGE				16. OVERTURNED 19. OTHER						
7																			Reference Marker				Coordinates (if available)				Place Where Accident Occurred: County <u>ORAN</u> <input type="checkbox"/> City <input checked="" type="checkbox"/> Village <input type="checkbox"/> Town of <u>MONTGOMERY, VILLAGE OF</u> Road on which accident occurred <u>WARD ST</u> at 1) intersecting street _____ (Route Number or Street Name) or 2) <u>30</u> <input type="checkbox"/> N <input type="checkbox"/> S <input checked="" type="checkbox"/> E <input type="checkbox"/> W of <u>union street</u> Feet Miles (Milepost, Nearest intersecting Route Number or Street Name)										
																			8 3 0 1				Longitude/Easting: 4597619														
8																			Accident Description/Officer's Notes				detailed description of vehicle one, its driver, or registration. P.O Cintron canvassed the area for vehicle one with negative results. There is no video surveillance to review.														
9																			Reference Marker				Coordinates (if available)				detailed description of vehicle one, its driver, or registration. P.O Cintron canvassed the area for vehicle one with negative results. There is no video surveillance to review.										
																			8 3 0 1				Longitude/Easting: 4597619														
10																			Reference Marker				Coordinates (if available)				detailed description of vehicle one, its driver, or registration. P.O Cintron canvassed the area for vehicle one with negative results. There is no video surveillance to review.										
																			8 3 0 1				Longitude/Easting: 4597619														
11																			Reference Marker				Coordinates (if available)				detailed description of vehicle one, its driver, or registration. P.O Cintron canvassed the area for vehicle one with negative results. There is no video surveillance to review.										
																			8 3 0 1				Longitude/Easting: 4597619														
12																			Reference Marker				Coordinates (if available)				detailed description of vehicle one, its driver, or registration. P.O Cintron canvassed the area for vehicle one with negative results. There is no video surveillance to review.										
																			8 3 0 1				Longitude/Easting: 4597619														
13																			Reference Marker				Coordinates (if available)				detailed description of vehicle one, its driver, or registration. P.O Cintron canvassed the area for vehicle one with negative results. There is no video surveillance to review.										
																			8 3 0 1				Longitude/Easting: 4597619														
14																			Reference Marker				Coordinates (if available)				detailed description of vehicle one, its driver, or registration. P.O Cintron canvassed the area for vehicle one with negative results. There is no video surveillance to review.										
																			8 3 0 1				Longitude/Easting: 4597619														
15																			Reference Marker				Coordinates (if available)				detailed description of vehicle one, its driver, or registration. P.O Cintron canvassed the area for vehicle one with negative results. There is no video surveillance to review.										
																			8 3 0 1				Longitude/Easting: 4597619														
16																			Reference Marker				Coordinates (if available)				detailed description of vehicle one, its driver, or registration. P.O Cintron canvassed the area for vehicle one with negative results. There is no video surveillance to review.										
																			8 3 0 1				Longitude/Easting: 4597619														
17																			Reference Marker				Coordinates (if available)				detailed description of vehicle one, its driver, or registration. P.O Cintron canvassed the area for vehicle one with negative results. There is no video surveillance to review.										
																			8 3 0 1				Longitude/Easting: 4597619														
18																			Reference Marker				Coordinates (if available)				detailed description of vehicle one, its driver, or registration. P.O Cintron canvassed the area for vehicle one with negative results. There is no video surveillance to review.										
																			8 3 0 1				Longitude/Easting: 4597619														
19																			Reference Marker				Coordinates (if available)				detailed description of vehicle one, its driver, or registration. P.O Cintron canvassed the area for vehicle one with negative results. There is no video surveillance to review.										
																			8 3 0 1				Longitude/Easting: 4597619														
20																			Reference Marker				Coordinates (if available)				detailed description of vehicle one, its driver, or registration. P.O Cintron canvassed the area for vehicle one with negative results. There is no video surveillance to review.										
																			8 3 0 1				Longitude/Easting: 4597619														
21																			Reference Marker				Coordinates (if available)				detailed description of vehicle one, its driver, or registration. P.O Cintron canvassed the area for vehicle one with negative results. There is no video surveillance to review.										
																			8 3 0 1				Longitude/Easting: 4597619														
22																			Reference Marker				Coordinates (if available)				detailed description of vehicle one, its driver, or registration. P.O Cintron canvassed the area for vehicle one with negative results. There is no video surveillance to review.										
																			8 3 0 1				Longitude/Easting: 4597619														
23																			Reference Marker				Coordinates (if available)				detailed description of vehicle one, its driver, or registration. P.O Cintron canvassed the area for vehicle one with negative results. There is no video surveillance to review.										
																			8 3 0 1				Longitude/Easting: 4597619														
24																			Reference Marker				Coordinates (if available)				detailed description of vehicle one, its driver, or registration. P.O Cintron canvassed the area for vehicle one with negative results. There is no video surveillance to review.										
																			8 3 0 1				Longitude/Easting: 4597619														
25																			Reference Marker				Coordinates (if available)				detailed description of vehicle one, its driver, or registration. P.O Cintron canvassed the area for vehicle one with negative results. There is no video surveillance to review.										
																			8 3 0 1				Longitude/Easting: 4597619														
26																			Reference Marker				Coordinates (if available)				detailed description of vehicle one, its driver, or registration. P.O Cintron canvassed the area for vehicle one with negative results. There is no video surveillance to review.										
																			8 3 0 1				Longitude/Easting: 4597619														
27																			Reference Marker				Coordinates (if available)				detailed description of vehicle one, its driver, or registration. P.O Cintron canvassed the area for vehicle one with negative results. There is no video surveillance to review.										
																			8 3 0 1				Longitude/Easting: 4597619														
28																			Reference Marker				Coordinates (if available)				detailed description of vehicle one, its driver, or registration. P.O Cintron canvassed the area for vehicle one with negative results. There is no video surveillance to review.										
																			8 3 0 1				Longitude/Easting: 4597619														
29																			Reference Marker				Coordinates (if available)				detailed description of vehicle one, its driver, or registration. P.O Cintron canvassed the area for vehicle one with negative results. There is no video surveillance to review.										
																			8 3 0 1				Longitude/Easting: 4597619														
30																			Reference Marker				Coordinates (if available)				detailed description of vehicle one, its driver, or registration. P.O Cintron canvassed the area for vehicle one with negative results. There is no video surveillance to review.										
																			8 3 0 1				Longitude/Easting: 4597619														

ALL INVOLVED

A	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	03	1	4	1	32	1	-	-	-						
B															
C															
D															
E															
F															

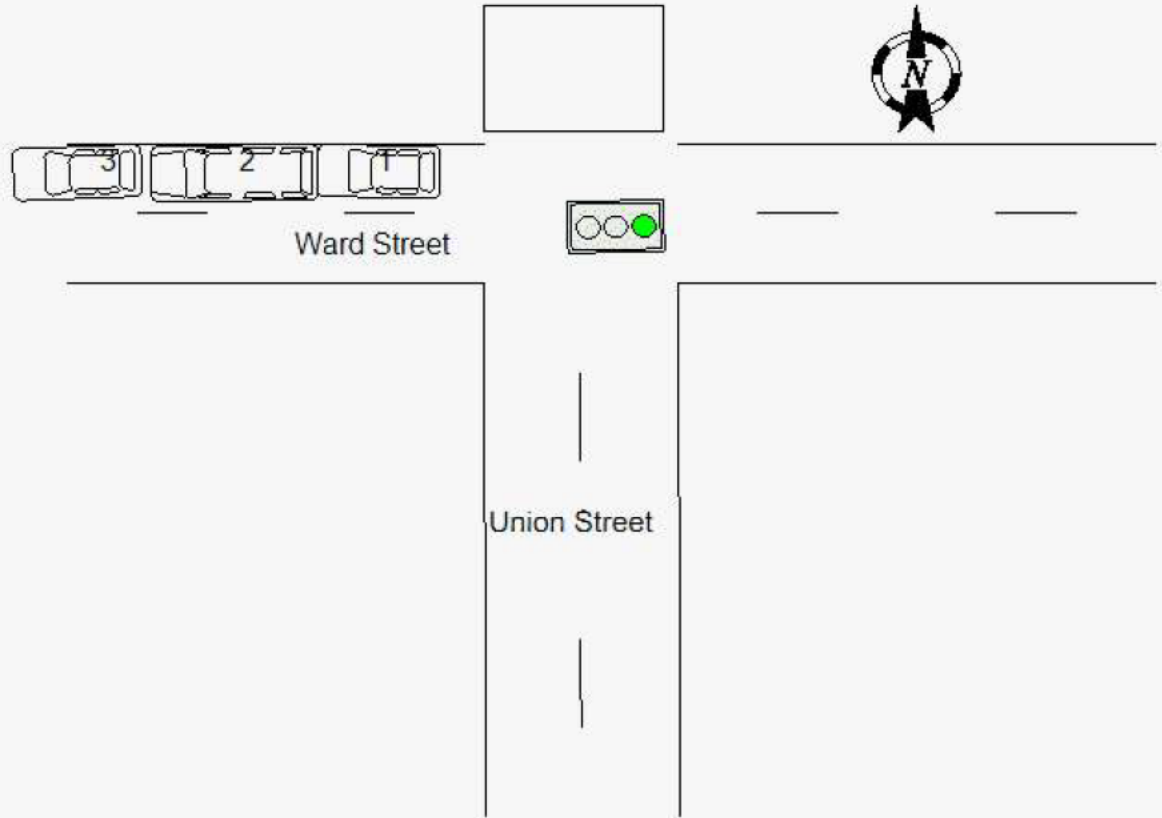
Officer's Rank and Signature Print Name in Full	OFFICER ROBERT CINTRON	Badge/ID No. 038	NCIC No. 03527	Precinct/Post Troop/Zone VMPD	Station/Beat/Sector HERLIHY, LT. WILI	Reviewing Officer 2019/11/18 15:26	Date/Time Reviewed
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USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

38184596

Local Codes

9KC270B78M21

☐ AMENDED REPORT

DMV COPY

1 -	Accident Date			Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene <input type="checkbox"/>	Left Scene	Police Photos
	Month 11	Day 20	Year 2019	WEDNES	1932	2	0	0	Accident Reconstructed <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIAN

2 -												21 -
3 2												22 -
4 5												23 7
5 2												24 7

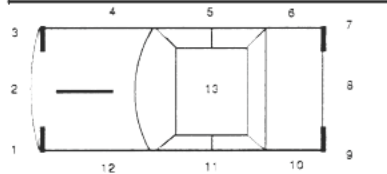
5 2	Ticket/Arrest Number(s)					Ticket/Arrest Number(s)					25 8
6 1	Violation Section(s)					Violation Section(s)					26 8

7 2	VEHICLE 1 DAMAGE CODES	Check if involved vehicle is:			VEHICLE 2 DAMAGE CODES	Check if involved vehicle is:			Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.				27 1	
		Box 1 - Point of Impact	2	1		2	Box 1 - Point of Impact	8	1	8	1. Rear End	3. Left Turn		Right Angle
1	Box 2 - Most Damage	3	4	5	Box 2 - Most Damage	3	4	5	2. Sideswipe (same direction)	0. Left Turn	4. Right Turn	6. Right Turn	8. Sideswipe (opposite direction)	28 1
1	Enter up to three more Damage Codes	3	4	5	Enter up to three more Damage Codes	3	4	5	ACCIDENT DIAGRAM				29 -	
1	Vehicle Towed: By To				Vehicle Towed: By To								30 -	

VEHICLE DAMAGE CODING:

1-13. SEE DIAGRAM ON RIGHT.

- | | |
|-------------------|----------------|
| 14. UNDERCARRIAGE | 17. DEMOLISHED |
| 15. TRAILER | 18. NO DAMAGE |
| 16. OVERTURNED | 19. OTHER |



9. Cost of repairs to any one vehicle will be more than \$1000.
☐ Unknown/Unable to Determine ☒ Yes ☐ No

Reference Marker	Coordinates (if available)	Place Where Accident Occurred:
1 7 K	Latitude/Northing:	County <u>ORAN</u> <input type="checkbox"/> City <input type="checkbox"/> Village <input checked="" type="checkbox"/> Town of <u>MONTGOMERY, TOWN OF</u>
8 3 0 1	Longitude/Easting:	Road on which accident occurred <u>STATE RTE 17K W/B</u> (Route Number or Street Name)
1 1 2 7		at 1) intersecting street <u>STATE RTE 208</u> (Route Number or Street Name)
		or 2) <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W of _____ (Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

On the above Date, Time and Location the driver of vehicle #1 was stopped at a traffic light when she rear ended vehicle #2 which was also stopped at the traffic light/stopped in traffic. Driver #1 stated that she accidentally moved forward when the green arrow illuminated and struck vehicle #2.

ALL INVOLVED	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	37	2	-	-	-						
B	02	1	4	1	63	2	-	-	-						
C															
D															
E															
F															

Officer's Rank and Signature	Badge/ID No.	NCIC No.	Precinct/Post Troop/Zone	Station/Beat/Sector	Reviewing Officer	Date/Time Reviewed
PO Print Name in Full KEN BYRNES	24	03574	F2	2	MCNEELY, ROBER	2019/11/21 23:17

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

38186221

Local Codes

9KC270B7519M

☐ AMENDED REPORT

DMV COPY

Accident Date

Month
11Day
19Year
2019

Day of Week

TUESDA

Military Time

1550

No. of
Vehicles
3No. Injured
2No. Killed
0Not Investigated at Scene ☐Left Scene ☐Police Photos
☐ Yes ☒ NoAccident Reconstructed ☐

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIANTicket/Arrest
Number(s)Ticket/Arrest
Number(s)Violation
Section(s)Violation
Section(s)

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact 1 2

Box 2 - Most Damage 1 1

Enter up to three more Damage Codes 3 4 5

Vehicle By KENS

Towed To KENS

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 2 DAMAGE CODES

Box 1 - Point of Impact 1 2

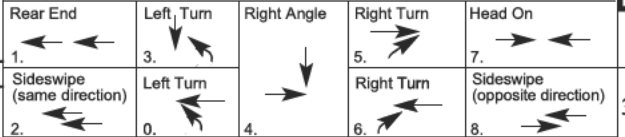
Box 2 - Most Damage 1 1

Enter up to three more Damage Codes 3 4 5

Vehicle By KENS

Towed To KENS

Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.



ACCIDENT DIAGRAM

DIAGRAM IS PRINTED ON LAST PAGE

Cost of repairs to any one vehicle will be more than \$1000.

☐ Unknown/Unable to Determine ☒ Yes ☐ No

Reference Marker

Coordinates (if available)

Latitude/Northing:

Longitude/Easting:

Place Where Accident Occurred:

County ORAN

☐ City ☐ Village ☒ Town of MONTGOMERY, TOWN OF

Road on which accident occurred ST RT 208

(Route Number or Street Name)

at 1) intersecting street ST RT 17K

(Route Number or Street Name)

or 2) ☐ N ☐ S ☐ E ☐ W of _____

Feet Miles (Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

The operator of vehicle one was traveling S/B St Rt 208 approaching the intersection of St Rt 17k. Operator of vehicle two was making a left turn from N/B St Rt 208 to westbound St Rt 17k. Operator of vehicle one stated his light was turning yellow so he sped up to get through the intersection. Operator of vehicle two thought vehicle one was stopping so he attempted his turn. Both vehicles collided in the middle of the intersection. After the initial collision vehicle one struck the drivers side front end of vehicle three. Vehicle three was making a right turn from eastbound St Rt 17k to s/b St Rt 208. - WITNESS 1 [REDACTED]

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	21	1	7	4	6						
B	02	1	A	1	19	1	6	12	6	472		3509			
C	02	3	A	1	17	1	-	-	-						
D															
E															
F															

Officer's Rank and Signature PO

Print Name in Full DAN THORSON

Badge/ID No. 28

NCIC No. 03574

Precinct/Post Troop/Zone 2F1

Station/Beat/ Sector 1

Reviewing Officer

MEEHAN, JASON

Date/Time Reviewed

2019/11/23 10:21

USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

38186221

Local Codes

9KC270B7519M

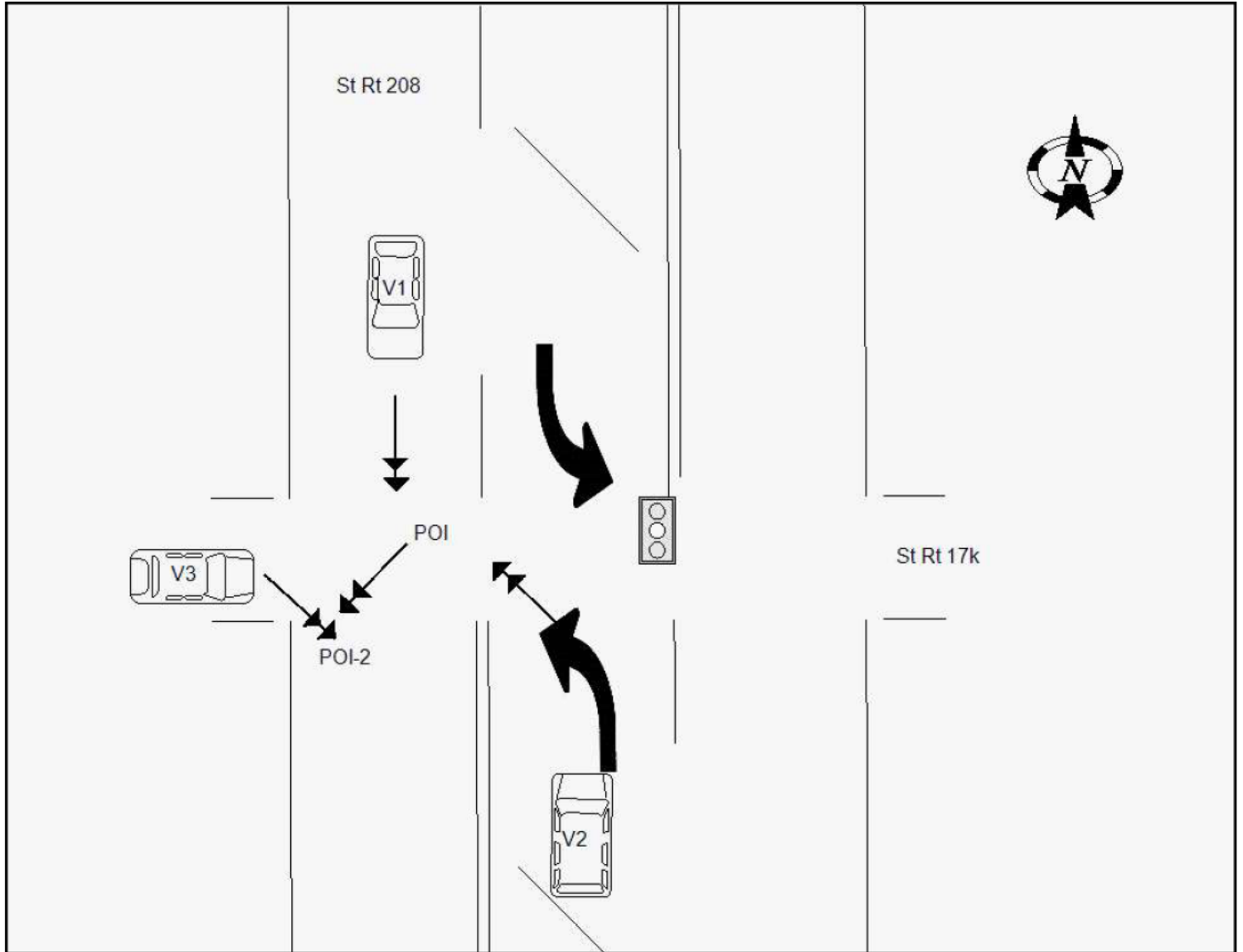
☐ AMENDED REPORT

DMV COPY

1	Accident Date			Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene <input type="checkbox"/>	Left Scene	Police Photos	20	
	Month	Day	Year						Accident Reconstructed <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
	11	19	2019	TUESDA	1550	3	2	0					
2	VEHICLE 1						<input type="checkbox"/> VEHICLE 2 <input type="checkbox"/> BICYCLIST <input type="checkbox"/> PEDESTRIAN <input type="checkbox"/> OTHER PEDESTRIAN						21
							VEHICLE 2 - Driver License ID Number _____ State of Lic. _____ Driver Name - exactly as printed on license _____ Address (Include Number & Street) _____ Apt. No. _____ City or Town _____ State _____ Zip Code _____ Date of Birth _____ Sex _____ Unlicensed <input type="checkbox"/> No. of Occupants _____ Public Property Damaged <input type="checkbox"/> Name—exactly as printed on registration _____ Sex _____ Date of Birth _____ Month _____ Day _____ Year _____ Address (Include Number & Street) _____ Apt. No. _____ Haz. Mat. Code _____ Released <input type="checkbox"/> City or Town _____ State _____ Zip Code _____ Plate Number _____ State of Reg. _____ Vehicle Year & Make _____ Vehicle Type _____ Ins. Code _____ Ticket/Arrest Number(s) _____ Violation Section(s) _____						
3							2	23	3				
										4	1	24	
5							1	25	2				
										6	1	26	
7	2	27	1										
				8	1	28	1						
9	1	29	-										
				10	1	30	-						
11	1	31	-										
				12	1	32	-						
13	1	33	-										
				14	1	34	-						
15	1	35	-										
				16	1	36	-						
17	1	37	-										
				18	1	38	-						
19	1	39	-										
				20	1	40	-						
21	1	41	-										
				22	1	42	-						
23	1	43	-										
				24	1	44	-						
25	1	45	-										
				26	1	46	-						
27	1	47	-										
				28	1	48	-						
29	1	49	-										
				30	1	50	-						
31	1	51	-										
				32	1	52	-						
33	1	53	-										
				34	1	54	-						
35	1	55	-										
				36	1	56	-						
37	1	57	-										
				38	1	58	-						
39	1	59	-										
				40	1	60	-						
41	1	61	-										
				42	1	62	-						
43	1	63	-										
				44	1	64	-						
45	1	65	-										
				46	1	66	-						
47	1	67	-										
				48	1	68	-						
49	1	69	-										
				50	1	70	-						
51	1	71	-										
				52	1	72	-						
53	1	73	-										
				54	1	74	-						
55	1	75	-										
				56	1	76	-						
57	1	77	-										
				58	1	78	-						
59	1	79	-										
				60	1	80	-						
61	1	81	-										
				62	1	82	-						
63	1	83	-										
				64	1	84	-						
65	1	85	-										
				66	1	86	-						
67	1	87	-										
				68	1	88	-						
69	1	89	-										
				70	1	90	-						
71	1	91	-										
				72	1	92	-						
73	1	93	-										
				74	1	94	-						
75	1	95	-										
				76	1	96	-						
77	1	97	-										
				78	1	98	-						
79	1	99	-										
				80	1	100	-						
81	1	101	-										
				82	1	102	-						
83	1	103	-										
				84	1	104	-						
85	1	105	-										
				86	1	106	-						
87	1	107	-										
				88	1	108	-						
89	1	109	-										
				90	1	110	-						
91	1	111	-										
				92	1	112	-						
93	1	113	-										
				94	1	114	-						
95	1	115	-										
				96	1	116	-						
97	1	117	-										
				98	1	118	-						
99	1	119	-										
				100	1	120	-						
101	1	121	-										
				102	1	122	-						
103	1	123	-										
				104	1	124	-						
105	1	125	-										
				106	1	126	-						
107	1	127	-										
				108	1	128	-						
109	1	129	-										
				110	1	130	-						
111	1	131	-										
				112	1	132	-						
113	1	133	-										
				114	1	134	-						
115	1	135	-										
				116	1	136	-						
117	1	137	-										
				118	1	138	-						
119	1	139	-										
				120									

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

38187340

Local Codes

9KM264B7CPFZ

☐ AMENDED REPORT

DMV COPY

1	Accident Date			20
	Month 11	Day 21	Year 2019	
-	Day of Week THURSD		21	
	Military Time 1845			
3	No. of Vehicles 1	No. Injured 0	No. Killed 0	22
	Not Investigated at Scene <input type="checkbox"/> Left Scene <input type="checkbox"/> Police Photos <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No			
4	Accident Reconstructed <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No			23
	Date of Birth: Month Day Year Sex Unlicensed <input type="checkbox"/> No. of Occupants Public Property Damaged <input type="checkbox"/>			
5	Name—exactly as printed on registration			24
	Address (Include Number & Street) Apt. No. Haz. Mat. Code Released <input type="checkbox"/>			
6	City or Town State Zip Code			25
	Date of Birth: Month Day Year Sex Unlicensed <input type="checkbox"/> No. of Occupants Public Property Damaged <input type="checkbox"/>			
7	Name—exactly as printed on registration			26
	Address (Include Number & Street) Apt. No. Haz. Mat. Code Released <input type="checkbox"/>			
8	City or Town State Zip Code			27
	Plate Number State of Reg. Vehicle Year & Make Vehicle Type Ins. Code			
9	Ticket/Arrest Number(s)			28
	Violation Section(s)			
10	Check if involved vehicle is: <input checked="" type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.			29
	Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.			
11	Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.			30
	Rear End Left Turn Right Angle Right Turn Head On 1. 3. 4. 5. 7. Sideswipe (same direction) Left Turn Right Turn Sideswipe (opposite direction) 2. 0. 6. 8.			
12	ACCIDENT DIAGRAM DIAGRAM IS PRINTED ON LAST PAGE			31
	Cost of repairs to any one vehicle will be more than \$1000. <input checked="" type="checkbox"/> Unknown/Unable to Determine <input type="checkbox"/> Yes <input type="checkbox"/> No			
13	Reference Marker Coordinates (if available) Latitude/Northing: Longitude/Easting:			32
	Place Where Accident Occurred: County <u>ORAN</u> <input type="checkbox"/> City <input type="checkbox"/> Village <input checked="" type="checkbox"/> Town of <u>MOUNT HOPE, TOWN OF</u> Road on which accident occurred <u>BALIEY RD</u> at 1) intersecting street _____ (Route Number or Street Name) or 2) <u>1</u> <input checked="" type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W of <u>Route 17k</u> Feet Miles (Milepost, Nearest intersecting Route Number or Street Name)			
14	Accident Description/Officer's Notes Driver 1 states, he was north bound on Bailey rd. When a deer ran into the front drivers side of his vehicle in front of 243 Bailey rd. Driver 1 states, he nor his passenger was injured.			33
	Driver 1 states, he was north bound on Bailey rd. When a deer ran into the front drivers side of his vehicle in front of 243 Bailey rd. Driver 1 states, he nor his passenger was injured.			
15	ALL INVOLVED 8 9 10 11 12 13 14 15 16 17 BY TO 18 Names of all involved Date of Death Only			34
	A 01 1 4 1 17 1 - - - B 01 3 4 1 15 2 - - - C D E F			
16	Officer's Rank and Signature <u>po</u> Print Name in Full <u>ANDRE WRIGHT</u>			35
	Badge/ID No. <u>14</u> NCIC No. <u>03574</u> Precinct/Post Troop/Zone <u>F2</u> Station/Beat/Sector <u>2</u> Reviewing Officer <u>MEEHAN, JASON</u> Date/Time Reviewed <u>2019/11/23 21:46</u>			

USE
COVER
SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

38197051

Local Codes

9KC263B78GPK

☐ AMENDED REPORT

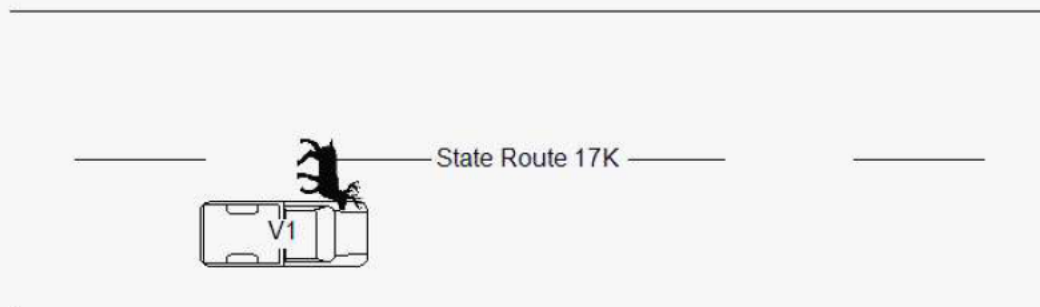
DMV COPY

1	Accident Date		Day of Week		Military Time		No. of Vehicles		No. Injured		No. Killed		Not Investigated at Scene <input type="checkbox"/>		Left Scene		Police Photos	
	Month	Day	Year											<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
	11 20 2019		WEDNES		1828		1		0		0		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>	
	<div style="display: flex; justify-content: space-between;"> <div style="width: 48%;"> VEHICLE 1 </div> <div style="width: 48%;"> <input type="checkbox"/> VEHICLE 2 <input type="checkbox"/> BICYCLIST <input type="checkbox"/> PEDESTRIAN <input type="checkbox"/> OTHER PEDESTRIAN </div> </div>																	
2	<div style="display: flex; justify-content: space-between;"> <div style="width: 48%;"> State of Lic. _____ Driver Name - exactly as printed on license _____ Address (Include Number & Street) _____ Apt. No. _____ City or Town _____ State _____ Zip Code _____ </div> <div style="width: 48%;"> State of Lic. _____ Driver Name - exactly as printed on license _____ Address (Include Number & Street) _____ Apt. No. _____ City or Town _____ State _____ Zip Code _____ </div> </div>																	
	Date of Birth _____ Sex _____ Unlicensed <input type="checkbox"/> No. of Occupants _____ Public Property Damaged <input type="checkbox"/>																	
3	Name—exactly as printed on registration citizen asstet finance inc Address (Include Number & Street) 480 JEFFERSON BLVD City or Town WARWICK State RI Zip Code 02886 Plate Number XCKV55 State of Reg. NJ Vehicle Year & Make 2018 RAMS Vehicle Type VAN Ins. Code _____																	
	Name—exactly as printed on registration _____ Sex _____ Date of Birth _____ Address (Include Number & Street) _____ Apt. No. _____ Haz. Mat. Code _____ Released <input type="checkbox"/>																	
4	Ticket/Arrest Number(s) _____ Violation Section(s) _____																	
	Ticket/Arrest Number(s) _____ Violation Section(s) _____																	
5	Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.																	
	Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.																	
6	Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.																	
	Rear End Left Turn Right Angle Right Turn Head On 1. 3. 5. 7. Sideswipe (same direction) Left Turn Right Turn Sideswipe (opposite direction) 2. 4. 6. 8.																	
7	VEHICLE 1 DAMAGE CODES Box 1 - Point of Impact 1 2 Box 2 - Most Damage 12 12 Enter up to three more Damage Codes 3 4 5 Vehicle By Towed: To																	
	VEHICLE 2 DAMAGE CODES Box 1 - Point of Impact 1 2 Box 2 - Most Damage 1 2 Enter up to three more Damage Codes 3 4 5 Vehicle By Towed: To																	
8	VEHICLE DAMAGE CODING: 1-13. SEE DIAGRAM ON RIGHT. 14. UNDERCARRIAGE 17. DEMOLISHED 15. TRAILER 18. NO DAMAGE 16. OVERTURNED 19. OTHER																	
	14. UNDERCARRIAGE 17. DEMOLISHED 15. TRAILER 18. NO DAMAGE 16. OVERTURNED 19. OTHER																	
9	Reference Marker Coordinates (if available) 1 7 K 8 Latitude/Northing: 564939 3 0 1 1 Longitude/Easting: 4597418 1 1 2																	
	Place Where Accident Occurred: County ORAN City Village <input checked="" type="checkbox"/> Town of MONTGOMERY, TOWN OF Road on which accident occurred STATE HIGHWAY 17K at 1) intersecting street _____ (Route Number or Street Name) or 2) 100 Feet Miles <input type="checkbox"/> N <input type="checkbox"/> S <input checked="" type="checkbox"/> E <input type="checkbox"/> W of wilson lane (Milepost, Nearest intersecting Route Number or Street Name)																	
10	Accident Description/Officer's Notes V1 was traveling on State Route 17K when a deer entered the roadway. V1 struck said deer causing damage to V1.																	
	Accident Description/Officer's Notes V1 was traveling on State Route 17K when a deer entered the roadway. V1 struck said deer causing damage to V1.																	
11	ALL INVOLVED A 01 1 4 1 64 1 - - - B C D E F																	
	ALL INVOLVED A 01 1 4 1 64 1 - - - B C D E F																	
12	Names of all involved _____ Date of Death Only _____																	
	Names of all involved _____ Date of Death Only _____																	
13	Officer's Rank and Signature PO Print Name in Full KEVIN GREANY Badge/ID No. 48 NCIC No. 03574 Precinct/Post Troop/Zone F2 Station/Beat/Sector 1 Reviewing Officer HANK, JOHN Date/Time Reviewed 2019/11/28 07:52																	
	Officer's Rank and Signature PO Print Name in Full KEVIN GREANY Badge/ID No. 48 NCIC No. 03574 Precinct/Post Troop/Zone F2 Station/Beat/Sector 1 Reviewing Officer HANK, JOHN Date/Time Reviewed 2019/11/28 07:52																	

19
6120
-21
-22
-23
724
-25
126
-27
128
729
-30
-31
-32
-33
-34
-35
-36
-

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

38197052

Local Codes

9KC263B7C35J

☐ AMENDED REPORT

DMV COPY

Accident Date

Month
11Day
21Year
2019

Day of Week

THURSD

Military Time

1404

No. of Vehicles

2

No. Injured

1

No. Killed

0

Not Investigated at Scene ☐Accident Reconstructed ☐Left Scene ☐

Police Photos

☐ Yes ☒ No

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIANTicket/Arrest
Number(s)Violation
Section(s)Ticket/Arrest
Number(s)Violation
Section(s)

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact 2 1 2

Box 2 - Most Damage

Enter up to three more Damage Codes 3 4 5

Vehicle By VALKS

Towed: To VALKS

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 2 DAMAGE CODES

Box 1 - Point of Impact 8 1 8

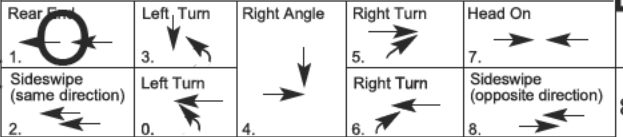
Box 2 - Most Damage

Enter up to three more Damage Codes 3 4 5

Vehicle By

Towed: To

Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.



ACCIDENT DIAGRAM

DIAGRAM IS PRINTED ON LAST PAGE

Cost of repairs to any one vehicle will be more than \$1000.

☐ Unknown/Unable to Determine ☒ Yes ☐ No

VEHICLE DAMAGE CODING:

1-13. SEE DIAGRAM ON RIGHT.

14. UNDERCARRIAGE 17. DEMOLISHED

15. TRAILER 18. NO DAMAGE

16. OVERTURNED 19. OTHER

Reference Marker

1 7 K 8

3 0 1 1

1 1 6

Coordinates (if available)

Latitude/Northing:

565618

Longitude/Easting:

4597418

Place Where Accident Occurred:

County ORAN

☐ City ☐ Village ☒ Town of MONTGOMERY, TOWN OF

Road on which accident occurred STATE HIGHWAY 17K

(Route Number or Street Name)

at 1) intersecting street

(Route Number or Street Name)

or 2) 50

Feet Miles

☐ N ☐ S☐ E ☒ W

of montgomery heights road

(Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

V1 was traveling on State Route 17K when the driver failed to see V2 stopped in traffic. V1 struck V2 causing damage to both vehicles.

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	16	2	-	-	-						
B	02	1	4	1	64	1	5	12	6						
C	02	3	4	1	23	1	-	-	-						
D	02	6	4	1	39	1	-	-	-						
E															
F															

Officer's Rank and Signature PO

Print Name in Full KEVIN GREANY

Badge/ID No.

48

NCIC No.

03574

Precinct/Post Troop/Zone

F2

Station/Beat/Sector

4

Reviewing Officer

HANK, JOHN

Date/Time Reviewed

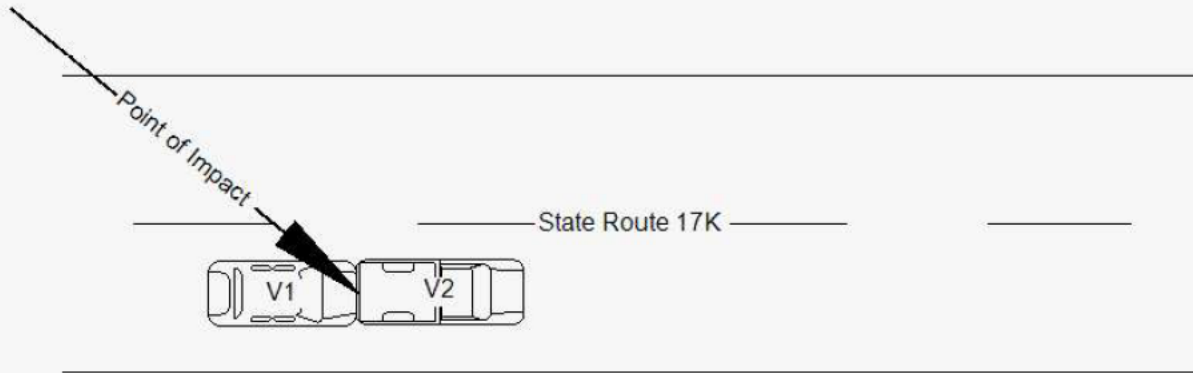
2019/11/28 07:51

USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

38241190

Local Codes

9KPDR3BBKD1R

☐ AMENDED REPORT

DMV COPY

Accident Date

Month

Day

Year

Day of Week

Military Time

No. of Vehicles

No. Injured

No. Killed

Not Investigated at Scene ☐

Left Scene

Police Photos

12

17

2019

TUESDA

1200

2

0

0

Accident Reconstructed ☐☐☐ Yes ☒ No

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIANTicket/Arrest
Number(s)Ticket/Arrest
Number(s)Violation
Section(s)Violation
Section(s)

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

Check if involved vehicle is:

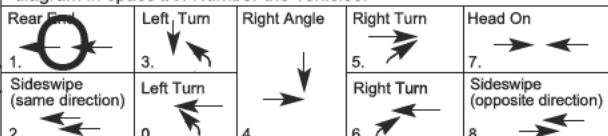
☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.



ACCIDENT DIAGRAM

DIAGRAM IS PRINTED ON LAST PAGE

Cost of repairs to any one vehicle will be more than \$1000.

☐ Unknown/Unable to Determine ☒ Yes ☐ No

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact

Box 2 - Most Damage

Enter up to three more Damage Codes

VEHICLE 2 DAMAGE CODES

Box 1 - Point of Impact

Box 2 - Most Damage

Enter up to three more Damage Codes

Vehicle By Towed: To

Vehicle By Towed: To

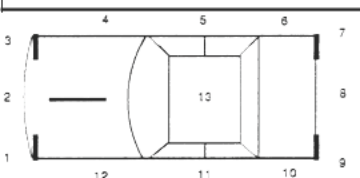
VEHICLE DAMAGE CODING:

1-13. SEE DIAGRAM ON RIGHT.

14. UNDERCARRIAGE 17. DEMOLISHED

15. TRAILER 18. NO DAMAGE

16. OVERTURNED 19. OTHER



Reference Marker

Coordinates (if available)

1 7 K

Latitude/Northing:

8 3 0 1

Longitude/Easting:

1 1 1 5

Place Where Accident Occurred:

County ORAN

☐ City ☐ Village ☒ Town of MONTGOMERY, TOWN OF

Road on which accident occurred STATE ROUTE 17K

(Route Number or Street Name)

at 1) intersecting street

(Route Number or Street Name)

or 2) 300

Feet Miles

☐ N ☐ S☒ E ☐ W of

factory street

(Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

Vehicle 1 and Vehicle 2 traveling west on State Route 17k in the Town of Montgomery, NY.. Vehicle 2 was just ahead of Vehicle 1 and began to make a right turn into the Bus Repair Garage parking area. Vehicle 1 driver inattentive along with the road being slippery from inclement weather, struck Vehicle 2 in the passenger rear bumper causing damage. No injuries were reported.

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	21	2	-	-	-						
B	01	3	4	1	17	2	-	-	-						
C	02	1	4	1	53	1	-	-	-						
D															
E															
F															

Officer's Rank and Signature

PO

Print Name in Full DAVE GOWANS

Badge/ID No.

27

NCIC No.

03574

Precinct/Post Troop/Zone

F21

Station/Beat/Sector

TMPD

Reviewing Officer

MEEHAN, JASON

Date/Time Reviewed

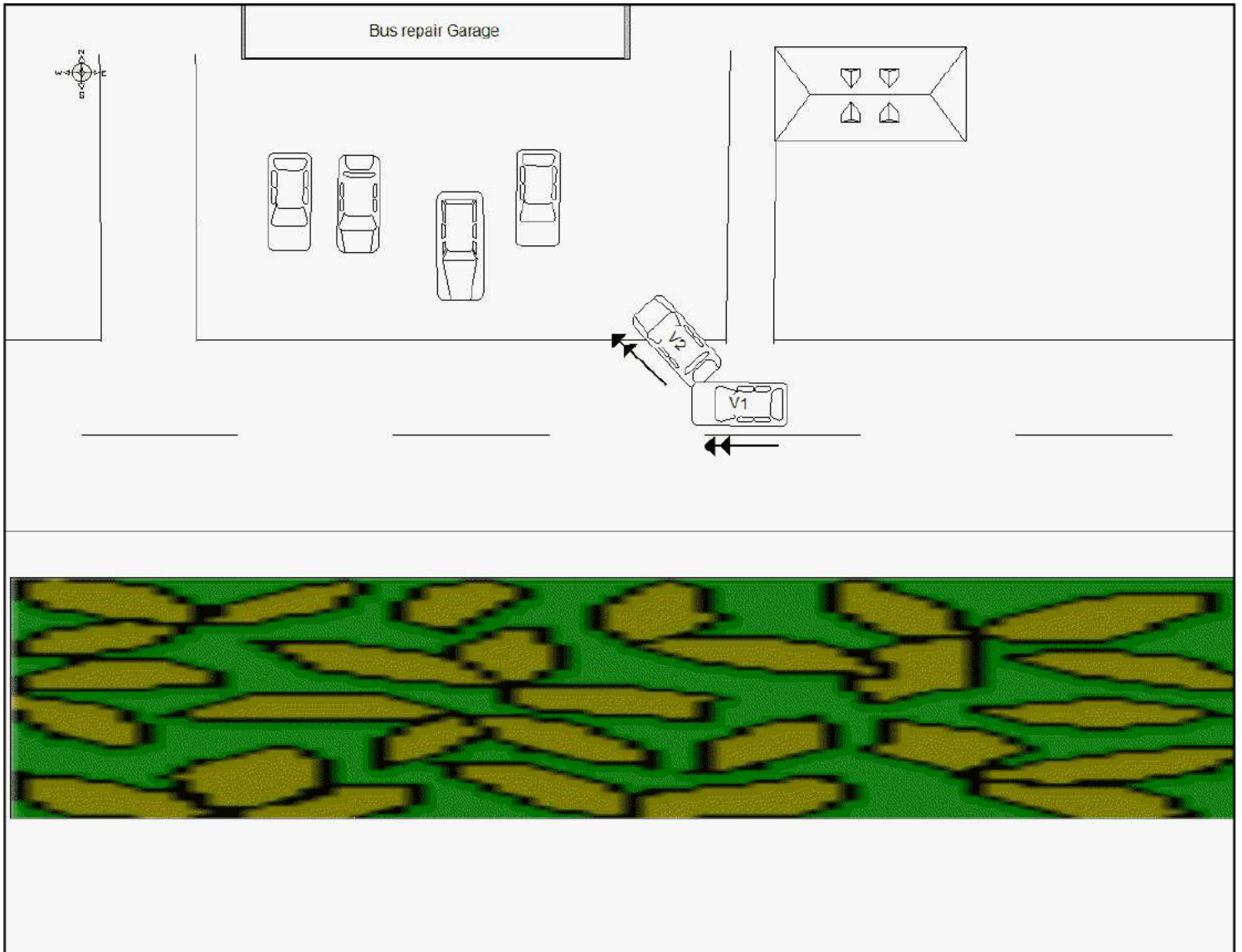
2019/12/23 06:29

USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

38252802

Local Codes

KMC423BBZ3W3

☐ AMENDED REPORT

DMV COPY

Accident Date			Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene <input type="checkbox"/>	Left Scene	Police Photos
Month	Day	Year						Accident Reconstructed <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
12	25	2019	Wed	0813	2	0	0			

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIAN

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

Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.	Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.	Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.
--	--	--

VEHICLE 1 DAMAGE CODES Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes Vehicle Towed: By PATS TOWING To PATS TOWING	VEHICLE 2 DAMAGE CODES Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes Vehicle Towed: By To	ACCIDENT DIAGRAM 1. 2. 3. 4. 5. 6. 7. 8.
--	--	---

VEHICLE DAMAGE CODING:

1-13. SEE DIAGRAM ON RIGHT.

- | | |
|-------------------|----------------|
| 14. UNDERCARRIAGE | 17. DEMOLISHED |
| 15. TRAILER | 18. NO DAMAGE |
| 16. OVERTURNED | 19. OTHER |

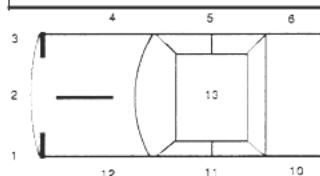


DIAGRAM IS PRINTED ON LAST PAGE

Cost of repairs to any one vehicle will be more than \$1000.

☐ Unknown/Unable to Determine ☒ Yes ☐ No

Reference Marker	Coordinates (if available)	Place Where Accident Occurred:
1 7 K	Latitude/Northing: 564179	County ORAN <input type="checkbox"/> City <input checked="" type="checkbox"/> Village <input type="checkbox"/> Town of MONTGOMERY, VILLAGE OF
8 3 0 1	Longitude/Easting: 4597420	Road on which accident occurred WARD ST (Route Number or Street Name)
1 1 0 7		at 1) intersecting street SUMMER SET DR (Route Number or Street Name)
		or 2) <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W of (Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

Patrol responded to the above mentioned location for a report of a 2 car PDAA. Patrol arrived on scene and spoke involved drivers. Both drivers stated that the DR1 was driving behind the DR2 when he came into contact with the rear of her vehicle. Neither party requested EMS. Pats towing arrived on scene to tow the DR1's vehicle. DR2's vehicle was able to be driven from the scene. Information exchange completed on scene and given to both drivers. MV104a completed at station.

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	X	1	26	1	-	-	-						
B	02	1	X	1	70	2	-	-	-						
C															
D															
E															
F															

Officer's Rank and Signature	Badge/ID No.	NCIC No.	Precinct/Post Troop/Zone	Station/Beat/Sector	Reviewing Officer	Date/Time Reviewed
OFFICER Print Name in Full SIARA RIOS	031	03527			HERLIHY, LT. WILI	2019/12/30 13:40

USE COVER SHEET

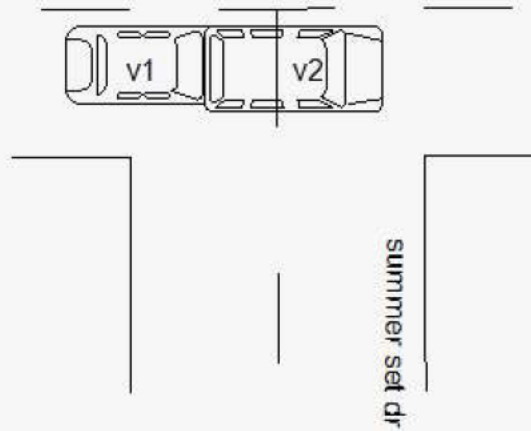
N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



ward st _____



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

38295265

Local Codes

KMVMP7BG2L0M

☒ **AMENDED REPORT****DMV COPY**

1 -	Accident Date			Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene <input type="checkbox"/>	Left Scene <input type="checkbox"/>	Police Photos <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	20 -
	Month	Day	Year									
	01	23	2020	Thu	0800	2	0	0	Accident Reconstructed <input type="checkbox"/>	<input type="checkbox"/>		

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIAN

2 -	3 1	[Redacted Area]										21 -

4 1	Name—exactly as printed on registration valley, llc city; winery; hudson;			Sex C	Date of Birth Month Day Year		
	Address (Include Number & Street) 23 FACTORY ST			Apt. No.	Haz. Mat Code	Released <input type="checkbox"/>	
	City or Town MONTGOMERY			State NY	Zip Code 12549		
	Plate Number JJM2197	State of Reg. NY	Vehicle Year & Make 2015 RAM	Vehicle Type PICK	Ins. Code		

5 1	Ticket/Arrest Number(s)	Ticket/Arrest Number(s)
	Violation Section(s)	Violation Section(s)

6 1	7 1	Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.		Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.		Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.	
		VEHICLE 1 DAMAGE CODES Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes Vehicle Towed: By To		VEHICLE 2 DAMAGE CODES Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes Vehicle Towed: By To			

VEHICLE DAMAGE CODING:

1-13. SEE DIAGRAM ON RIGHT.

- | | |
|-------------------|----------------|
| 14. UNDERCARRIAGE | 17. DEMOLISHED |
| 15. TRAILER | 18. NO DAMAGE |
| 16. OVERTURNED | 19. OTHER |

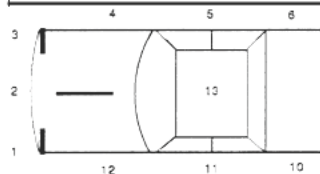


DIAGRAM IS PRINTED ON LAST PAGE

Cost of repairs to any one vehicle will be more than \$1000.

☐ Unknown/Unable to Determine ☐ Yes ☒ No

Reference Marker	Coordinates (if available)	Place Where Accident Occurred:
1 7 K	Latitude/Northing: 563937	County <u>ORAN</u> <input type="checkbox"/> City <input checked="" type="checkbox"/> Village <input type="checkbox"/> Town of <u>MONTGOMERY, VILLAGE OF</u>
8 3 0 1	Longitude/Easting: 4597443	Road on which accident occurred <u>WARD ST</u> (Route Number or Street Name)
1 1 0 6		at 1) intersecting street <u>SPRING ST</u> (Route Number or Street Name)
		or 2) <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W of _____ (Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

Driver of V2 was slowing in traffic as he traveled east on Ward St. Driver of V1 was heading in an easterly direction on Ward St. behind V2. Operator 1's vision was obstructed due to sun glare. As a result operator 1 did not see vehicle 2 slowing in traffic and crashed into the rear of vehicle 2 causing damage to both vehicles. No injuries reported, no tows requested.

ALL INVOLVED	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
	A 01	1	4	1	47	1	-	-	-						
	B 02	1	4	1	51	1	-	-	-						
	C														
	D														
	E														
F															

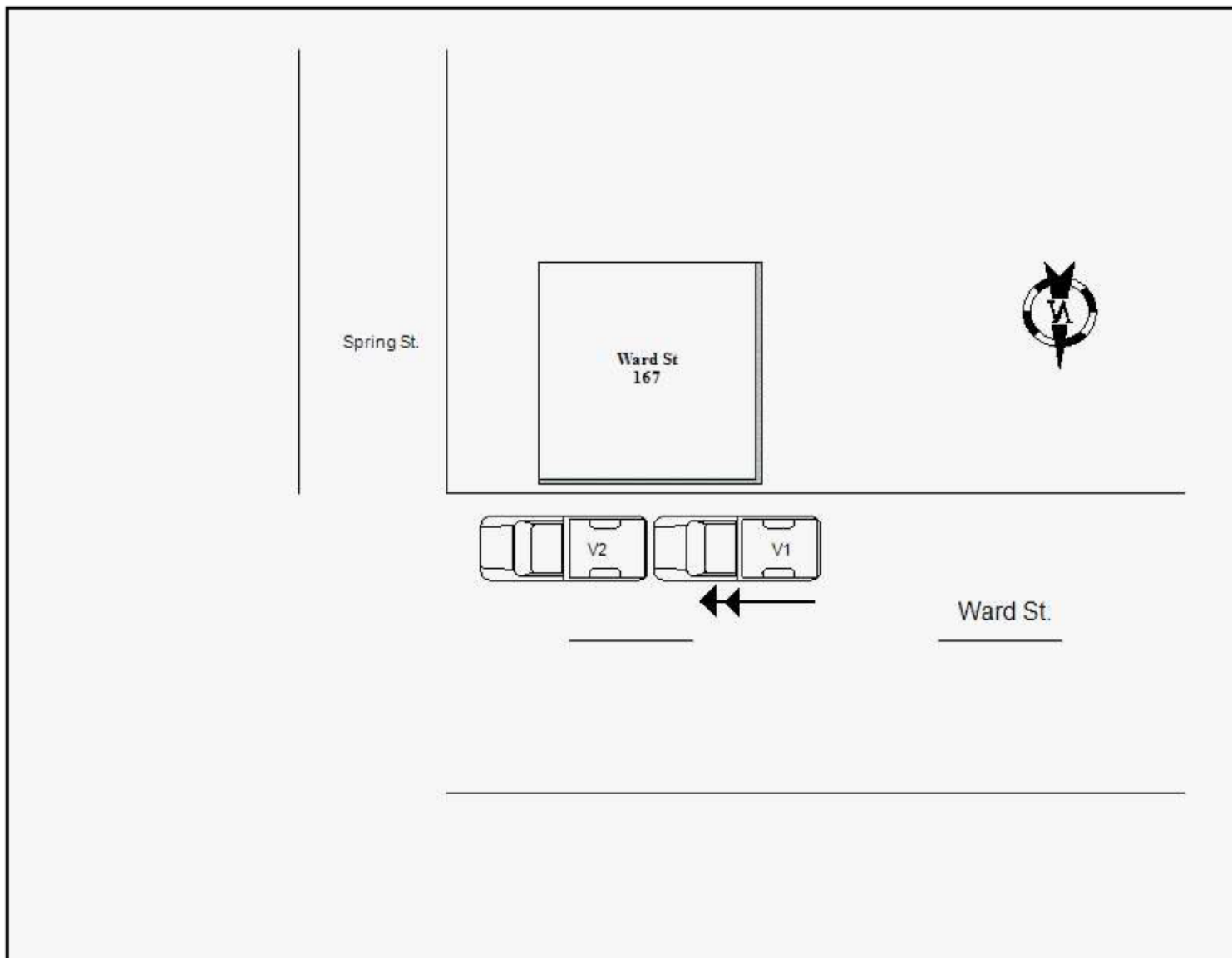
Officer's Rank and Signature SGT. B BRIERE	Badge/ID No. 007	NCIC No. 03527	Precinct/Post Troop/Zone	Station/Beat/Sector	Reviewing Officer BRIERE, SGT. B	Date/Time Reviewed 2020/01/26 14:04
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USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

38311808

Local Codes

9KPDR3BFXP17

☐ **AMENDED REPORT****DMV COPY**

1 -	Accident Date			Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene <input type="checkbox"/>	Left Scene	Police Photos
	Month 01	Day 08	Year 2020	WEDNES	1435	2	0	0	Accident Reconstructed <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIAN

2 -												21 -
3 1												22 -

4 1	Name—exactly as printed on registration CONST, CORP SERVIDONE			Sex	Date of Birth Month Day Year		
	Address (Include Number & Street) 1366 ROUTE 9			Apt. No.	Haz. Mat Code	Released <input type="checkbox"/>	
5 1	City or Town CASTLETON HDSN			State NY	Zip Code 12033		
	Plate Number 59021PC	State of Reg. NY	Vehicle Year & Make 2017 MCKT	Vehicle Type 2DSD	Ins. Code		

6 1	Ticket/Arrest Number(s)	Ticket/Arrest Number(s)
7 1	Violation Section(s)	Violation Section(s)

8 1	Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.	Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.	Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.	
	VEHICLE 1 DAMAGE CODES Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes Vehicle By Towed: To	VEHICLE 2 DAMAGE CODES Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes Vehicle By Towed: To		

9 1	VEHICLE DAMAGE CODING: 1-13. SEE DIAGRAM ON RIGHT. 14. UNDERCARRIAGE 17. DEMOLISHED 15. TRAILER 18. NO DAMAGE 16. OVERTURNED 19. OTHER		DIAGRAM IS PRINTED ON LAST PAGE Cost of repairs to any one vehicle will be more than \$1000. <input type="checkbox"/> Unknown/Unable to Determine <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
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Reference Marker	Coordinates (if available)	Place Where Accident Occurred:
1 7	Latitude/Northing:	County ORAN <input type="checkbox"/> City <input type="checkbox"/> Village <input checked="" type="checkbox"/> Town of MONTGOMERY, TOWN OF
8 3 1 0	Longitude/Easting:	Road on which accident occurred STATE RT 17K (Route Number or Street Name)
1 1 2 1		at 1) intersecting street (Route Number or Street Name)
		or 2) 200 <input type="checkbox"/> N <input type="checkbox"/> S <input checked="" type="checkbox"/> E <input type="checkbox"/> W of BAILEY RD (Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes	
V2 WAS STOPPED IN TRAFFIC MAKING A LEFT IN TO VALLEY CENTRAL SCHOOL . V1 STRUCK V2 IN BACK REAR.	

ALL INVOLVED	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	67	1	-	-	-						
B	02	1	4	1	46	2	-	-	-						
C															
D															
E															
F															

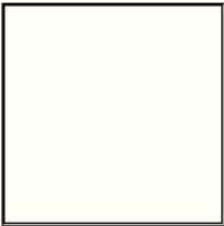
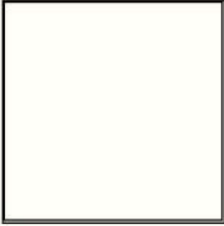


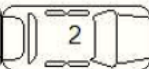

Officer's Rank and Signature PO Print Name in Full KEN MEMMELAAR	Badge/ID No. 17	NCIC No. 03574	Precinct/Post Troop/Zone F2	Station/Beat/Sector 4	Reviewing Officer VANTASSEL, JON	Date/Time Reviewed 2020/01/27 09:09
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USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM

											
				VALLEY CENTRAL HIGH SCHOOL							
<table border="1"><tr><td></td><td></td><td></td><td></td></tr></table>											
											
STATE RT 17K											
											

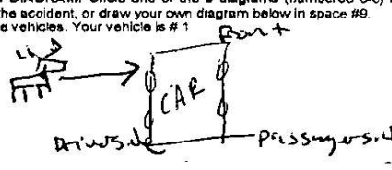
2020

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

FOLD → ← HERE

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

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

DO NOT FORGET ACCIDENT DATE		Page <u>1</u> of <u>1</u>		<input type="checkbox"/> RUSH - DRIVER OF VEHICLE 1 - LICENSE SUSPENDED FOR FAILURE TO REPORT	
Accident Date Month <u>01</u> Day <u>10</u> Year <u>20</u>		Day of Week <u>Fri.</u>	Time <u>9</u> <input type="checkbox"/> AM <input checked="" type="checkbox"/> PM	Number of Vehicles <u>1</u>	Number Injured <u>0</u>
Did police investigate accident at scene? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		If "Yes", Name of Police Agency or Precinct & Accident Number <u>Village of Montgomery, NY</u>			
DRIVER OF VEHICLE 1		<input type="checkbox"/> VEHICLE 2 <input type="checkbox"/> PEDESTRIAN <input type="checkbox"/> BICYCLIST <input checked="" type="checkbox"/> OTHER PEDESTRIAN			
1 DRIVER		Driver License ID Number <u>DEER</u>			
		Name—exactly as printed on license (Last, First, M.I.) <u>DEER</u>			
		Address (include Number & Street) <u></u>			
		City or Town <u></u> State <u></u> Zip Code <u></u>			
		Date of Birth Month <u></u> Day <u></u> Year <u></u> Sex <u></u> Number of People in Vehicle <u></u> Public Property Damaged <input type="checkbox"/>			
REGISTRANT		Name—exactly as printed on registration <u></u> Date of Birth Month <u></u> Day <u></u> Year <u></u> Sex <u></u>			
		Address (include Number & Street) <u></u>			
		City or Town <u></u> State <u></u> Zip Code <u></u>			
		Plate Number <u></u> State of Reg. <u></u> Vehicle Year & Make <u></u> Vehicle Type <u></u> Ins. Code <u></u>			
VEHICLE DAMAGE		VEHICLE DAMAGE			
Describe damage to vehicle 1 <u>Drivers side Fender is bent Drivers side headlamp broken</u>		ACCIDENT DIAGRAM: Circle one of the 9 diagrams (numbered 0-8) if it describes the accident, or draw your own diagram below in space #9. Number the vehicles. Your vehicle is # <u>1</u> 		Describe damage to vehicle 2 <u>N/A</u>	
4 Place Where Accident Occurred in New York State: County <u>Orange</u> <input type="checkbox"/> City <input type="checkbox"/> Village <input type="checkbox"/> Town of <u>Montgomery</u> Permanent Landmark <u></u> Road on which accident occurred <u>17k</u> at <input checked="" type="checkbox"/> 1) intersecting street <u>Water Wheel Dr.</u> (Route Number or Street Name) or <input type="checkbox"/> 2) <u></u> <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W of <u></u> (Milepost, Nearest intersecting Route Number or Street Name) How did the accident happen? <u>A deer ran out & hit the driver's side of my vehicle.</u>		5 Identify Damaged Property Other Than Vehicle(s) <u>None</u>		6 Name of Insurance Company That Issued Policy For Vehicle <u>Progressive</u> Name and Address of Policy Holder <u></u> If Vehicle was Operated (ICC, USDOT or NYSDOT), give No. <u></u> of Permit Holder <u></u> and State <u></u>	
ALL INVOLVED		ALL INVOLVED			
Names of All Persons Involved		8. Which Veh. Occupied	9. Position in/on Vehicle	10. Safety Equip. Used	11. Age
<u></u>		<u>1</u>	<u>driver</u>	<u>?</u>	<u>30</u>
<u></u>		<u>1</u>	<u>passenger</u>	<u>?</u>	<u>31</u>
INSURANCE		INSURANCE			
VIN <u>JF1GJAA6XEHO13471</u>		Policy Number <u></u>			
Policy Period From <u>11/12/19</u> To <u>5/15/20</u>					
Date <u>1/20/20</u>		Signature of Driver (or Representative) of Vehicle 1 <u></u>			
Print Name of Driver (or Representative) of Vehicle 1 <u></u>		An accident report is not considered complete and may result in the suspension of your driver's license, and if not signed may result in the suspension of your driver's license.			

SP2F38BJ76N6

AMENDED REPORT

DMV COPY

N

ALL INVOLVED

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM

KMWS11BL0QWM

AMENDED REPORT

DMV COPY

N

ALL INVOLVED

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM

Factory St.



Ward ST.



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

38383111

Local Codes

SPP168BP6XT8

☒ **AMENDED REPORT****DMV COPY**

1 -	Accident Date			Day of Week Sun	Military Time 1515	No. of Vehicles 2	No. Injured 3	No. Killed 0	Not Investigated at Scene <input type="checkbox"/>	Left Scene <input type="checkbox"/>	Police Photos <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Month 03	Day 29	Year 2020								
Accident Reconstructed <input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No											

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIAN

2 -												21 7
3 2												22 -

4 1	Name—exactly as printed on registration Town of Montgomery			Sex	Date of Birth Month Day Year		
	Address (Include Number & Street) 110 BRACKEN ROAD			Apt. No.	Haz. Mat Code	Released <input type="checkbox"/>	
	City or Town MONTGOMERY			State NY	Zip Code 12549		
	Plate Number 260	State of Reg. NY	Vehicle Year & Make 2015 FORD	Vehicle Type SUBN	Ins. Code		

5 1	Ticket/Arrest Number(s)	Ticket/Arrest Number(s)
	Violation Section(s)	Violation Section(s)

6 2	VEHICLE 1 DAMAGE CODES	Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.	VEHICLE 2 DAMAGE CODES	Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.	Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.									
						Box 1 - Point of Impact	Box 2 - Most Damage	Box 1 - Point of Impact	Box 2 - Most Damage	1. Rear End	3. Left Turn	5. Right Angle	7. Right Turn	9. Head On
						Enter up to three more Damage Codes		Enter up to three more Damage Codes		2. Sideswipe (same direction)	4. Left Turn	6. Right Turn	8. Sideswipe (opposite direction)	
						Vehicle Towed: By QUALITY To QUALITY	Vehicle Towed: By QUALITY To QUALITY	ACCIDENT DIAGRAM DIAGRAM IS PRINTED ON LAST PAGE						

7 3	VEHICLE DAMAGE CODING:	1-13. SEE DIAGRAM ON RIGHT. 14. UNDERCARRIAGE 17. DEMOLISHED 15. TRAILER 18. NO DAMAGE 16. OVERTURNED 19. OTHER		9. Cost of repairs to any one vehicle will be more than \$1000. <input type="checkbox"/> Unknown/Unable to Determine <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

Reference Marker	Coordinates (if available)	Place Where Accident Occurred:
2 0 8	Latitude/Northing: 566673	County ORAN <input type="checkbox"/> City <input type="checkbox"/> Village <input checked="" type="checkbox"/> Town of MONTGOMERY, TOWN OF
8 3 0 1	Longitude/Easting: 4597401	Road on which accident occurred STATE HIGHWAY 208 (Route Number or Street Name)
1 1 7 0		at 1) intersecting street STATE HIGHWAY 17K (Route Number or Street Name)
		or 2) <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W of (Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes	
V1, a marked T/Montgomery Police vehicle with emergency lights activated was traveling northbound on State Route 208 at the intersection of State Route 17K when V2 entered the intersection striking V1 causing damage to both V1 and V2. - WITNESS 1 [REDACTED] WITNESS 2 [REDACTED]	

ALL INVOLVED	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	A	1	58	1	10	12	6	10878EV	3516				
B	02	1	A	1	36	1	5	12	6	13324ET	3516				
C	02	3	A	1	12	1	7	12	6	13324ET	3516				
D															
E															
F															

Officer's Rank and Signature SGT S/C Print Name in Full MICHAEL BEERS	Badge/ID No. 4616	NCIC No. 13503	Precinct/Post Troop/Zone F2	Station/Beat/Sector 51	Reviewing Officer COLLEY, WILLIAM	Date/Time Reviewed 2020/04/02 10:27
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USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

38405428

Local Codes

9KPDR3BG7HQ4

☐ AMENDED REPORT

DMV COPY

1	Accident Date			20
	Month 01	Day 25	Year 2020	
2	Day of Week SATURD		21	
	Military Time 0003			
3	No. of Vehicles 1	No. Injured 0	22	
	No. Killed 0	Not Investigated at Scene <input type="checkbox"/>		
4	Left Scene <input type="checkbox"/>		23	
	Police Photos <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No			
5	Accident Reconstructed <input type="checkbox"/>		24	
6	VEHICLE 1			
	VEHICLE 2 - Driver License ID Number			
7	Driver Name - exactly as printed on license			
	Address (Include Number & Street)			
8	City or Town			
	State Zip Code			
9	Date of Birth			
	Sex Unlicensed <input type="checkbox"/> No. of Occupants Public Property Damaged <input type="checkbox"/>			
10	Name—exactly as printed on registration			
	Sex Date of Birth Month Day Year			
11	Address (Include Number & Street)			
	Apt. No. Haz. Mat. Code Released <input type="checkbox"/>			
12	City or Town			
	State Zip Code			
13	Plate Number			
	State of Reg. Vehicle Year & Make Vehicle Type Ins. Code			
14	Ticket/Arrest Number(s)			
	Violation Section(s)			
15	Ticket/Arrest Number(s)			
	Violation Section(s)			
16	Check if involved vehicle is:			
	<input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.			
17	VEHICLE 1 DAMAGE CODES			
	Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes			
18	VEHICLE 2 DAMAGE CODES			
	Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes			
19	Vehicle By Towed: To			
	Vehicle By Towed: To			
20	Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.			
	Rear End Left Turn Right Angle Right Turn Head On Sideswipe (same direction) Left Turn Right Turn Sideswipe (opposite direction)			
21	ACCIDENT DIAGRAM			
	DIAGRAM IS PRINTED ON LAST PAGE			
22	Cost of repairs to any one vehicle will be more than \$1000.			
	<input type="checkbox"/> Unknown/Unable to Determine <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
23	Place Where Accident Occurred:			
	County ORAN <input type="checkbox"/> City <input type="checkbox"/> Village <input checked="" type="checkbox"/> Town of MONTGOMERY, TOWN OF Road on which accident occurred STATE ROUTE 17K at 1) intersecting street _____ (Route Number or Street Name) or 2) 200 _____ of Bailey Rd (Milepost, Nearest intersecting Route Number or Street Name) Feet Miles <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input checked="" type="checkbox"/> W			
24	Accident Description/Officer's Notes			
	Driver of V1 was intoxicated and drove off the roadway and into a ditch. They were issued 2 UTT's, no injuries were reported to officers at the scene.			
25	Reference Marker			
	Coordinates (if available)			
26	Latitude/Northing:			
	Longitude/Easting:			
27	ALL INVOLVED			
	8 9 10 11 12 13 14 15 16 17 BY TO 18 Names of all involved Date of Death Only			
28	A 01 1 4 1 34 2 - - - B C D E F			
	Officer's Rank and Signature po Print Name in Full KYLE VETRO Badge/ID No. 1108 NCIC No. 03574 Precinct/Post Troop/Zone Station/Beat/ Sector Reviewing Officer MCNEELY, ROBER' Date/Time Reviewed 2020/01/26 22:04			

USE
COVER
SHEET

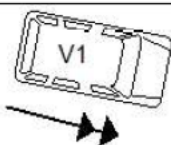
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New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



State route 17K



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

38405473

Local Codes

9KPDR3BMMSBV

☐ AMENDED REPORT

DMV COPY

Accident Date

Month
03Day
11Year
2020

Day of Week

WEDNES

Military Time

0736

No. of Vehicles

2

No. Injured

0

No. Killed

0

Not Investigated at Scene ☐Accident Reconstructed ☐Left Scene ☐

Police Photos

☐ Yes ☒ No

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIANTicket/Arrest
Number(s)Ticket/Arrest
Number(s)Violation
Section(s)Violation
Section(s)

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

Check if involved vehicle is:

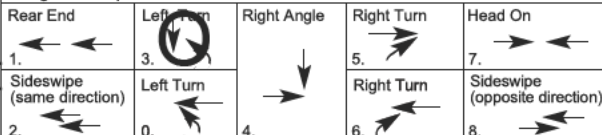
☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.



ACCIDENT DIAGRAM

DIAGRAM IS PRINTED ON LAST PAGE

Cost of repairs to any one vehicle will be more than \$1000.

☐ Unknown/Unable to Determine ☐ Yes ☒ No

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact 1

Box 2 - Most Damage 1

Enter up to three more Damage Codes 3 4 5

VEHICLE 2 DAMAGE CODES

Box 1 - Point of Impact 5

Box 2 - Most Damage 5

Enter up to three more Damage Codes 3 4 5

Vehicle By Towed: To

Vehicle By Towed: To

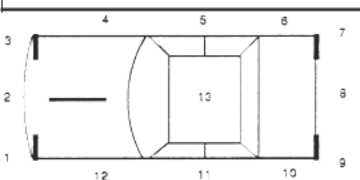
VEHICLE DAMAGE CODING:

1-13. SEE DIAGRAM ON RIGHT.

14. UNDERCARRIAGE 17. DEMOLISHED

15. TRAILER 18. NO DAMAGE

16. OVERTURNED 19. OTHER



Reference Marker

Coordinates (if available)

Latitude/Northing:

Longitude/Easting:

Place Where Accident Occurred:

County ORAN

☐ City ☐ Village ☒ Town of MONTGOMERY, TOWN OF

Road on which accident occurred 1175 STATE ROUTE 17K

(Route Number or Street Name)

at 1) intersecting street 17K

(Route Number or Street Name)

or 2)

☐ N ☐ S☐ E ☐ W of

Feet Miles

(Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

The driver of vehicle one attempted to make a left turn from the right lane, as vehicle two was continuing straight through the parking lot.

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	66	1	-	-	-						
B	02	1	4	1	16	1	-	-	-						
C															
D															
E															
F															

Officer's Rank and Signature

PO

Print Name in Full

LINDSAY MCGANN

Badge/ID No.

34

NCIC No.

03574

Precinct/Post Troop/Zone

F24

Station/Beat/Sector

Reviewing Officer

MEEHAN, JASON

Date/Time Reviewed

2020/03/19 05:48

USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM

1175 State Rt 17K
Valley Central High School parking lot

The diagram illustrates the accident scene layout. It includes a north arrow in the bottom left corner, pointing towards the top-left. A road is depicted with a dashed center line and solid edge lines. Vehicle V2 is positioned on the road, facing away from the viewer. Vehicle V1 is positioned to the right of V2, facing towards the viewer. A red octagonal stop sign is located to the right of V1. A building is shown to the right of the stop sign. Arrows indicate the direction of travel: a large arrow pointing up and to the left, a large arrow pointing up, and a small arrow pointing up.

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

38430679

Local Codes

9KPDR1BWH4PG

☐ AMENDED REPORT

DMV COPY

Accident Date

Month 05 Day 25 Year 2020

Day of Week

MONDAY

Military Time

1020

No. of Vehicles

2

No. Injured

0

No. Killed

0

Not Investigated at Scene ☐Accident Reconstructed ☐Left Scene ☐

Police Photos

☐ Yes ☒ No

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIANTicket/Arrest
Number(s)Violation
Section(s)Ticket/Arrest
Number(s)Violation
Section(s)

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact 9 1 2 9

Box 2 - Most Damage

Enter up to three more Damage Codes 3 4 5

Vehicle By KENS

Towed: To KENS

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 2 DAMAGE CODES

Box 1 - Point of Impact 3 1 3 2

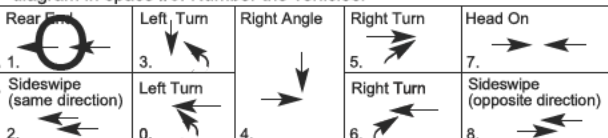
Box 2 - Most Damage

Enter up to three more Damage Codes 3 4 5

Vehicle By

Towed: To

Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.



ACCIDENT DIAGRAM

DIAGRAM IS PRINTED ON LAST PAGE

Cost of repairs to any one vehicle will be more than \$1000.

☐ Unknown/Unable to Determine ☒ Yes ☐ No

Reference Marker

Coordinates (if available)

Latitude/Northing:

Longitude/Easting:

Place Where Accident Occurred:

County ORAN

☐ City ☐ Village ☒ Town of MONTGOMERY, TOWN OF

Road on which accident occurred STATE ROUTE 17K

(Route Number or Street Name)

at 1) intersecting street STATE ROUTE 208

(Route Number or Street Name)

or 2) ☐ N ☐ S ☐ E ☐ W of (Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

Both vehicles had a red light. V1 came to a stop in the going straight lane, V2 was attempting to turn into the left turn only lane when he came into contact with V1 causing damage. V1 towed from scene by KENS, V1 driven from scene.

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	61	2	-	-	-						
B	02	1	4	1	34	1	-	-	-						
C															
D															
E															
F															

Officer's Rank and Signature po

Print Name in Full KRIS KOLVENBACH

Badge/ID No. 33

NCIC No. 03574

Precinct/Post Troop/Zone F2

Station/Beat/Sector 3

Reviewing Officer

VANTASSEL, JON

Date/Time Reviewed

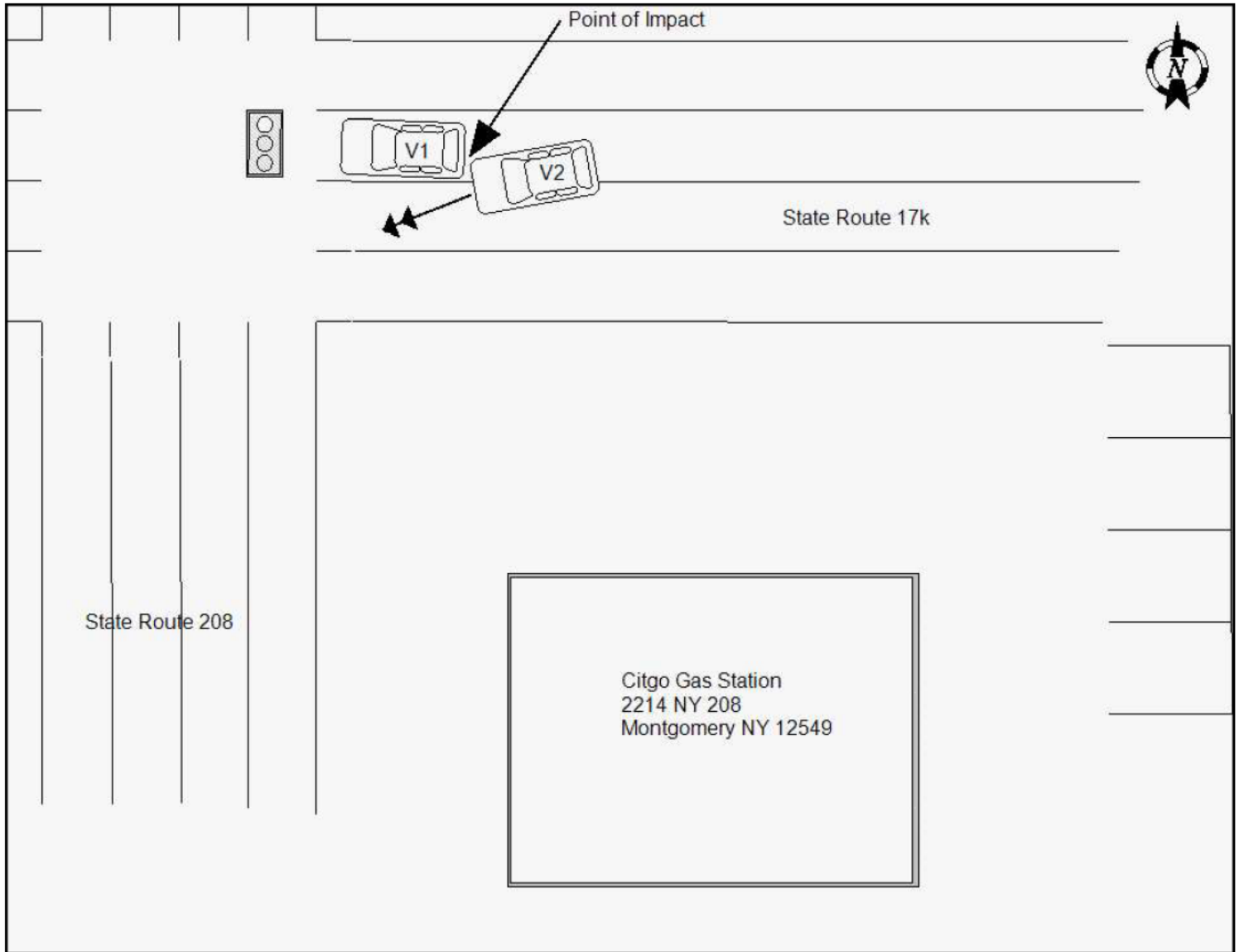
2020/06/04 11:05

USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

38461219

Local Codes

9KM261BZJ10R

☐ AMENDED REPORT

DMV COPY

1	Accident Date			Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene <input type="checkbox"/>	Left Scene	Police Photos	20																																																																																																							
	Month 06	Day 16	Year 2020	TUESDA	0848	1	0	0	Accident Reconstructed <input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No																																																																																																								
2	<div style="display: flex; justify-content: space-between;"> <div style="width: 48%;"> VEHICLE 1 <div style="background-color: black; width: 100%; height: 150px; margin-top: 5px;"></div> </div> <div style="width: 48%;"> <input type="checkbox"/> VEHICLE 2 <input type="checkbox"/> BICYCLIST <input type="checkbox"/> PEDESTRIAN <input type="checkbox"/> OTHER PEDESTRIAN VEHICLE 2 - Driver License ID Number _____ State of Lic. _____ Driver Name - exactly as printed on license _____ Address (Include Number & Street) _____ Apt. No. _____ City or Town _____ State _____ Zip Code _____ Date of Birth _____ Sex _____ Unlicensed <input type="checkbox"/> No. of Occupants _____ Public Property Damaged <input type="checkbox"/> Month _____ Day _____ Year _____ Name—exactly as printed on registration _____ Sex _____ Date of Birth _____ Month _____ Day _____ Year _____ Address (Include Number & Street) _____ Apt. No. _____ Haz. Mat. Code _____ Released <input type="checkbox"/> City or Town _____ State _____ Zip Code _____ Plate Number _____ State of Reg. _____ Vehicle Year & Make _____ Vehicle Type _____ Ins. Code _____ </div> </div>											21																																																																																																							
	Ticket/Arrest Number(s) _____ Ticket/Arrest Number(s) _____ Violation Section(s) _____ Violation Section(s) _____												22																																																																																																						
3	<div style="display: flex; justify-content: space-between;"> <div style="width: 48%;"> Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit. </div> <div style="width: 48%;"> Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit. </div> </div>											23																																																																																																							
	<div style="display: flex; justify-content: space-between;"> <div style="width: 48%;"> VEHICLE 1 DAMAGE CODES Box 1 - Point of Impact _____ 1 2 Box 2 - Most Damage _____ 3 4 5 Enter up to three more Damage Codes _____ Vehicle Towed: _____ By _____ To _____ </div> <div style="width: 48%;"> VEHICLE 2 DAMAGE CODES Box 1 - Point of Impact _____ 1 2 Box 2 - Most Damage _____ 3 4 5 Enter up to three more Damage Codes _____ Vehicle Towed: _____ By _____ To _____ </div> </div>																																																																																																																		
4	<div style="display: flex; justify-content: space-between;"> <div style="width: 48%;"> VEHICLE 1 DAMAGE CODING: 1-13. SEE DIAGRAM ON RIGHT. 14. UNDERCARRIAGE 17. DEMOLISHED 15. TRAILER 18. NO DAMAGE 16. OVERTURNED 19. OTHER </div> <div style="width: 48%;"> ACCIDENT DIAGRAM <div style="text-align: center; margin-top: 10px;"> </div> </div> </div>											24																																																																																																							
	DIAGRAM IS PRINTED ON LAST PAGE Cost of repairs to any one vehicle will be more than \$1000. <input type="checkbox"/> Unknown/Unable to Determine <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No																																																																																																																		
5	Place Where Accident Occurred: County <u>ORAN</u> <input type="checkbox"/> City <input type="checkbox"/> Village <input checked="" type="checkbox"/> Town of <u>MONTGOMERY, TOWN OF</u> Road on which accident occurred <u>STATE ROUTE 17K</u> at 1) intersecting street _____ (Route Number or Street Name) or 2) <u>100</u> <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input checked="" type="checkbox"/> W of <u>middle school lane</u> Feet Miles (Milepost, Nearest intersecting Route Number or Street Name)											25																																																																																																							
	Accident Description/Officer's Notes VEHICLE 1 TRAVELING EAST ON STATE ROUTE 17K IN THE TOWN OF MONTGOMERY, NY 12549. DEER ENTERED THE ROADWAY FROM THE NORTH AND RAN INTO THE FRONT QUARTER PANEL OF VEHICLE 1. DEER GOA ON ARRIVAL. NO INJURIES REPORTED. - WITNESS 1, <div style="background-color: black; width: 100%; height: 20px; margin-top: 5px;"></div>																																																																																																																		
6	<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <th>Reference Marker</th> <th>Coordinates (if available)</th> </tr> <tr> <td>1 7 K</td> <td>Latitude/Northing: _____</td> </tr> <tr> <td>8 3 0 1</td> <td>Longitude/Easting: _____</td> </tr> <tr> <td>1 1 1 2</td> <td></td> </tr> </table>											Reference Marker	Coordinates (if available)	1 7 K	Latitude/Northing: _____	8 3 0 1	Longitude/Easting: _____	1 1 1 2		26																																																																																															
	Reference Marker	Coordinates (if available)																																																																																																																	
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8 3 0 1	Longitude/Easting: _____																																																																																																																		
1 1 1 2																																																																																																																			
ALL INVOLVED <table border="1" style="width:100%; border-collapse: collapse;"> <tr> <th>8</th> <th>9</th> <th>10</th> <th>11</th> <th>12</th> <th>13</th> <th>14</th> <th>15</th> <th>16</th> <th>17</th> <th>BY</th> <th>TO</th> <th>18</th> <th>Names of all involved</th> <th>Date of Death Only</th> </tr> <tr> <td>A</td> <td>01</td> <td>1</td> <td>4</td> <td>1</td> <td>23</td> <td>1</td> <td>-</td> <td>-</td> <td>-</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>B</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>C</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>D</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>E</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>F</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>											8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only	A	01	1	4	1	23	1	-	-	-						B															C															D															E															F														
8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only																																																																																																					
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7	Officer's Rank and Signature PO <u>DAVE GOWANS</u> Print Name in Full											27																																																																																																							
	Badge/ID No. 27 NCIC No. 03574 Precinct/Post Troop/Zone F24 Station/Beat/Sector TMPD Reviewing Officer VANTASSEL, JON Date/Time Reviewed 2020/06/18 09:21																																																																																																																		

USE
COVER
SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

38461850

Local Codes

9KC270C0Q0QN

☐ AMENDED REPORT

DMV COPY

Accident Date

Month
06Day
27Year
2020

Day of Week

SATURD

Military Time

1500

No. of Vehicles

2

No. Injured

2

No. Killed

0

Not Investigated at Scene ☐Accident Reconstructed ☐Left Scene ☐Police Photos ☐ Yes ☒ No

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIANTicket/Arrest
Number(s)Violation
Section(s)Ticket/Arrest
Number(s)Violation
Section(s)

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact 2 1 2

Box 2 - Most Damage

Enter up to three more Damage Codes 3 4 5

Vehicle By Towed: To

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 2 DAMAGE CODES

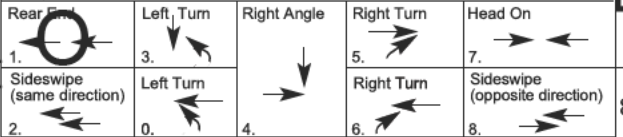
Box 1 - Point of Impact 8 1 8

Box 2 - Most Damage

Enter up to three more Damage Codes 3 4 5

Vehicle By Towed: To

Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.



ACCIDENT DIAGRAM

DIAGRAM IS PRINTED ON LAST PAGE

Cost of repairs to any one vehicle will be more than \$1000.

☐ Unknown/Unable to Determine ☒ Yes ☐ No

Reference Marker

Coordinates (if available)

Latitude/Northing:

Longitude/Easting:

Place Where Accident Occurred:

County ORAN

☐ City ☐ Village ☒ Town of

MONTGOMERY, TOWN OF

Road on which accident occurred STATE ROUTE 17K

(Route Number or Street Name)

at 1) intersecting street STATE ROUTE 208

(Route Number or Street Name)

or 2)

Feet Miles

☐ N ☐ S
☐ E ☐ W of

(Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

V2 was stopped at a red light on State Route 17K when V1 crashed into the rear of V2 causing damage to both vehicles.

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	46	2	6	12	6						
B	02	1	4	1	48	2	6	12	6						
C															
D															
E															
F															

Officer's Rank and Signature

PO

Print Name in Full

KEVIN GREANY

Badge/ID No.

48

NCIC No.

03574

Precinct/Post Troop/Zone

F2

Station/Beat/Sector

4

Reviewing Officer

HANK, JOHN

Date/Time Reviewed

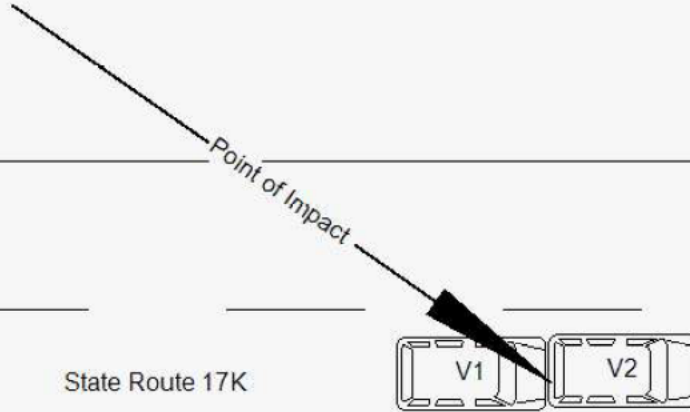
2020/07/01 16:47

USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



KMJY23C8S30B

AMENDED REPORT

DMV COPY

N

ALL INVOLVED

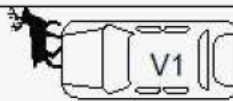
New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



Crossing
Lane

208 Ward
Street



←
Ward Street

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

38582598

Local Codes

9KC270CC5R5P

☐ AMENDED REPORT

DMV COPY

Accident Date

Month

Day

Year

Day of Week

Military Time

No. of
Vehicles

No. Injured

No. Killed

Not Investigated at Scene ☐

Left Scene

Police Photos

10

03

2020

SATURD

1609

2

0

0

Accident Reconstructed ☐☐☐ Yes ☒ No

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIANTicket/Arrest
Number(s)Ticket/Arrest
Number(s)Violation
Section(s)Violation
Section(s)

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

Check if involved vehicle is:

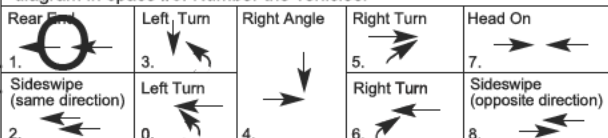
☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.



ACCIDENT DIAGRAM

DIAGRAM IS PRINTED ON LAST PAGE

Cost of repairs to any one vehicle will be more than \$1000.

☐ Unknown/Unable to Determine ☒ Yes ☐ No

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact

Box 2 - Most Damage

Enter up to three more Damage Codes

VEHICLE 2 DAMAGE CODES

Box 1 - Point of Impact

Box 2 - Most Damage

Enter up to three more Damage Codes

Vehicle By Towed: To

Vehicle By Towed: To

VEHICLE DAMAGE CODING:

1-13. SEE DIAGRAM ON RIGHT.

14. UNDERCARRIAGE 17. DEMOLISHED

15. TRAILER 18. NO DAMAGE

16. OVERTURNED 19. OTHER

Reference Marker

Coordinates (if available)

1 7 K 8

Latitude/Northing:

566650

3 0 1 1

Longitude/Easting:

4597403

Place Where Accident Occurred:

County ORAN

City Village ☒ Town of MONTGOMERY, TOWN OF

Road on which accident occurred STATE HIGHWAY 17K

(Route Number or Street Name)

at 1) intersecting street STATE ROUTE 208

(Route Number or Street Name)

or 2) _____ of _____

Feet Miles (Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

V2 was traveling East on State Route 17K. V2 was stopped in the right lane at the intersection of State Route 17K and State Route 208, yielding for oncoming traffic. V1 was following behind V2 closely and failed to stop, colliding into V2. V1 sustained damage to the front of the vehicle, and V2 sustained damage to the rear of the vehicle.

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	58	2	-	-	-						
B	02	1	4	1	41	1	-	-	-						
C	02	3	4	1	37	1	-	-	-						
D															
E															
F															

Officer's Rank and Signature

PO

Print Name in Full

ALYSSA COX

Badge/ID No.

16

NCIC No.

03574

Precinct/Post Troop/Zone

Station/Beat/Sector

Reviewing Officer

HANK, JOHN

Date/Time Reviewed

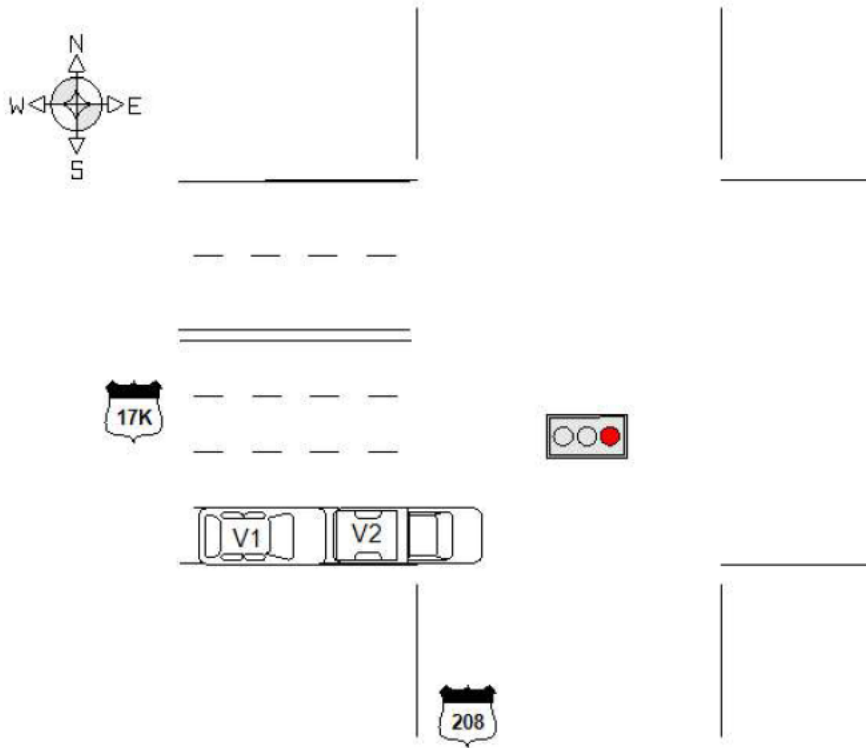
2020/10/07 11:28

USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

38583830

Local Codes

9KSVT2CCQJ9V

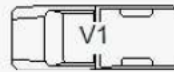
☐ AMENDED REPORT

DMV COPY

1	Accident Date		Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene <input type="checkbox"/>	Left Scene	Police Photos	20			
	Month 10	Day 08	Year 2020	THURSD	1735	1	0	0	Accident Reconstructed <input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
2	VEHICLE 1					<input type="checkbox"/> VEHICLE 2 <input type="checkbox"/> BICYCLIST <input type="checkbox"/> PEDESTRIAN <input type="checkbox"/> OTHER PEDESTRIAN						21		
						VEHICLE 2 - Driver License ID Number _____ State of Lic. _____ Driver Name - exactly as printed on license _____ Address (Include Number & Street) _____ Apt. No. _____ City or Town _____ State _____ Zip Code _____ Date of Birth _____ Sex _____ Unlicensed <input type="checkbox"/> No. of Occupants _____ Public Property Damaged <input type="checkbox"/> Name - exactly as printed on registration _____ Sex _____ Date of Birth _____ Month _____ Day _____ Year _____ Address (Include Number & Street) _____ Apt. No. _____ Haz. Mat. Code _____ Released <input type="checkbox"/> City or Town _____ State _____ Zip Code _____ State Number _____ State of Reg. _____ Vehicle Year & Make _____ Vehicle Type _____ Ins. Code _____							22	
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						99								
													100	

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

38616218

Local Codes

9KPDR1CFFLRH

☐ AMENDED REPORT

DMV COPY

Accident Date

Month

Day

Year

10

24

2020

Day of Week

SATURD

Military Time

1940

No. of Vehicles

2

No. Injured

2

No. Killed

0

Not Investigated at Scene ☐Accident Reconstructed ☐Left Scene ☐

Police Photos

☐ Yes ☒ No

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIANTicket/Arrest
Number(s)Ticket/Arrest
Number(s)Violation
Section(s)Violation
Section(s)

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

Check if involved vehicle is:

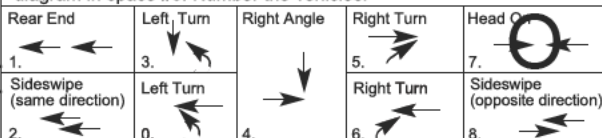
☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.



ACCIDENT DIAGRAM

DIAGRAM IS PRINTED ON LAST PAGE

Cost of repairs to any one vehicle will be more than \$1000.

☐ Unknown/Unable to Determine ☒ Yes ☐ No

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact 1 1

Box 2 - Most Damage 1 1

Enter up to three more Damage Codes 3 4 5

VEHICLE 2 DAMAGE CODES

Box 1 - Point of Impact 2 1 2

Box 2 - Most Damage 2 1 2

Enter up to three more Damage Codes 3 4 5

Vehicle Towed: By PATTS TOWING

To PATTS TOWING

Vehicle Towed: By PATTS TOWING

To PATTS TOWING

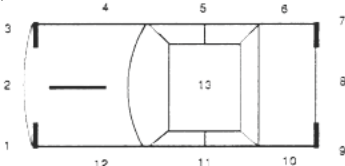
VEHICLE DAMAGE CODING:

1-13. SEE DIAGRAM ON RIGHT.

14. UNDERCARRIAGE 17. DEMOLISHED

15. TRAILER 18. NO DAMAGE

16. OVERTURNED 19. OTHER



Reference Marker

Coordinates (if available)

1 7 K

Latitude/Northing:

8 3 0 1

Longitude/Easting:

1 1 2 7

Place Where Accident Occurred:

County ORAN

☐ City ☐ Village ☒ Town of MONTGOMERY, TOWN OF

Road on which accident occurred STATE ROUTE 17K

(Route Number or Street Name)

at 1) intersecting street STATE ROUTE 208

(Route Number or Street Name)

or 2) ☐ N ☐ S ☐ E ☐ W of

Feet Miles

(Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

On the above date and time, V1 traveling eastbound on Rt. 17K, collided with V2 traveling westbound on 17K. The driver of V1 failed to yield the right of way, while attempting to make a left turn onto State Route 208. The driver of V1 was transported to ORMC by TOMVAC for emotional distress, no complaints of injuries.

- WITNESS 1

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	A	1	18	1	-	-	-						
B	02	1	A	1	40	2	3	12	6	9993		3516			
C	02	3	A	1	49	1	8	12	6	9993		3516			
D															
E															
F															

Officer's Rank and Signature PO

Print Name in Full BRANDON MOTARD

Badge/ID No.

42

NCIC No.

03574

Precinct/Post Troop/Zone

F2

Station/Beat/Sector

3

Reviewing Officer

MEEHAN, JASON

Date/Time Reviewed

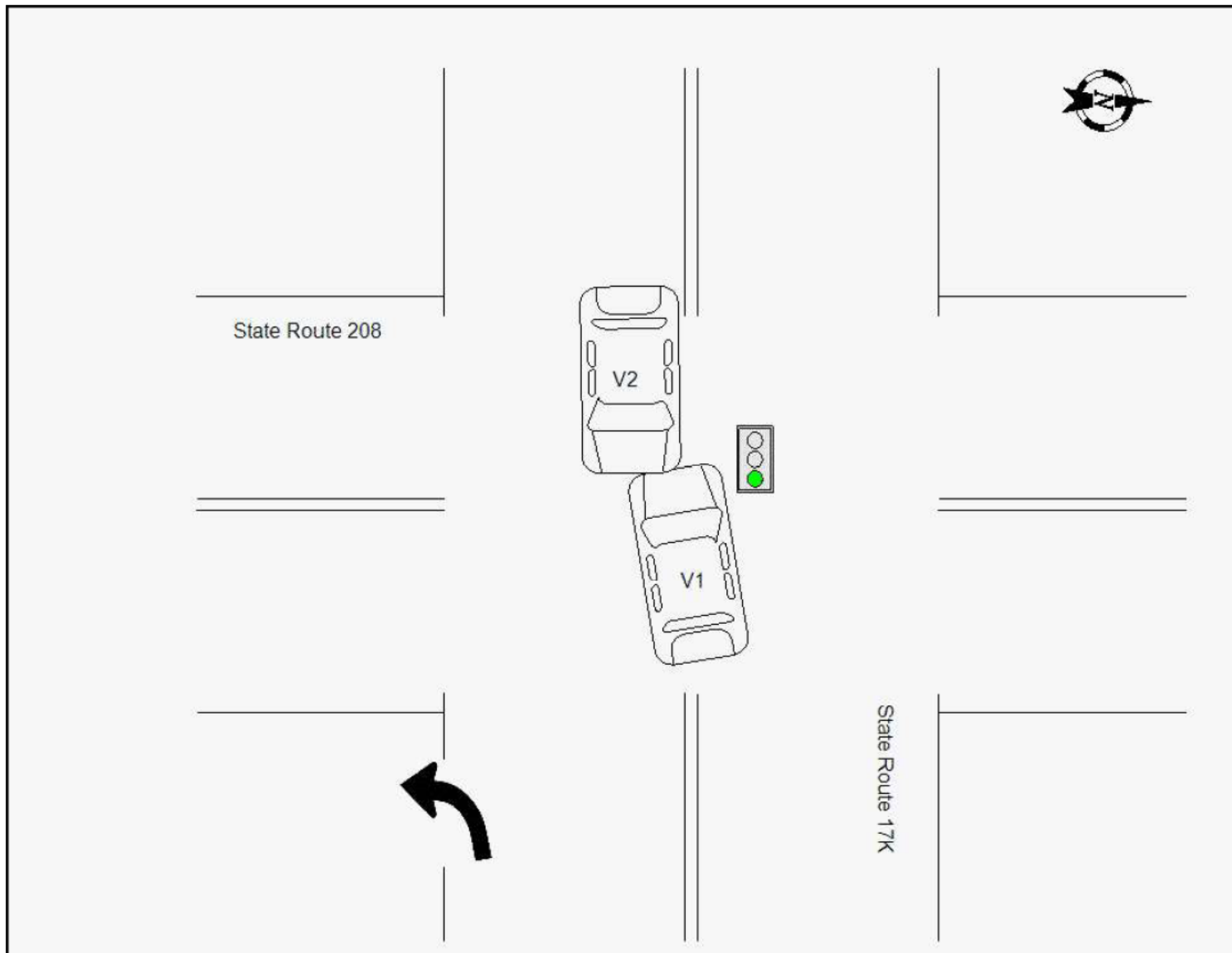
2020/11/02 21:09

USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

38653933

Local Codes

9KM267CJDHSG

☐ AMENDED REPORT

DMV COPY

1 -	Accident Date			Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene <input type="checkbox"/>	Left Scene	Police Photos	20 -
	Month 11	Day 21	Year 2020	SATURD	1548	2	0	0	Accident Reconstructed <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIAN

2 -													21 -
3 2													22 -
4 1													23 1
5 1													24 7

5 1	Ticket/Arrest Number(s)						Ticket/Arrest Number(s)						25 3
6 1	Violation Section(s)						Violation Section(s)						26 1

7 2	VEHICLE 1 DAMAGE CODES	Check if involved vehicle is:			VEHICLE 2 DAMAGE CODES	Check if involved vehicle is:			Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.								27 1			
		<input type="checkbox"/> more than 95 inches wide;				<input type="checkbox"/> more than 95 inches wide;			Rear End											
		<input type="checkbox"/> more than 34 feet long;				<input type="checkbox"/> more than 34 feet long;			Left Turn											
		<input type="checkbox"/> operated with an overweight permit;				<input type="checkbox"/> operated with an overweight permit;			Right Angle											
<input type="checkbox"/> operated with an overdimension permit.			<input type="checkbox"/> operated with an overdimension permit.			Right Turn								28 1						
Box 1 - Point of Impact			3	1	2	Box 1 - Point of Impact			12	1	2	Head On								
Box 2 - Most Damage			3	4	5	Box 2 - Most Damage			3	4	5	Sideswipe (same direction)								
Enter up to three more Damage Codes			3	4	5	Enter up to three more Damage Codes			3	4	5	Left Turn								
Vehicle Towed: By QUALITY AUTO			Vehicle Towed: To QUALITY AUTO			Vehicle Towed: To			Right Turn								29 1			
Vehicle Towed: To QUALITY AUTO			Vehicle Towed: To			Vehicle Towed: To			Sideswipe (opposite direction)											
Vehicle Towed: To QUALITY AUTO			Vehicle Towed: To			Vehicle Towed: To			Sideswipe (opposite direction)											
Vehicle Towed: To QUALITY AUTO			Vehicle Towed: To			Vehicle Towed: To			Sideswipe (opposite direction)											

VEHICLE DAMAGE CODING:

1-13. SEE DIAGRAM ON RIGHT.

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

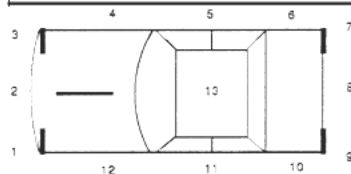


DIAGRAM IS PRINTED ON LAST PAGE

Cost of repairs to any one vehicle will be more than \$1000.

☐ Unknown/Unable to Determine ☒ Yes ☐ No

Reference Marker	Coordinates (if available)
1 7 K 8	Latitude/Northing: 566702
3 0 1 1	Longitude/Easting: 4597400
1 2 3	

Place Where Accident Occurred:

County ORAN ☐ City ☐ Village ☒ Town of MONTGOMERY, TOWN OF

Road on which accident occurred STATE HIGHWAY 17K

at 1) intersecting street STATE ROUTE 208 (Route Number or Street Name)

or 2) ☐ N ☐ S ☐ E ☐ W of (Route Number or Street Name)

Feet Miles (Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

Vehicle two was traveling Westbound on State Route 17K when vehicle one turned left in front of vehicle two after exiting a gas station on State Route 17K causing a collision. Vehicle one sustained damage to the front passenger side, and vehicle two sustained damage to the front driver's side.

ALL INVOLVED	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
	A 01	1	4	1	49	2	-	-	-						
	B 02	1	4	1	18	1	-	-	-						
	C														
	D														
	E														
F															

Officer's Rank and Signature PO Print Name in Full ALYSSA COX	Badge/ID No. 16	NCIC No. 03574	Precinct/Post Troop/Zone	Station/Beat/Sector	Reviewing Officer VANTASSEL, JON	Date/Time Reviewed 2020/11/25 13:01
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USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

38657009

Local Codes

9KM267CK5G72

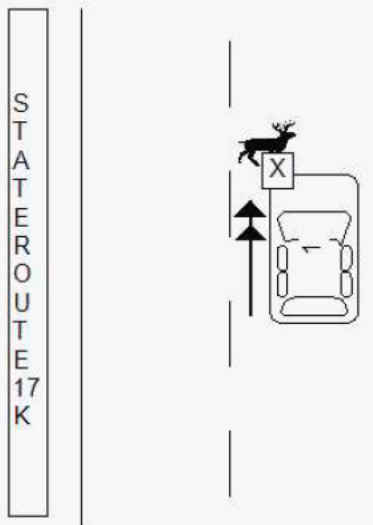
☐ AMENDED REPORT

DMV COPY

1	Accident Date Month 11 Day 28 Year 2020	Day of Week SATURD	Military Time 1930	No. of Vehicles 1	No. Injured 0	No. Killed 0	Not Investigated at Scene <input type="checkbox"/>	Left Scene <input type="checkbox"/>	Police Photos <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	20	
2	VEHICLE 1				<input type="checkbox"/> VEHICLE 2 <input type="checkbox"/> BICYCLIST <input type="checkbox"/> PEDESTRIAN <input type="checkbox"/> OTHER PEDESTRIAN						21
3					VEHICLE 2 - Driver License ID Number _____ State of Lic. _____ Driver Name - exactly as printed on license _____ Address (Include Number & Street) _____ Apt. No. _____ City or Town _____ State _____ Zip Code _____ Date of Birth _____ Sex _____ Unlicensed <input type="checkbox"/> No. of Occupants _____ Public Property Damaged <input type="checkbox"/> Name—exactly as printed on registration _____ Sex _____ Date of Birth _____ Month _____ Day _____ Year _____ Address (Include Number & Street) _____ Apt. No. _____ Haz. Mat. Code _____ Released <input type="checkbox"/> City or Town _____ State _____ Zip Code _____ Plate Number _____ State of Reg. _____ Vehicle Year & Make _____ Vehicle Type _____ Ins. Code _____						22
4											23
5											24
6											25
7											26
8	Ticket/Arrest Number(s) _____				Ticket/Arrest Number(s) _____						27
9	Violation Section(s) _____				Violation Section(s) _____						28
10	Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.				Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.				Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.		29
11	VEHICLE 1 DAMAGE CODES Box 1 - Point of Impact _____ 1 _____ 2 _____ Box 2 - Most Damage _____ Enter up to three more Damage Codes _____ 3 _____ 4 _____ 5 _____ Vehicle By Towed: _____ To _____				VEHICLE 2 DAMAGE CODES Box 1 - Point of Impact _____ 1 _____ 2 _____ Box 2 - Most Damage _____ Enter up to three more Damage Codes _____ 3 _____ 4 _____ 5 _____ Vehicle By Towed: _____ To _____				ACCIDENT DIAGRAM 9. _____ Cost of repairs to any one vehicle will be more than \$1000. <input type="checkbox"/> Unknown/Unable to Determine <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		30
12	VEHICLE DAMAGE CODING: 1-13. SEE DIAGRAM ON RIGHT. 14. UNDERCARRIAGE 17. DEMOLISHED 15. TRAILER 18. NO DAMAGE 16. OVERTURNED 19. OTHER				Place Where Accident Occurred: County ORAN <input type="checkbox"/> City <input type="checkbox"/> Village <input checked="" type="checkbox"/> Town of MOUNT HOPE, TOWN OF Road on which accident occurred STE RTE 17K (Route Number or Street Name) at 1) intersecting street _____ (Route Number or Street Name) or 2) 208 <input checked="" type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W of 1000 FT FROM STE RTE 208 (Milepost, Nearest intersecting Route Number or Street Name)						31
13	Accident Description/Officer's Notes OPERATOR OF VEHICLE 1 WAS TRAVELING SOUTHBOUND ON STATE ROUTE 17K. OPERATOR OF VEHICLE 1 STRUCK A DEER ON THE FRONT DRIVER SIDE OF THE VEHICLE CAUSING DAMAGE TO THE FRONT OF THE VEHICLE.										32
14	ALL INVOLVED										33
15	8 9 10 11 12 13 14 15 16 17 BY TO 18										34
16	Names of all involved										35
17	Date of Death Only										36
18	Officer's Rank and Signature POLICE OFF Print Name in Full ANDREW BELLOTTO										37
19	Badge/ID No. 35										38
20	NCIC No. 03574										39
21	Precinct/Post Troop/Zone F4										40
22	Station/Beat/Sector 4										41
23	Reviewing Officer HANK, JOHN										42
24	Date/Time Reviewed 2020/12/03 08:49										43

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

38737320

Local Codes

KMWS11CNL5DH

☒ **AMENDED REPORT****DMV COPY**

1 -	Accident Date			Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene <input type="checkbox"/>	Left Scene	Police Photos	20 -
	Month 12	Day 21	Year 2020	MONDA	1144	2	2	0	Accident Reconstructed <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIAN

2 -													21 -
3 1													22 -

4 1	Name—exactly as printed on registration HOME;INC HUDSON;VALLEY;FUNER				Sex C	Date of Birth Month Day Year			Name—exactly as printed on registration HOME;INC HUDSON;VALLEY;FUNER				Sex C	Date of Birth Month Day Year			23 7		
	Address (Include Number & Street) 239 QUASSAICK AVE				Apt. No.	Haz. Mat. Code	Released		Address (Include Number & Street) 239 QUASSAICK AVE				Apt. No.	Haz. Mat. Code	Released				
5 4	City or Town NEW WINDSOR				State NY		Zip Code 12553		City or Town NEW WINDSOR				State NY		Zip Code 12553		24 7		
	Plate Number FXF5870		State of Reg. NY		Vehicle Year & Make 1996 CADI		Vehicle Type H/IN		Ins. Code		Plate Number F966VN		State of Reg. NY		Vehicle Year & Make 2016 CHRY			Vehicle Type SUBN	
Ticket/Arrest Number(s)																			
Violation Section(s)																			

6 1	Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.				7 1	Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.				25 1	Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.							
	VEHICLE 1 DAMAGE CODES Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes Vehicle By Towed: To					VEHICLE 2 DAMAGE CODES Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes Vehicle By Towed: To												

VEHICLE DAMAGE CODING:

1-13. SEE DIAGRAM ON RIGHT.

- | | |
|-------------------|----------------|
| 14. UNDERCARRIAGE | 17. DEMOLISHED |
| 15. TRAILER | 18. NO DAMAGE |
| 16. OVERTURNED | 19. OTHER |

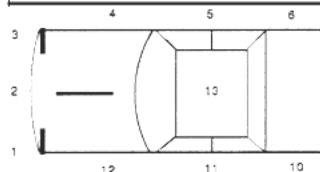


DIAGRAM IS PRINTED ON LAST PAGE

Cost of repairs to any one vehicle will be more than \$1000.

☐ Unknown/Unable to Determine ☒ Yes ☐ No

Reference Marker	Coordinates (if available)	Place Where Accident Occurred:
1 7 K 8	Latitude/Northing: 563948	County <u>ORAN</u> <input type="checkbox"/> City <input checked="" type="checkbox"/> Village <input type="checkbox"/> Town of <u>MONTGOMERY, VILLAGE OF</u>
3 0 1 1	Longitude/Easting: 4597438	Road on which accident occurred <u>WARD STREET</u> (Route Number or Street Name)
1 0 5		at 1) intersecting street <u>SPRING ST</u> (Route Number or Street Name)
		or 2) <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W of _____ (Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

The driver of V1 stated he was driving in a westerly direction of travel on 17K and when he traversed over the railroad tracks he attempted to stop but was unable to, then striking the rear end of V2. The driver of V2 stated he was stopped at the intersection of Ward St. and Spring St. waiting for traffic to clear to make a left turn on to Spring St. when he was hit in the rear by V1. Both passengers of V2 stated they have lower back pain, but refused any medical attention.

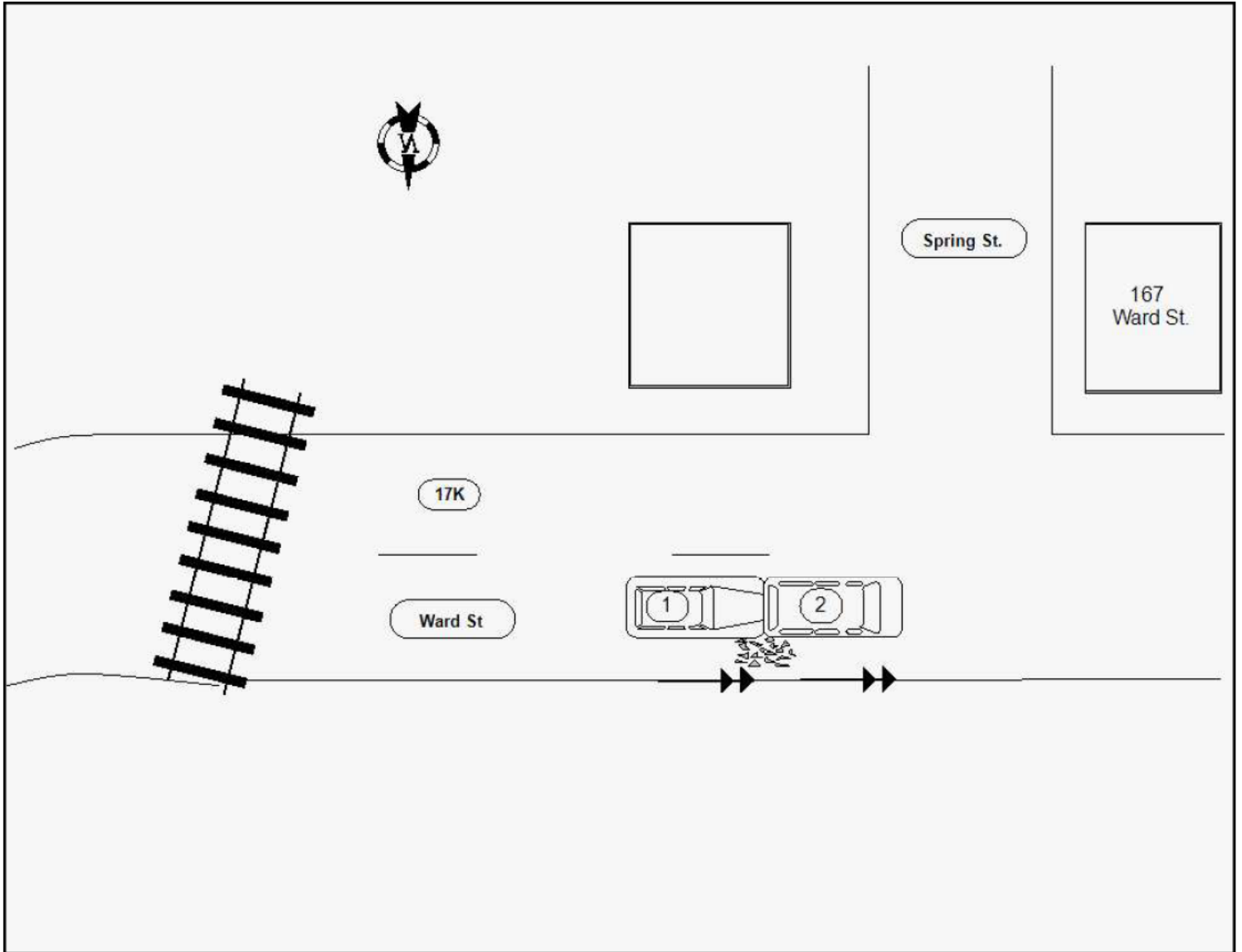
ALL INVOLVED	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
	A 01	1	4	1	76	1	-	-	-						
	B 02	1	4	1	62	1	-	-	-						
	C 02	6	4	1	69	1	6	12	6						
	D 02	3	4	1	58	1	6	12	6						
	E														
F															
Officer's Rank and Signature Print Name in Full				Badge/ID No.		NCIC No.		Precinct/Post Troop/Zone		Station/Beat/Sector		Reviewing Officer		Date/Time Reviewed	
SERGEANT B BRIERE				103		03527						BRIERE, B		2021/01/02 19:14	

USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

38751327

Local Codes

9KPDR1CV9MT7

☐ AMENDED REPORT

DMV COPY

Accident Date			Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene <input type="checkbox"/>	Left Scene	Police Photos
Month	Day	Year						Accident Reconstructed <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
02	22	2021	MONDAY	1120	2	0	0			

VEHICLE 1

☒ VEHICLE 2 ☐ BICYCLIST ☐ PEDESTRIAN ☐ OTHER PEDESTRIAN

Name—exactly as printed on registration autopro;LLC		Sex	Date of Birth Month Day Year	
Address (Include Number & Street) 136 SPRING ST		Apt. No.	Haz. Mat. Code	Released <input type="checkbox"/>
City or Town MONROE		State NY	Zip Code 10950	
Plate Number DNC3482	State of Reg. NY	Vehicle Year & Make 2009 TOYT	Vehicle Type 4DSD	Ins. Code

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

Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.	Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.
VEHICLE 1 DAMAGE CODES Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes Vehicle By Towed: To	VEHICLE 2 DAMAGE CODES Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes Vehicle By Towed: To

Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.

Rear End	Left Turn	Right Angle	Right Turn	Head On
1.	3.	4.	5.	7.
2.	6.	8.	9.	

ACCIDENT DIAGRAM

DIAGRAM IS PRINTED ON LAST PAGE

Cost of repairs to any one vehicle will be more than \$1000.

☐ Unknown/Unable to Determine ☒ Yes ☐ No

VEHICLE DAMAGE CODING:

1-13. SEE DIAGRAM ON RIGHT.

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

Reference Marker	Coordinates (if available)
2 0 8	Latitude/Northing:
8 3 0 1	
1 3 0 1	Longitude/Easting:

Place Where Accident Occurred:

County	City	Village	Town	of
ORAN			MONTGOMERY	TOWN OF
Road on which accident occurred STATE RT 208				
(Route Number or Street Name)				
at 1) intersecting street STATE RT 17				
(Route Number or Street Name)				
or 2) _____ of _____				
(Milepost, Nearest intersecting Route Number or Street Name)				

Accident Description/Officer's Notes

Vehicle 2 was making a right hand turn onto state rt 17k. Vehicle 1 also was making right hand turn, vehicle 1 merged into turning lane not seeing vehicle 2 striking vehicle.

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	81	2	-	-	-						
B	02	1	4	1	34	1	-	-	-						
C															
D															
E															
F															

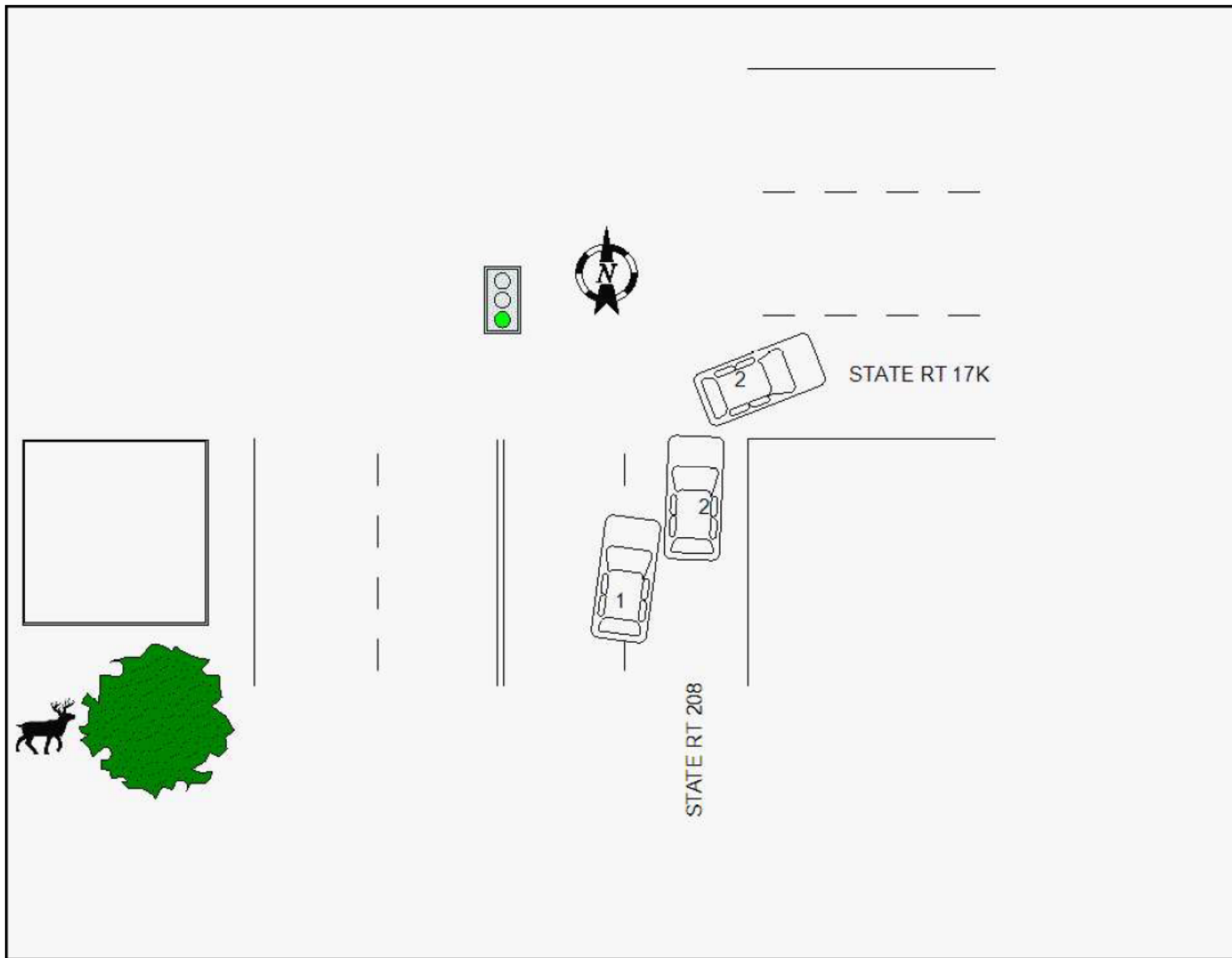
Officer's Rank and Signature PO Print Name in Full KEN MEMMELAAR	Badge/ID No. 17	NCIC No. 03574	Precinct/Post Troop/Zone F2	Station/Beat/Sector 1	Reviewing Officer VANTASSEL, JON	Date/Time Reviewed 2021/02/23 10:01
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USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

38771721

Local Codes

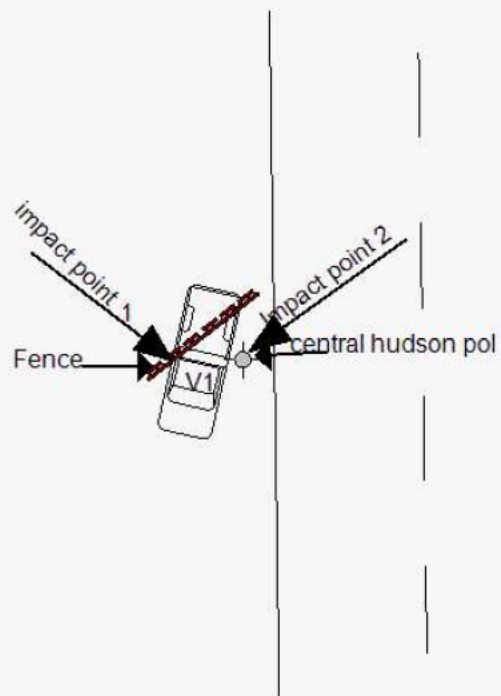
9KPDR3D0WLDR

☒ **AMENDED REPORT****DMV COPY**

1	Accident Date			20																																																																																																							
	Month 01	Day 26	Year 2021																																																																																																								
2	Day of Week TUESDA			21																																																																																																							
	Military Time 1720																																																																																																										
3	No. of Vehicles 1			22																																																																																																							
	No. Injured 0																																																																																																										
4	No. Killed 0			23																																																																																																							
	Not Investigated at Scene <input type="checkbox"/>																																																																																																										
5	Left Scene <input type="checkbox"/>			24																																																																																																							
	Police Photos <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No																																																																																																										
6	Accident Reconstructed <input type="checkbox"/>			25																																																																																																							
7	VEHICLE 1			26																																																																																																							
	VEHICLE 2 <input type="checkbox"/> BICYCLIST <input type="checkbox"/> PEDESTRIAN <input type="checkbox"/> OTHER PEDESTRIAN																																																																																																										
8	VEHICLE 2 - Driver License ID Number			27																																																																																																							
	Driver Name - exactly as printed on license																																																																																																										
9	Address (Include Number & Street)			28																																																																																																							
	Apt. No.																																																																																																										
10	City or Town			29																																																																																																							
	State Zip Code																																																																																																										
11	Date of Birth			30																																																																																																							
	Sex Unlicensed <input type="checkbox"/> No. of Occupants Public Property Damaged <input type="checkbox"/>																																																																																																										
12	Name—exactly as printed on registration			31																																																																																																							
	Sex Date of Birth Month Day Year																																																																																																										
13	Address (Include Number & Street)			32																																																																																																							
	Apt. No. Haz. Mat. Code Released <input type="checkbox"/>																																																																																																										
14	City or Town			33																																																																																																							
	State Zip Code																																																																																																										
15	Plate Number			34																																																																																																							
	State of Reg. Vehicle Year & Make Vehicle Type Ins. Code																																																																																																										
16	Ticket/Arrest Number(s)			35																																																																																																							
	Violation Section(s)																																																																																																										
17	Ticket/Arrest Number(s)			36																																																																																																							
	Violation Section(s)																																																																																																										
18	Check if involved vehicle is:			37																																																																																																							
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19	VEHICLE 1 DAMAGE CODES			38																																																																																																							
	Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes																																																																																																										
20	VEHICLE 2 DAMAGE CODES			39																																																																																																							
	Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes																																																																																																										
21	Vehicle By Towed To			40																																																																																																							
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22	VEHICLE DAMAGE CODING:			41																																																																																																							
	1-13. SEE DIAGRAM ON RIGHT. 14. UNDERCARRIAGE 17. DEMOLISHED 15. TRAILER 18. NO DAMAGE 16. OVERTURNED 19. OTHER																																																																																																										
23	Reference Marker			42																																																																																																							
	Coordinates (if available)																																																																																																										
24	Place Where Accident Occurred:			43																																																																																																							
	County ORAN <input type="checkbox"/> City <input type="checkbox"/> Village <input checked="" type="checkbox"/> Town of MONTGOMERY, TOWN OF Road on which accident occurred STE RTE 17K at 1) intersecting street _____ (Route Number or Street Name) or 2) 500 _____ <input type="checkbox"/> N <input type="checkbox"/> S <input checked="" type="checkbox"/> E <input type="checkbox"/> W of willson la Feet Miles (Milepost, Nearest intersecting Route Number or Street Name)																																																																																																										
25	Accident Description/Officer's Notes			44																																																																																																							
	V1 heading East on STE RTE 17K when operator lost control on ice roadway and struck a fence and utility pole located at 1217 STE RTE 17K. Officer notified central hudson and owner of fence. V1 was towed by Quality to Quality impound yard. On 04/05/21 officer received a call from resident who resides at #1211 STE RTE 17K stating that she noticed damage to her front lawn and shrubs from V1 after all the snow melted. would like to have this noted on accident report.																																																																																																										
26	Diagram			45																																																																																																							
	Diagram is printed on last page. Cost of repairs to any one vehicle will be more than \$1000. <input type="checkbox"/> Unknown/Unable to Determine <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No																																																																																																										
27	ALL INVOLVED			46																																																																																																							
	<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th>8</th> <th>9</th> <th>10</th> <th>11</th> <th>12</th> <th>13</th> <th>14</th> <th>15</th> <th>16</th> <th>17</th> <th>BY</th> <th>TO</th> <th>18</th> <th>Names of all involved</th> <th>Date of Death Only</th> </tr> </thead> <tbody> <tr> <td>A</td> <td>01</td> <td>1</td> <td>2</td> <td>1</td> <td>47</td> <td>1</td> <td>-</td> <td>-</td> <td>-</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>B</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>C</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>D</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>E</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>F</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>				8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only	A	01	1	2	1	47	1	-	-	-						B															C															D															E															F												
8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only																																																																																													
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28	Officer's Rank and Signature			47																																																																																																							
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29	Badge/ID No.			48																																																																																																							
	12																																																																																																										
30	NCIC No.			49																																																																																																							
	03574																																																																																																										
31	Precinct/Post Troop/Zone			50																																																																																																							
32	Station/Beat/ Sector			51																																																																																																							
33	Reviewing Officer			52																																																																																																							
	VANTASSEL, JON																																																																																																										
34	Date/Time Reviewed			53																																																																																																							
	2021/04/06 15:37																																																																																																										

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

38776936

Local Codes

KMPAT1CX1XLL

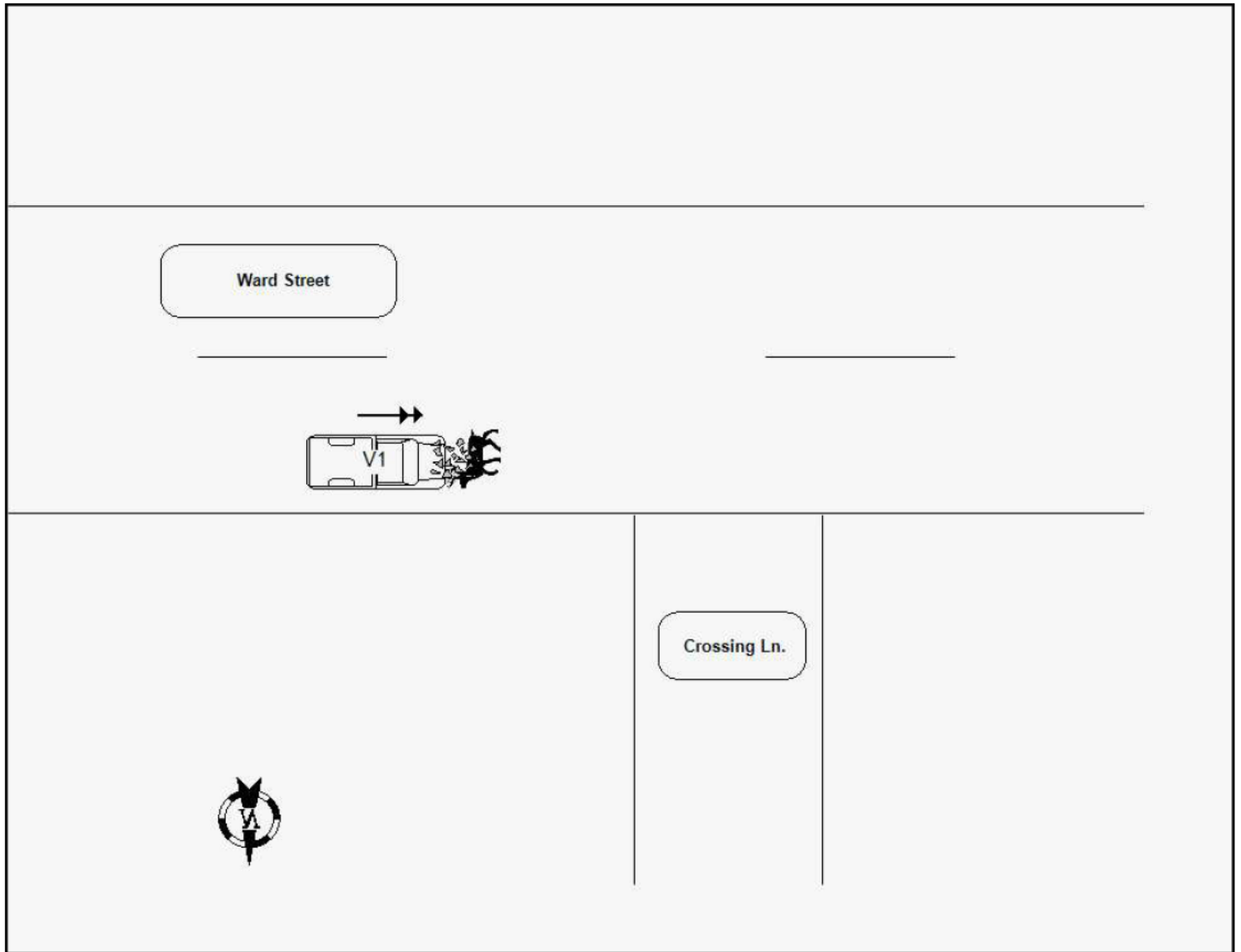
☐ AMENDED REPORT

DMV COPY

1	Accident Date			20																																																																																																						
	Month 03	Day 10	Year 2021																																																																																																							
2	Day of Week WEDNES		21																																																																																																							
	Military Time 1840																																																																																																									
3	No. of Vehicles 1	No. Injured 0	22																																																																																																							
	No. Killed 0	Not Investigated at Scene <input type="checkbox"/>																																																																																																								
4	Accident Reconstructed <input type="checkbox"/>		23																																																																																																							
	Left Scene <input type="checkbox"/>																																																																																																									
5	Police Photos <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		24																																																																																																							
	State of Lic.																																																																																																									
6	VEHICLE 1		25																																																																																																							
	VEHICLE 2 - Driver License ID Number																																																																																																									
7	Driver Name - exactly as printed on license		26																																																																																																							
	Address (Include Number & Street)																																																																																																									
8	City or Town		27																																																																																																							
	State Zip Code																																																																																																									
9	Date of Birth	Sex	28																																																																																																							
	Month Day Year	Unlicensed <input type="checkbox"/>																																																																																																								
10	No. of Occupants	Public Property Damaged <input type="checkbox"/>	29																																																																																																							
	Name—exactly as printed on registration																																																																																																									
11	Sex	Date of Birth	30																																																																																																							
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12	Address (Include Number & Street)		31																																																																																																							
	City or Town																																																																																																									
13	State Zip Code		32																																																																																																							
	Plate Number																																																																																																									
14	State of Reg.	Vehicle Year & Make	33																																																																																																							
	Vehicle Type	Ins. Code																																																																																																								
15	Ticket/Arrest Number(s)		34																																																																																																							
	Violation Section(s)																																																																																																									
16	Check if involved vehicle is:		35																																																																																																							
	<input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.																																																																																																									
17	VEHICLE 1 DAMAGE CODES		36																																																																																																							
	Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes Vehicle By Towed: To																																																																																																									
18	VEHICLE 2 DAMAGE CODES		37																																																																																																							
	Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes Vehicle By Towed: To																																																																																																									
19	VEHICLE DAMAGE CODING:		38																																																																																																							
	1-13. SEE DIAGRAM ON RIGHT. 14. UNDERCARRIAGE 17. DEMOLISHED 15. TRAILER 18. NO DAMAGE 16. OVERTURNED 19. OTHER																																																																																																									
20	Reference Marker		39																																																																																																							
	Coordinates (if available)																																																																																																									
21	Latitude/Northing:		40																																																																																																							
	Longitude/Easting:																																																																																																									
22	Place Where Accident Occurred:		41																																																																																																							
	County ORAN City Village Town of MONTGOMERY, VILLAGE OF Road on which accident occurred WARD STREET at 1) intersecting street CROSSING LN or 2) _____ of _____ Feet Miles (Milepost, Nearest intersecting Route Number or Street Name)																																																																																																									
23	Accident Description/Officer's Notes		42																																																																																																							
	Driver of V1 reported that he was traveling west on Ward St. when a deer traversed across his lane of travel. Driver of V1 stated he was unable to stop in time, causing him to strike the deer with the front of his vehicle. Insurance policy MAIN ST AMER PROTECTION Insurance Code: 786 Policy ID:																																																																																																									
24	ALL INVOLVED		43																																																																																																							
	<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <th>8</th> <th>9</th> <th>10</th> <th>11</th> <th>12</th> <th>13</th> <th>14</th> <th>15</th> <th>16</th> <th>17</th> <th>BY</th> <th>TO</th> <th>18</th> <th>Names of all involved</th> <th>Date of Death Only</th> </tr> <tr> <td>A</td> <td>01</td> <td>1</td> <td>4</td> <td>1</td> <td>62</td> <td>1</td> <td>-</td> <td>-</td> <td>-</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>B</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>C</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>D</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>E</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>F</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>			8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only	A	01	1	4	1	62	1	-	-	-						B															C															D															E															F												
8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only																																																																																												
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25	Officer's Rank and Signature		44																																																																																																							
	Print Name in Full																																																																																																									
26	Badge/ID No.		45																																																																																																							
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28	Reviewing Officer		47																																																																																																							
	Date/Time Reviewed																																																																																																									

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

38776948

Local Codes

KMWS11CW4SCZ

☐ **AMENDED REPORT****DMV COPY**

1 -	Accident Date			Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene <input type="checkbox"/>	Left Scene	Police Photos
	Month 03	Day 02	Year 2021	TUESDA	0830	2	1	0	Accident Reconstructed <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIAN

2 -											
3 8											
21 9											

4 1	Name—exactly as printed on registration			Sex	Date of Birth		
	First Student Inc.			C	Month	Day	Year
	Address (Include Number & Street)			Apt. No.	Haz. Mat Code	Released	
	575 COLFAX STREET				-	<input type="checkbox"/>	
5 6	City or Town			State	Zip Code		
	ROCHESTER			NY	14606		
6 1	Plate Number	State of Reg.	Vehicle Year & Make	Vehicle Type	Ins. Code		
	14447BT	NY	2021 FRHT	BUS			

5 6	Ticket/Arrest Number(s)	Ticket/Arrest Number(s)
6 1	Violation Section(s)	Violation Section(s)

6 1	Check if involved vehicle is:	Check if involved vehicle is:	Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.	
	<input type="checkbox"/> more than 95 inches wide;	<input type="checkbox"/> more than 95 inches wide;	Rear End 1.	
	<input type="checkbox"/> more than 34 feet long;	<input type="checkbox"/> more than 34 feet long;	Left Turn 3.	
	<input type="checkbox"/> operated with an overweight permit;	<input type="checkbox"/> operated with an overweight permit;	Right Angle 4.	
7 1	VEHICLE 1 DAMAGE CODES	VEHICLE 2 DAMAGE CODES	Right Turn 5.	
	Box 1 - Point of Impact	Box 1 - Point of Impact	Head On 7.	
	Box 2 - Most Damage	Box 2 - Most Damage	Sideswipe (opposite direction) 8.	
	Enter up to three more Damage Codes	Enter up to three more Damage Codes	Sideswipe (same direction) 2.	
7 1	Vehicle By Towed:	Vehicle By Towed:	ACCIDENT DIAGRAM	
	To	To	DIAGRAM IS PRINTED ON LAST PAGE	

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

Reference Marker	Coordinates (if available)	Place Where Accident Occurred:
1 7 K 8	Latitude/Northing: 563994	County ORAN <input type="checkbox"/> City <input checked="" type="checkbox"/> Village <input type="checkbox"/> Town of MONTGOMERY, VILLAGE OF
3 0 1 1	Longitude/Easting: 4597424	Road on which accident occurred WARD STREET
1 0 6		at 1) intersecting street _____ (Route Number or Street Name)
		or 2) 100 Feet Miles <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input checked="" type="checkbox"/> W of Goodwill Road
		(Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes											
Driver of Vehicle 1 (school bus) traveling in a westerly direction on Route 17K/Ward Street and stopped for the railroad crossing. Driver of Vehicle 2 traveling in a westerly direction on Rt.17k/Ward Street and struck Vehicle 1 in the rear end. Medical assistance declined.											

8	9	10	11	12	13	14	15	16	17	18	BY	TO	Names of all involved	Date of Death Only
A	01	1	4	1	57	2	-	-	-					
B	02	1	A	1	35	2	4	12	6					
C														
D														
E														
F														

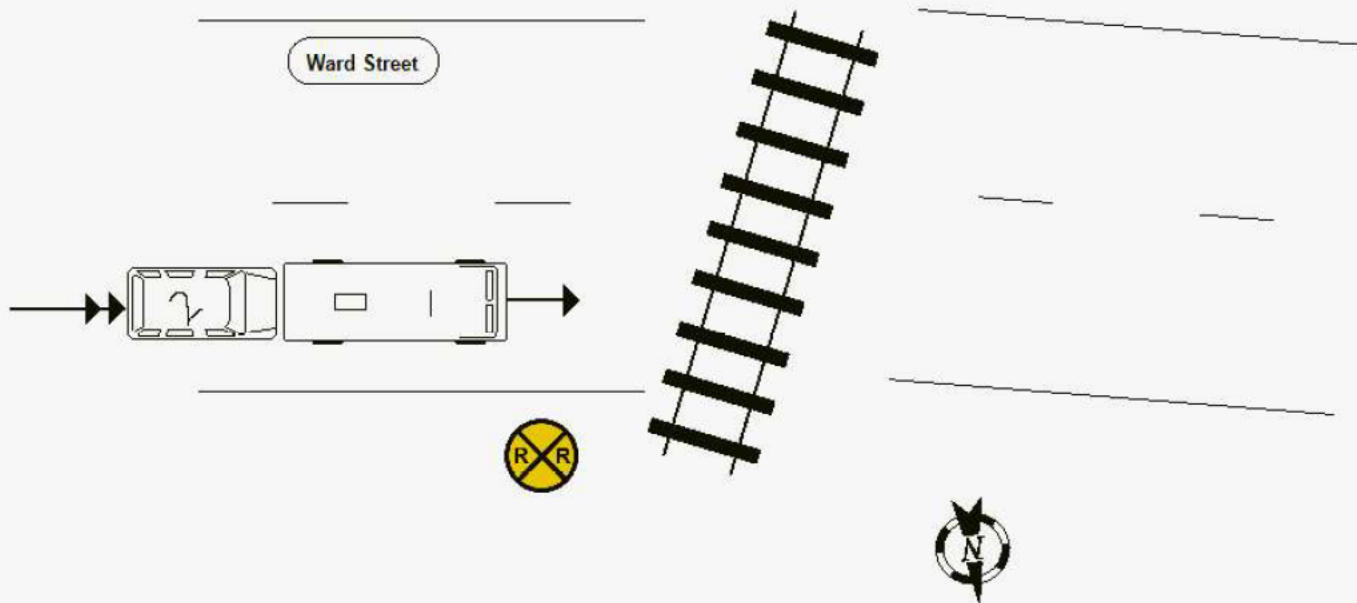
Officer's Rank and Signature	OFFICER	Badge/ID No.	NCIC No.	Precinct/Post Troop/Zone	Station/Beat/ Sector	Reviewing Officer	Date/Time Reviewed
Print Name in Full	RICHARD PROCAK	002	03527			BRIERE, B	2021/03/09 14:37

USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



Local Codes



TRUCK and BUS SUPPLEMENTAL POLICE ACCIDENT REPORT

MV-104S (10/05)

38776948

Mail To: NYS Dept. of Motor Vehicles, Accident Records Bureau,
PO Box 2084, Albany NY 12220-0084

KMWS11CW4SCZ

☐ AMENDED REPORT
INSTRUCTIONS You must complete this form:

- ◆ if at least one of the vehicles involved is:
 - a truck having a GVWR or GCWR > 10,000 lbs.; or
 - a vehicle with a Haz Mat placard; or
 - a bus designed to carry 9 or more persons, including the driver;
- ◆ AND at least one of the following conditions is met:
 - at least one person sustained fatal injuries
 - at least one person was transported for IMMEDIATE medical treatment
 - at least one vehicle is disabled and was towed/transported from the scene.

Number of:

- 1 Trucks having a GVWR or GCWR > 10,000 lbs.
- 0 Vehicles with a Haz Mat placard
- 1 Buses designed to carry 9 or more persons

Number of Vehicles:

- 1 Towed/transported from scene due to damage

Number of Persons:

- 0 Sustaining fatal injuries
- Transported for IMMEDIATE medical treatment

ACCIDENT DATE Mo. 03 Day 02 Year 2021			MILITARY TIME 0830	COUNTY	CITY/TOWN/VILLAGE
---	--	--	------------------------------	---------------	--------------------------

DRIVER	DRIVER										STATE OF LIC. NY			
	LICENSE ID # [REDACTED]													
	DRIVER NAME - exactly as printed on license (Last, First, M.I.) [REDACTED]													
2	LICENSE CLASS 1 A 2 B 3 CDL C 4 D 5 DJ 6 E 7 M 8 MJ 9 OTHER 10 DM										DATE OF BIRTH Mo. [REDACTED] Day [REDACTED] Year [REDACTED]		SEX 1 Male 2 Female	7

CARRIER	CARRIER NAME FIRST STUDENT INC.												
	STREET OR P.O. BOX 575 COLFAX STREET				CITY ROCHESTER		STATE		ZIP CODE 14606		TOTAL AXLES (Includes trailers) 2		8
	PLATE NUMBER 14447BT				STATE OF REG. NY		CARRIER'S IDENTIFICATION NUMBERS US DOT 3 5 4 4 0 6 ICC MC						

2	WEIGHT RATING OF TRUCK POWER UNIT				VEHICLE IDENTIFICATION NUMBER										9
2	1 Less than or equal to 10,000 lbs. 2 10,001 - 26,000 lbs. 3 More than 26,000 lbs.				4 U 5 Z 6 A 7 B 8 R 9 F 0 C 1 M 2 C 3 M 4 T 5 1 6 9 7 9 8 0										

3	VEHICLE CONFIGURATION										TRAFFIC WAY		9	
1	1 Bus (seats for more than 15 people, including driver) 2 Single-unit Truck (2-axle, 6-tire) 3 Single-unit Truck (3 or more axles) 4 Truck/Trailer 5 Truck Tractor (bobtail) 6 Tractor/Semi-trailer 7 Tractor/Doubles										8 Tractor/Triples 9 Unknown Heavy Truck, cannot classify 10 Passenger Car - only record when vehicle displays a Hazardous Material placard 11 Light truck (van, mini-van, panel, pickup, sport utility vehicle) only record when vehicle displays an HM placard 12 Bus (seats for 9 - 15 people, including driver)		1 Two-way, not divided 2 Two-way, divided, unprotected median 3 Two-way, divided, positive median barrier 4 One-way not divided 5 Not reported	1

4	CARGO BODY TYPE										ACCESS CONTROL		10		
1	1 Bus (seats for more than 15 people, including driver) 2 Van/Enclosed Box 3 Cargo Tank 4 Flatbed 5 Dump										6 Concrete Mixer 7 Auto Transporter 8 Garbage/Refuse 9 Other		10 Grain, Chips, Gravel 11 Pole 12 Bus (seats for 9-15 people, including driver)	1 No Access Control 2 Full Access Control 4 Partial Access Control	1

5	HAZARDOUS MATERIALS INVOLVEMENT				SEQUENCE OF EVENTS (FOR THIS VEHICLE)										11	
2	Does vehicle have Haz Mat placard? 1 Yes 2 No COPY FROM PLACARD: 4-digit identification number from diamond/orange panel 1 or 2-digit number from bottom of diamond: NAME OF HAZ MAT CLASS:				1 Ran Off Road (noncollision) 2 Jackknife (noncollision) 3 Overturn/Rollover (noncollision) 4 Downhill Runaway (noncollision) 5 Cargo Loss or Shift (noncollision) 6 Explosion or Fire (noncollision) 7 Separation of Units (noncollision) 8 Involving Pedestrian (collision) 9 Involving Motor Vehicle in Transport (collision) 10 Involving Parked Motor Vehicle (collision) 11 Involving Train (collision) 12 Involving Pedalcycle (collision)										13 Involving Animal (collision) 14 Involving Fixed Object (collision) 18 Cross Median/Centerline (noncollision) 19 Equipment Failure (noncollision) (brake failure, blown tires, etc.) 20 Other (noncollision) 21 Unknown (noncollision) 22 With Work Zone Maintenance Equipment (collision) 23 With Other Movable Object (collision) 24 With Unknown Movable Object (collision)	23
6	WAS HAZARDOUS CARGO RELEASED FROM VEHICLE (other than fuel from fuel tank)? 1 Yes 2 No														12	
															13	
															14	

OFFICER'S RANK AND SIGNATURE		BADGE/ID NO.	NCIC NO.	DATE OF REPORT
PRINT NAME IN FULL RICHARD PROCAK		002	03527	2021/03/09



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

38795192

Local Codes

SP2F32CZTC3T

☐ AMENDED REPORT

DMV COPY

Accident Date

Month
03Day
27Year
2021

Day of Week

Sat

Military Time

1305

No. of
Vehicles
2No. Injured
0No. Killed
0Not Investigated at Scene ☐Left Scene ☐Police Photos
☐ Yes ☒ NoAccident Reconstructed ☐

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIANTicket/Arrest
Number(s)Ticket/Arrest
Number(s)Violation
Section(s)Violation
Section(s)

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

Check if involved vehicle is:

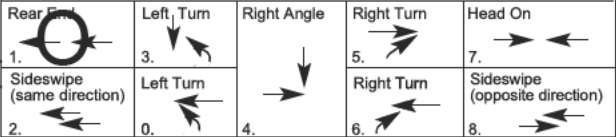
☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.



ACCIDENT DIAGRAM

DIAGRAM IS PRINTED ON LAST PAGE

Cost of repairs to any one vehicle will be more than \$1000.

☐ Unknown/Unable to Determine ☐ Yes ☒ No

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact 2 1 2

Box 2 - Most Damage 2 2

Enter up to three more Damage Codes 3 4 5

VEHICLE 2 DAMAGE CODES

Box 1 - Point of Impact 8 1 8

Box 2 - Most Damage 8 2

Enter up to three more Damage Codes 3 4 5

Vehicle By Towed: To

Vehicle By Towed: To

VEHICLE DAMAGE CODING:

1-13. SEE DIAGRAM ON RIGHT.

14. UNDERCARRIAGE 17. DEMOLISHED

15. TRAILER 18. NO DAMAGE

16. OVERTURNED 19. OTHER

Reference Marker

Coordinates (if available)

1 7 K

Latitude/Northing:
566725

8 3 0 1

Longitude/Easting:
4597398

Place Where Accident Occurred:

County ORAN

City ☐ Village ☐ Town ☒ MONTGOMERY, TOWN OF

Road on which accident occurred STATE HIGHWAY 17K

(Route Number or Street Name)

at 1) intersecting street

(Route Number or Street Name)

or 2) 20

Feet Miles

☐ N☐ S☒ E☐ W

Route 208

(Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

V2 stopped in traffic in center lane of State Route 17K waiting for light to change to green. V1 stopped in traffic directly behind V2. OP V1 states he observes the left turn lane signal turn to green and took his foot off of the brake pedal in error. OP V1 realizes that the center lane signal is still red, realizes his mistake, and attempts to brake, OP V1 unable to stop in time and rear ends V2 directly ahead of him. No injuries. Both vehicles driven from the scene.

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	46	1	-	-	-						
B	01	4	5	1	7	1	-	-	-						
C	02	1	4	1	48	1	-	-	-						
D															
E															
F															

Officer's Rank and Signature

TPR

Print Name in Full PATRICK GRIMM

Badge/ID No.

5568

NCIC No.

13503

Precinct/Post Troop/Zone

F2

Station/Beat/Sector

31

Reviewing Officer

MANNIX, TIMOTHY

Date/Time Reviewed

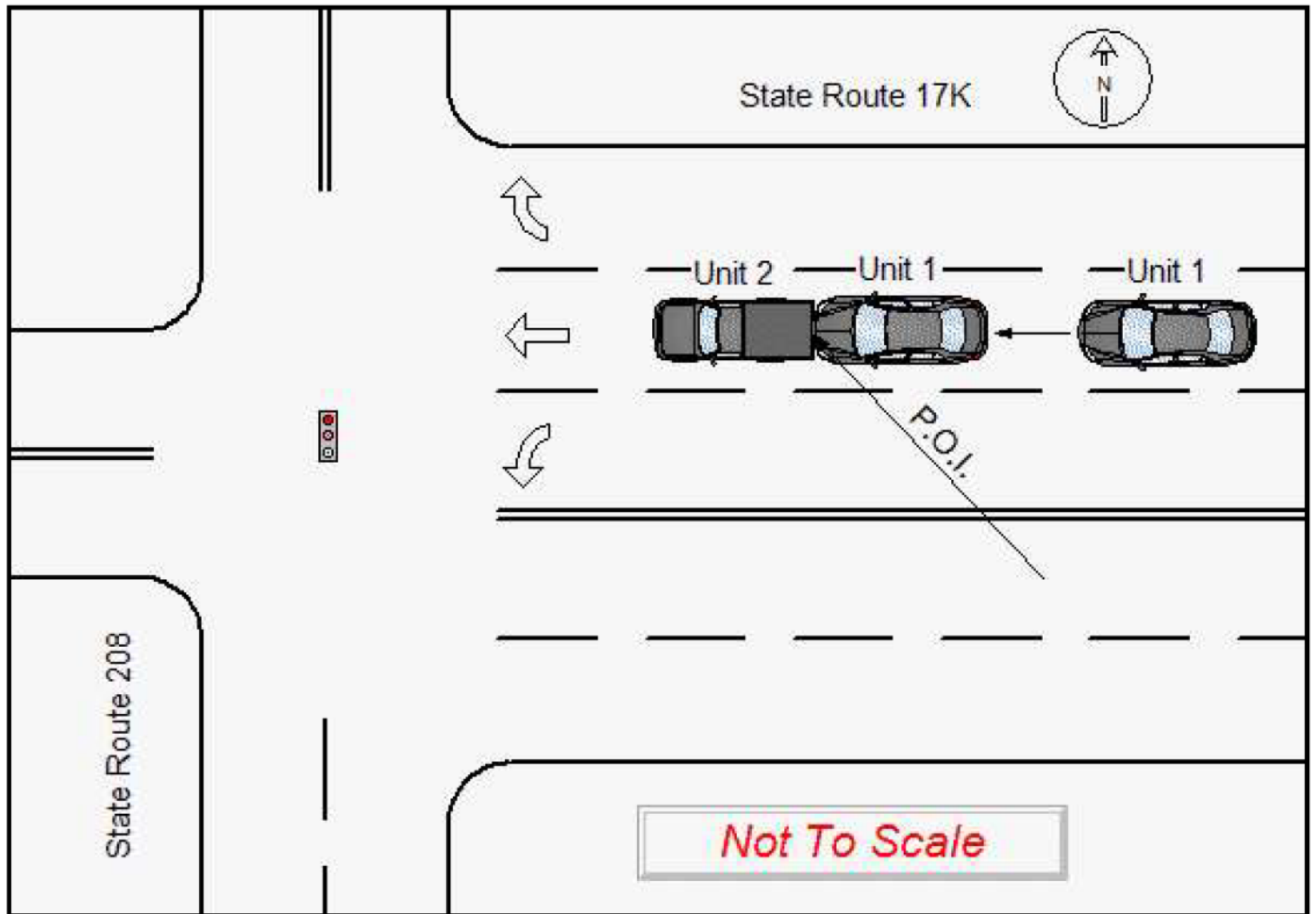
2021/03/28 16:19

USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

38830450

Local Codes

KMWS11CZ7CXR

☐ AMENDED REPORT

DMV COPY

Accident Date

Month
03Day
21Year
2021

Day of Week

SUNDAY

Military Time

1820

No. of Vehicles

2

No. Injured

4

No. Killed

0

Not Investigated at Scene ☐Accident Reconstructed ☐Left Scene ☐

Police Photos

☐ Yes ☒ No

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIANTicket/Arrest
Number(s)Ticket/Arrest
Number(s)Violation
Section(s)Violation
Section(s)

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact 1 2

Box 2 - Most Damage 3 3

Enter up to three more Damage Codes 3 4 5

Vehicle Towed: By CLASSIC TOWING

To CLASSIC TOWING

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 2 DAMAGE CODES

Box 1 - Point of Impact 1 1

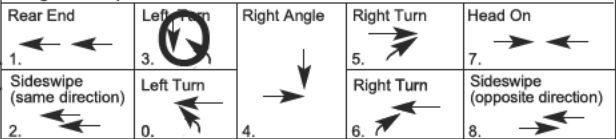
Box 2 - Most Damage 3 4 5

Enter up to three more Damage Codes 3 4 5

Vehicle Towed: By QUALITY TOWING

To QUALITY TOWING

Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.



ACCIDENT DIAGRAM

DIAGRAM IS PRINTED ON LAST PAGE

Cost of repairs to any one vehicle will be more than \$1000.

☐ Unknown/Unable to Determine ☒ Yes ☐ No

Reference Marker

Coordinates (if available)

1 7 K 8

Latitude/Northing:
563654

3 0 1 1

Longitude/Easting:
4597598

Place Where Accident Occurred:

County ORAN

☐ City ☒ Village ☐ Town of MONTGOMERY, VILLAGE OF

Road on which accident occurred WARD STREET

(Route Number or Street Name)

at 1) intersecting street UNION STREET

(Route Number or Street Name)

or 2) ☐ N ☐ S ☐ E ☐ W of _____

Feet Miles (Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

V2 was traveling eastbound on Ward St (State Rt-17K) going straight while intersection light was green. V1 was traveling westbound on Ward St. (State Rt-17K) making a left turn on to Union St (State Rt-211) while the intersection light was green. V1 failing to yield collided with V2. V2 sustained damages to the hood, front bumper and driver side quarter panel. V1 sustained damages to the front bumper, hood and passenger side quarter panel. Air bags deployed on both vehicles. Passenger 2 of V2 suffered from a minor laceration cut in the forehead, nose bleed and complained of knee pain. Driver of V1 suffered from bruising on her left wrist and passenger of V1 complained from chest discomfort due to the seat belt. Witness 1: [REDACTED]

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	A	1	16	2	8	10	6	9995		3509			
B	01	3	A	1	14	1	5	10	6	9995		3509			
C	02	1	A	1	32	1	6	12	6	TOMVAC		3516			
D	02	3	A	1	34	2	1	4	6	TOMVAC		3516			
E	02	4	B	1	2	2	-	-	-						
F															

Officer's Rank and Signature OFFICER

Print Name in Full KATIRIA NARAIN

Badge/ID No. 018

NCIC No. 03527

Precinct/Post Troop/Zone

Station/Beat/ Sector

Reviewing Officer

BRIERE, B

Date/Time Reviewed

2021/03/31 16:47

USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

38830450

19

Local Codes

KMWS11CZ7CXR

☐ AMENDED REPORT

DMV COPY

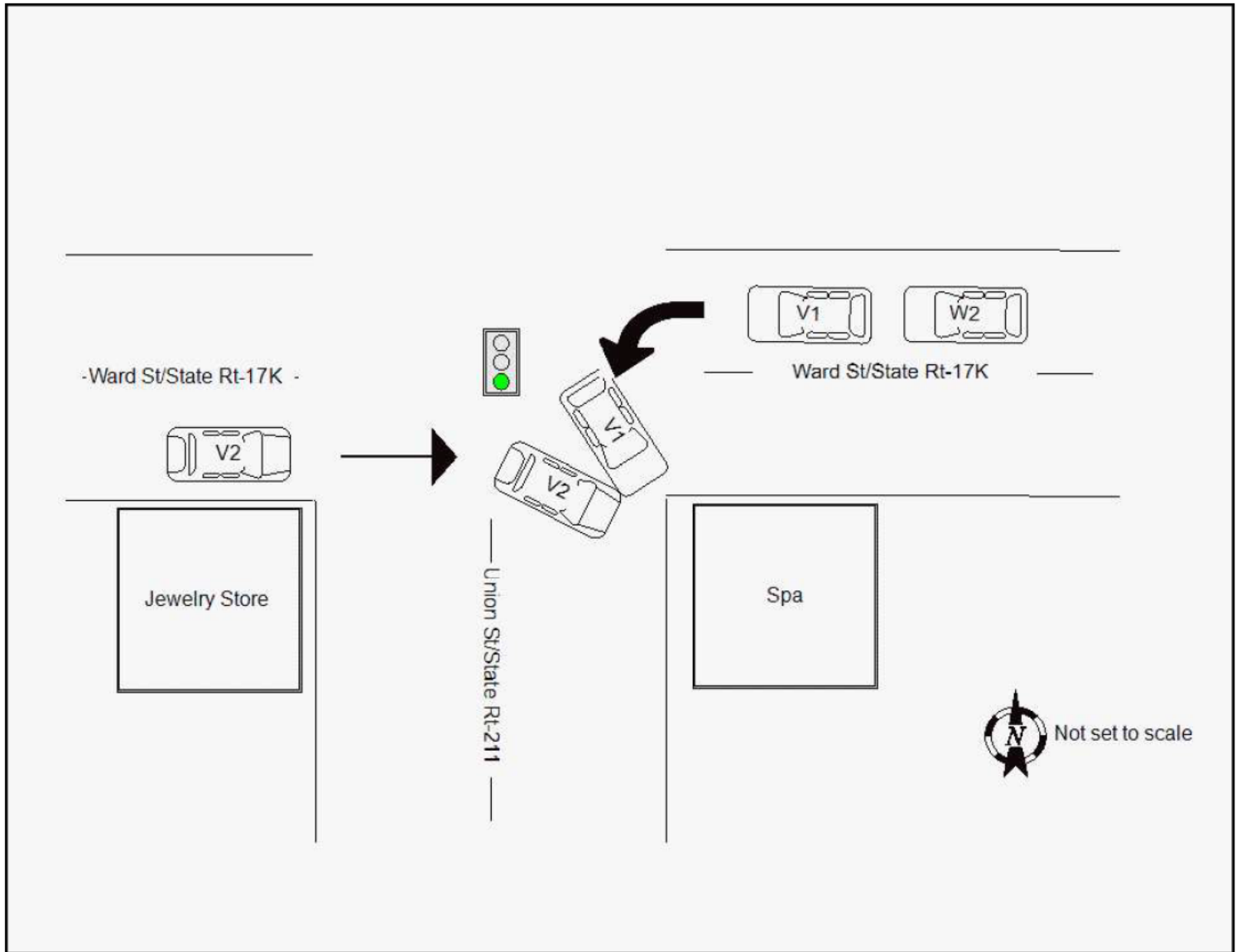
1	Accident Date		Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene <input type="checkbox"/>	Left Scene	Police Photos	20																																																																																																									
	Month 03	Day 21	Year 2021	SUNDAY	1820	2	4	0	Accident Reconstructed <input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No																																																																																																								
<div style="display: flex; justify-content: space-between;"> <div style="width: 48%;"> <p>VEHICLE 1</p> <p>VEHICLE 1 - Driver License ID Number _____ State of Lic. _____</p> <p>Driver Name - exactly as printed on license _____</p> <p>Address (Include Number & Street) _____ Apt. No. _____</p> <p>City or Town _____ State _____ Zip Code _____</p> </div> <div style="width: 48%;"> <p>VEHICLE 2 <input type="checkbox"/> BICYCLIST <input type="checkbox"/> PEDESTRIAN <input type="checkbox"/> OTHER PEDESTRIAN</p> <p>VEHICLE 2 - Driver License ID Number _____ State of Lic. _____</p> <p>Driver Name - exactly as printed on license _____</p> <p>Address (Include Number & Street) _____ Apt. No. _____</p> <p>City or Town _____ State _____ Zip Code _____</p> </div> </div>												21																																																																																																								
<div style="display: flex; justify-content: space-between;"> <div style="width: 48%;"> <p>Date of Birth _____ Sex _____ Unlicensed <input type="checkbox"/> No. of Occupants _____ Public Property Damaged <input type="checkbox"/></p> <p>Month _____ Day _____ Year _____</p> <p>Name—exactly as printed on registration _____ Sex _____ Date of Birth _____</p> <p>Month _____ Day _____ Year _____</p> <p>Address (Include Number & Street) _____ Apt. No. _____ Haz. Mat. Code _____ Released <input type="checkbox"/></p> <p>City or Town _____ State _____ Zip Code _____</p> <p>Plate Number _____ State of Reg. _____ Vehicle Year & Make _____ Vehicle Type _____ Ins. Code _____</p> </div> <div style="width: 48%;"> <p>Date of Birth _____ Sex _____ Unlicensed <input type="checkbox"/> No. of Occupants _____ Public Property Damaged <input type="checkbox"/></p> <p>Month _____ Day _____ Year _____</p> <p>Name—exactly as printed on registration _____ Sex _____ Date of Birth _____</p> <p>Month _____ Day _____ Year _____</p> <p>Address (Include Number & Street) _____ Apt. No. _____ Haz. Mat. Code _____ Released <input type="checkbox"/></p> <p>City or Town _____ State _____ Zip Code _____</p> <p>Plate Number _____ State of Reg. _____ Vehicle Year & Make _____ Vehicle Type _____ Ins. Code _____</p> </div> </div>											22																																																																																																									
<div style="display: flex; justify-content: space-between;"> <div style="width: 48%;"> <p>Ticket/Arrest Number(s) _____</p> <p>Violation Section(s) _____</p> </div> <div style="width: 48%;"> <p>Ticket/Arrest Number(s) _____</p> <p>Violation Section(s) _____</p> </div> </div>												23																																																																																																								
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<div style="display: flex; justify-content: space-between;"> <div style="width: 48%;"> <p>VEHICLE DAMAGE CODING:</p> <p>1-13. SEE DIAGRAM ON RIGHT.</p> <p>14. UNDERCARRIAGE 17. DEMOLISHED</p> <p>15. TRAILER 18. NO DAMAGE</p> <p>16. OVERTURNED 19. OTHER</p> </div> <div style="width: 48%;"> <p>Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.</p> <div style="display: flex; flex-wrap: wrap;"> <div style="width: 50%;"> <p>Rear End 1. </p> <p>Sideswipe (same direction) 2. </p> </div> <div style="width: 50%;"> <p>Left Turn 3. </p> <p>Left Turn 0. </p> </div> <div style="width: 50%;"> <p>Right Angle 4. </p> <p>Right Turn 5. </p> </div> <div style="width: 50%;"> <p>Right Turn 6. </p> <p>Sideswipe (opposite direction) 8. </p> </div> <div style="width: 50%;"> <p>Head On 7. </p> </div> </div> <p>ACCIDENT DIAGRAM</p> <p>9. </p> <p>Cost of repairs to any one vehicle will be more than \$1000.</p> <p><input type="checkbox"/> Unknown/Unable to Determine <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> </div> </div>												25																																																																																																								
<p>Place Where Accident Occurred:</p> <p>County <u>ORAN</u> <input type="checkbox"/> City <input checked="" type="checkbox"/> Village <input type="checkbox"/> Town of <u>MONTGOMERY, VILLAGE OF</u></p> <p>Road on which accident occurred <u>WARD STREET</u> (Route Number or Street Name)</p> <p>at 1) intersecting street <u>UNION STREET</u> (Route Number or Street Name)</p> <p>or 2) _____ <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W of _____ (Milepost, Nearest intersecting Route Number or Street Name)</p> <p>Feet _____ Miles _____</p>											26																																																																																																									
<p>Accident Description/Officer's Notes</p> <p>stated that he was behind the Honda Civic on Ward St and Union St. traveling westbound. The light was green, when he saw the Black Equinox traveling eastbound on Ward St. going straight and the Honda Civic was making a left turn when suddenly both vehicles collided. - WITNESS 1 _____</p>												27																																																																																																								
<p>Reference Marker</p> <table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td>1</td> <td>7</td> <td>K</td> <td>8</td> </tr> <tr> <td>3</td> <td>0</td> <td>1</td> <td>1</td> </tr> <tr> <td>1</td> <td>0</td> <td>3</td> <td></td> </tr> </table> <p>Coordinates (if available)</p> <p>Latitude/Northing: <u>563654</u></p> <p>Longitude/Easting: <u>4597598</u></p>											1		7	K	8	3	0	1	1	1	0	3		28																																																																																												
1	7	K	8																																																																																																																	
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<p>ALL INVOLVED</p> <table border="1" style="width:100%; border-collapse: collapse;"> <tr> <th>8</th> <th>9</th> <th>10</th> <th>11</th> <th>12</th> <th>13</th> <th>14</th> <th>15</th> <th>16</th> <th>17</th> <th>BY</th> <th>TO</th> <th>18</th> <th>Names of all involved</th> <th>Date of Death Only</th> </tr> <tr><td>A</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>B</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>C</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>D</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>E</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>F</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> </table>											8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only	A															B															C															D															E															F															29
8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only																																																																																																						
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<p>Officer's Rank and Signature OFFICER</p> <p>Print Name in Full KATIRIA NARAIN</p> <p>Badge/ID No. 018</p> <p>NCIC No. 03527</p> <p>Precinct/Post Troop/Zone _____</p> <p>Station/Beat/Sector _____</p> <p>Reviewing Officer BRIERE, B</p> <p>Date/Time Reviewed 2021/03/31 16:47</p>											30																																																																																																									

USE
COVER
SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

38830488

Local Codes

9KM259D0ZRVS

☐ AMENDED REPORT

DMV COPY

Accident Date

Month 04 Day 07 Year 2021

Day of Week

WEDNES

Military Time

0715

No. of Vehicles

3

No. Injured

0

No. Killed

0

Not Investigated at Scene ☐Accident Reconstructed ☐Left Scene ☐

Police Photos

☐ Yes ☒ No

VEHICLE 1

☒ VEHICLE 2 ☐ BICYCLIST ☐ PEDESTRIAN ☐ OTHER PEDESTRIAN

Name—exactly as printed on registration

NEW Y VERIZON

Sex

Date of Birth

Month Day Year

Address (Include Number & Street)

PO BOX 612744

Apt. No.

Haz. Mat. Code

Released ☐

City or Town

DALLAS

State

TX

Zip Code

75261

Plate Number

96453MB

State of Reg.

NY

Vehicle Year & Make

2011 CHEV

Vehicle Type

UTIL

Ins. Code

Ticket/Arrest Number(s)

Ticket/Arrest Number(s)

Violation Section(s)

Violation Section(s)

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact 2 1 2

Box 2 - Most Damage

Enter up to three more Damage Codes 3 4 5

Vehicle By PATS

Towed: To PATS

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 2 DAMAGE CODES

Box 1 - Point of Impact 8 1 8

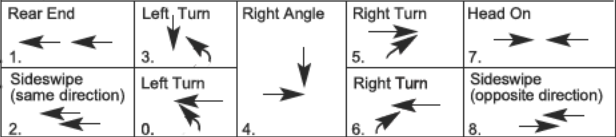
Box 2 - Most Damage

Enter up to three more Damage Codes 3 4 5

Vehicle By

Towed: To

Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.



ACCIDENT DIAGRAM

DIAGRAM IS PRINTED ON LAST PAGE

Cost of repairs to any one vehicle will be more than \$1000.

☐ Unknown/Unable to Determine ☒ Yes ☐ No

Reference Marker

Coordinates (if available)

6

Latitude/Northing:

8 3 0 1

Longitude/Easting:

1 1 2 7

Longitude/Easting:

Place Where Accident Occurred:

County ORAN

☐ City ☐ Village ☒ Town of MONTGOMERY, TOWN OF

Road on which accident occurred STATE ROUTE 17K

(Route Number or Street Name)

at 1) intersecting street STE RTE 208

(Route Number or Street Name)

or 2) ☐ N ☐ S ☐ E ☐ W of

Feet Miles

(Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

OPERATOR OF VEHICLE 1 WAS TRAVELING EASTBOUND NO STATE ROUTE 17K. OPERATOR OF VEHICLE 2 WAS STOPPED AT A STOP LIGHT AT THE INTERSECTION OF STATE ROUTE 17K AND STATE ROUTE 208. OPERATOR OF VEHICLE 3 WAS STOPPED AT A STOP LIGHT ON STATE ROUTE 17K AND STATE ROUTE 208. OPERATOR OF VEHICLE 1 STRUCK VEHICLE 2 ON THE REAR END CAUSING DAMAGE TO THE REAR OF VEHICLE 2. VEHICLE 2 STRUCK VEHICLE 3 ON THE REAR END DUE TO THE IMPACT FROM VEHICLE 1, CAUSING DAMAGE TO THE REAR OF VEHICLE 3.

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	35	1	-	-	-						
B	02	1	4	1	52	1	-	-	-						
C															
D															
E															
F															

Officer's Rank and Signature POLICE OFF

Print Name in Full ANDREW BELLOTTO

Badge/ID No.

35

NCIC No.

03574

Precinct/Post Troop/Zone

F3

Station/Beat/Sector

3

Reviewing Officer

HANK, JOHN

Date/Time Reviewed

2021/04/26 09:43

USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

38830488

Local Codes

9KM259D0ZRVS

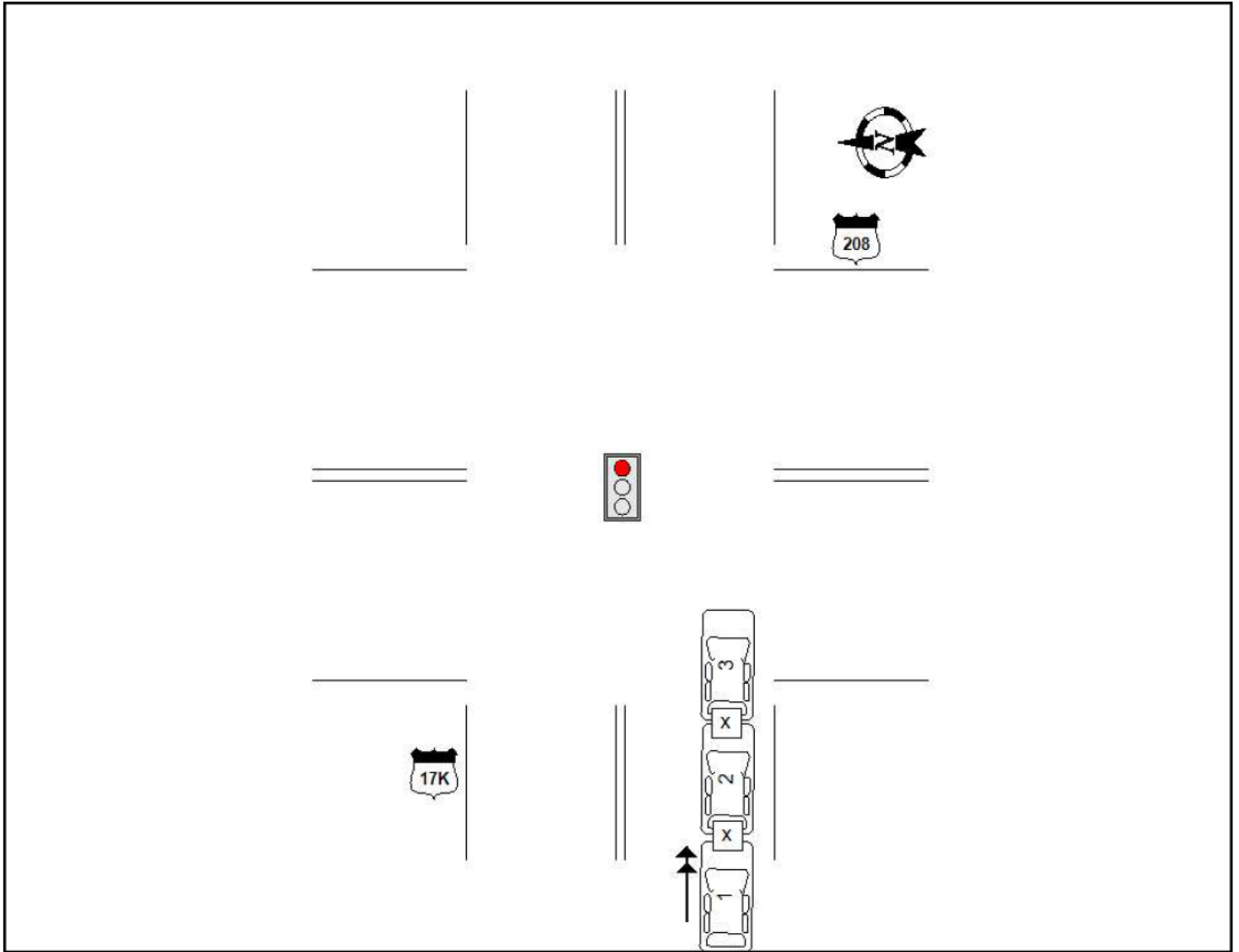
☐ AMENDED REPORT

DMV COPY

1	Accident Date			20
	Month 04	Day 07	Year 2021	
2	Day of Week WEDNES		21	
	Military Time 0715			
3	No. of Vehicles 3	No. Injured 0	22	
	No. Killed 0	Not Investigated at Scene <input type="checkbox"/>		
4	Left Scene <input type="checkbox"/>		23	
	Police Photos <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No			
5	Accident Reconstructed <input type="checkbox"/>		24	
	State of Lic. <input type="checkbox"/>			
6	VEHICLE 1		25	
	VEHICLE 2 <input type="checkbox"/> BICYCLIST <input type="checkbox"/> PEDESTRIAN <input type="checkbox"/> OTHER PEDESTRIAN			
7	VEHICLE 2 - Driver License ID Number		26	
	Driver Name - exactly as printed on license			
8	Address (Include Number & Street)		27	
	Apt. No.			
9	City or Town		28	
	State Zip Code			
10	Date of Birth		29	
	Sex Unlicensed <input type="checkbox"/> No. of Occupants Public Property Damaged <input type="checkbox"/>			
11	Name—exactly as printed on registration		30	
	Sex Date of Birth Month Day Year			
12	Address (Include Number & Street)		31	
	Apt. No. Haz. Mat. Code Released <input type="checkbox"/>			
13	City or Town		32	
	State Zip Code			
14	Plate Number		33	
	State of Reg. Vehicle Year & Make Vehicle Type Ins. Code			
15	Ticket/Arrest Number(s)		34	
	Violation Section(s)			
16	Check if involved vehicle is:		35	
	<input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.			
17	VEHICLE 1 DAMAGE CODES		36	
	Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes Vehicle By Towed: To			
18	Check if involved vehicle is:		37	
	<input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.			
19	VEHICLE 2 DAMAGE CODES		38	
	Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes Vehicle By Towed: To			
20	Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.		39	
	Rear End Left Turn Right Angle Right Turn Head On Sideswipe (same direction) Left Turn Right Turn Sideswipe (opposite direction)			
21	ACCIDENT DIAGRAM		40	
	9. Cost of repairs to any one vehicle will be more than \$1000. <input type="checkbox"/> Unknown/Unable to Determine <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
22	VEHICLE DAMAGE CODING:		41	
	1-13. SEE DIAGRAM ON RIGHT. 14. UNDERCARRIAGE 17. DEMOLISHED 15. TRAILER 18. NO DAMAGE 16. OVERTURNED 19. OTHER			
23	Reference Marker		42	
	Coordinates (if available)			
24	Latitude/Northing:		43	
	Longitude/Easting:			
25	Place Where Accident Occurred:		44	
	County ORAN <input type="checkbox"/> City <input type="checkbox"/> Village <input checked="" type="checkbox"/> Town of MONTGOMERY, TOWN OF Road on which accident occurred STATE ROUTE 17K at 1) intersecting street STE RTE 208 or 2) _____ of _____ Feet Miles (Milepost, Nearest intersecting Route Number or Street Name)			
26	Accident Description/Officer's Notes		45	
27	ALL INVOLVED		46	
	8 9 10 11 12 13 14 15 16 17 BY TO 18 Names of all involved Date of Death Only			
28	Officer's Rank and Signature		47	
	Print Name in Full			
29	Badge/ID No.		48	
	NCIC No.			
30	Precinct/Post Troop/Zone		49	
	Station/Beat/Sector			
31	Reviewing Officer		50	
	Date/Time Reviewed			

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

38834070

Local Codes

9KC262D2MJ8K

☐ AMENDED REPORT

DMV COPY

Accident Date

Month

Day

Year

04

22

2021

Day of Week

THURSD

Military Time

1955

No. of Vehicles

2

No. Injured

0

No. Killed

0

Not Investigated at Scene ☐Left Scene ☐

Police Photos

☐ Yes ☒ NoAccident Reconstructed ☐Left Scene ☐

Police Photos

☐ Yes ☒ No

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIANTicket/Arrest
Number(s)Violation
Section(s)Ticket/Arrest
Number(s)Violation
Section(s)

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact

Box 2 - Most Damage

Enter up to three more Damage Codes

Vehicle By Towed: To

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 2 DAMAGE CODES

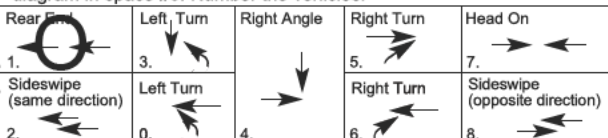
Box 1 - Point of Impact

Box 2 - Most Damage

Enter up to three more Damage Codes

Vehicle By Towed: To

Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.



ACCIDENT DIAGRAM

DIAGRAM IS PRINTED ON LAST PAGE

Cost of repairs to any one vehicle will be more than \$1000.

☐ Unknown/Unable to Determine ☒ Yes ☐ No

Reference Marker

Coordinates (if available)

1 7 K

8 3 0 1

1 1 0 4

Latitude/Northing:

Longitude/Easting:

Place Where Accident Occurred:

County ORAN ☐ City ☐ Village ☒ Town of MONTGOMERY, TOWN OF

Road on which accident occurred ALBANY POST ROAD

at 1) intersecting street STATE ROUTE 17K (Route Number or Street Name)

or 2) ☐ N ☐ S ☐ E ☐ W of (Milepost, Nearest intersecting Route Number or Street Name)

Feet Miles

Accident Description/Officer's Notes

AT TPO V2 WAS ATTEMPTING TO MAKE A LEFT HAND TURN ONTO SR 17K FROM ALBANY POST ROAD. VEHICLE 1 REAR ENDED V2. V1 THEN EXCHANGED INFORMATION WITH V2 AND THEN LEFT THE SCENE.

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	30	1	-	-	-						
B	02	1	X	1	40	2	-	-	-						
C															
D															
E															
F															

Officer's Rank and Signature

Print Name in Full MATTHEW IODICE

Badge/ID No.

26

NCIC No.

03574

Precinct/Post Troop/Zone

F2

Station/Beat/Sector

Reviewing Officer

MCNEELY, ROBER

Date/Time Reviewed

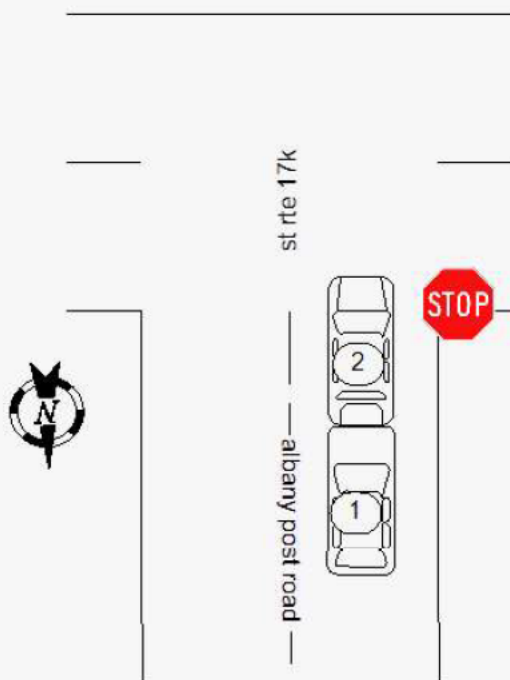
2021/04/27 23:10

USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

38841157

Local Codes

9KM260D3ZD70

☐ AMENDED REPORT

DMV COPY

1 -	Accident Date			Day of Week WEDNES	Military Time 0723	No. of Vehicles 2	No. Injured 0	No. Killed 0	Not Investigated at Scene <input type="checkbox"/>	Left Scene <input type="checkbox"/>	Police Photos <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
	Month 05	Day 05	Year 2021								

VEHICLE 1

☒ VEHICLE 2 ☐ BICYCLIST ☐ PEDESTRIAN ☐ OTHER PEDESTRIAN

2 -												
--------	--	--	--	--	--	--	--	--	--	--	--	--

3 1	Name—exactly as printed on registration Equity Homes										Sex C	Date of Birth Month Day Year	
4 1	Address (Include Number & Street) PO BOX 665										Apt. No.	Haz. Mat. Code -	Released <input type="checkbox"/>
5 1	City or Town MONTGOMERY										State NY	Zip Code 12549	
6 1	Plate Number KJH2173			State of Reg. NY		Vehicle Year & Make 2020 RAM		Vehicle Type PICK		Ins. Code			

7 1	Ticket/Arrest Number(s)					Ticket/Arrest Number(s)				
8 1	Violation Section(s)					Violation Section(s)				

9 1	Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.					Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.					Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.				
10 1	VEHICLE 1 DAMAGE CODES Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes					VEHICLE 2 DAMAGE CODES Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes					ACCIDENT DIAGRAM 1. Rear End 2. Left Turn 3. Right Angle 4. Right Turn 5. Head On 6. Sideswipe (same direction) 7. Left Turn 8. Right Turn 9. Sideswipe (opposite direction)				

11 1	Vehicle By AL VALKS Towed To AL VALKS					Vehicle By Towed To					DIAGRAM IS PRINTED ON LAST PAGE				
---------	--	--	--	--	--	------------------------	--	--	--	--	---------------------------------	--	--	--	--

12 1	Reference Marker 1 7 K					Coordinates (if available) Latitude/Northing:					Place Where Accident Occurred: County ORAN <input type="checkbox"/> City <input type="checkbox"/> Village <input checked="" type="checkbox"/> Town of MONTGOMERY, TOWN OF				
13 1	8 3 0 1					Longitude/Easting:					Road on which accident occurred STATE ROUTE 17K at 1) intersecting street MIDDLE SCHOOL LN (Route Number or Street Name)				
14 1	1 1 1 8					or 2) _____ of _____ (Milepost, Nearest intersecting Route Number or Street Name)					Cost of repairs to any one vehicle will be more than \$1000. <input type="checkbox"/> Unknown/Unable to Determine <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No				

15 1	Accident Description/Officer's Notes VEH 1 while making a left turn from Valley Central on to St Rte 17K failed to yield right of way to VEH 2 which was traveling straight ahead westbound on St Rte 17K. VEH 1 collided with the trailer attached to VEH 2. No injuries to occupants of both vehicles. AAA contacted for removal of VEH 1. VEH 2 Trailer:														
---------	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

16 1	8	9	10	11	12	13	14	15	16	17	18	BY		TO		Names of all involved		Date of Death Only	
A	01	1	4	1	18	2	-	-	-										
B	02	1	4	1	23	1	-	-	-										
C																			
D																			
E																			
F																			

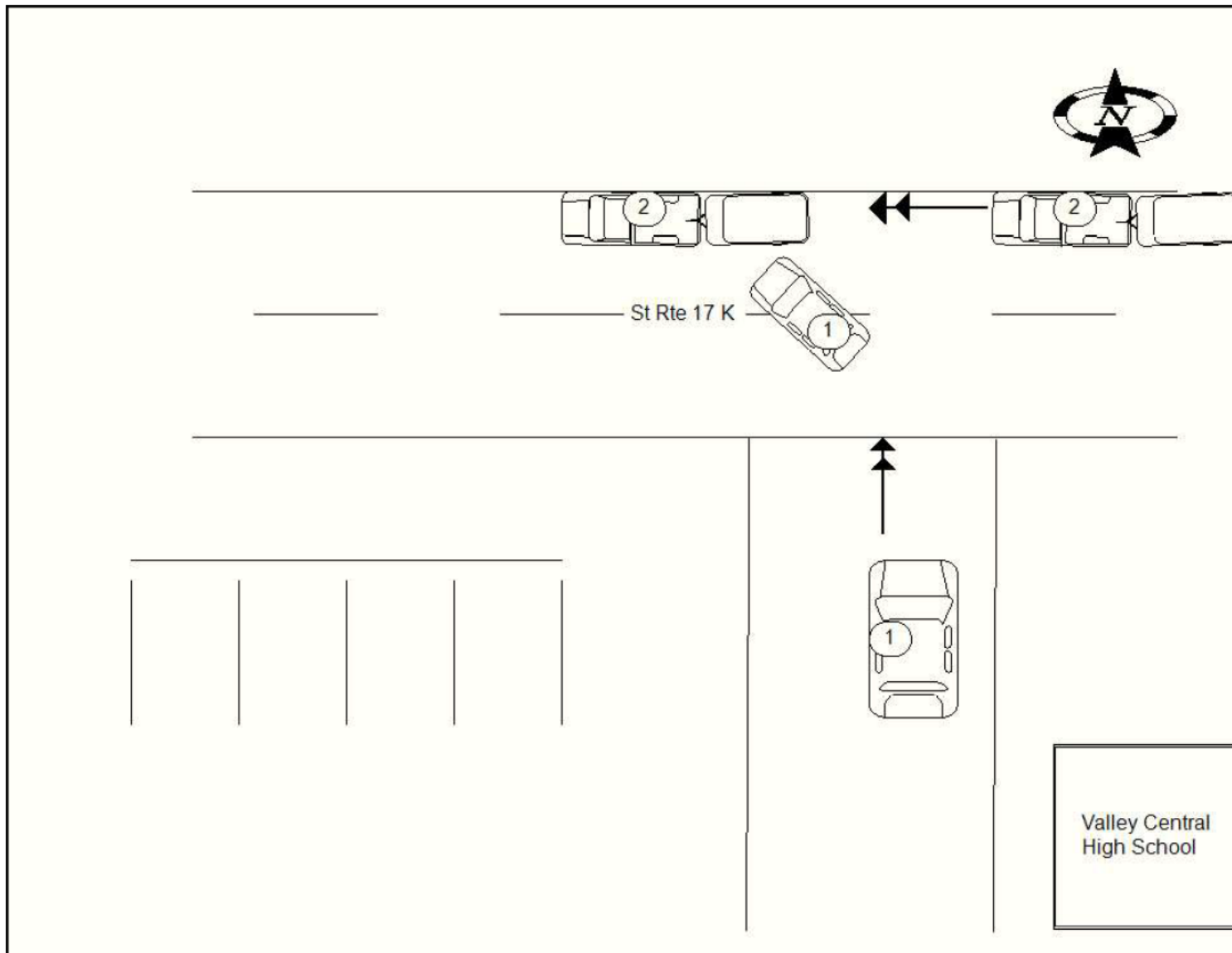
17 1	Officer's Rank and Signature PO ANDRES ARESTIN			Badge/ID No. 38	NCIC No. 03574	Precinct/Post Troop/Zone F2	Station/Beat/ Sector	Reviewing Officer HANK, JOHN	Date/Time Reviewed 2021/05/05 16:55
---------	---	--	--	--------------------	-------------------	--------------------------------	-------------------------	---------------------------------	--

USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

38841158

Local Codes

9KPDR3D3GQXX

☐ AMENDED REPORT

DMV COPY

Accident Date

Month
04Day
30Year
2021

Day of Week

FRIDAY

Military Time

1728

No. of Vehicles

2

No. Injured

0

No. Killed

0

Not Investigated at Scene ☐Accident Reconstructed ☐Left Scene ☐

Police Photos

☐ Yes ☒ No

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIAN

Name—exactly as printed on registration

Landscaping INC MCCAREY

Sex

C

Date of Birth

Month

Day

Year

Address (Include Number & Street)

80 TOWER DR

Apt. No.

Haz.

Mat.

Code

Released

☐

City or Town

MIDDLETOWN

State

NY

Zip Code

10941

Plate Number

34630JY

State of Reg.

NY

Vehicle Year & Make

2002 FORD

Vehicle Type

PICK

Ins. Code

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

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact

Box 2 - Most Damage

Enter up to three more Damage Codes

Vehicle By Towed: To

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 2 DAMAGE CODES

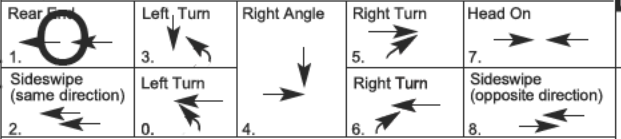
Box 1 - Point of Impact

Box 2 - Most Damage

Enter up to three more Damage Codes

Vehicle By Towed: To

Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.



ACCIDENT DIAGRAM

DIAGRAM IS PRINTED ON LAST PAGE

Cost of repairs to any one vehicle will be more than \$1000.

☐ Unknown/Unable to Determine ☒ Yes ☐ No

Reference Marker

1 7 K

8 3 0 1

1 1 1 8

Coordinates (if available)

Latitude/Northing:

Longitude/Easting:

Place Where Accident Occurred:

County ORAN

☐ City ☐ Village ☒ Town of MONTGOMERY, TOWN OF

Road on which accident occurred STATE ROUTE 208 / STATE ROUTE

(Route Number or Street Name)

at 1) intersecting street STATE ROUTE 17K

(Route Number or Street Name)

or 2)

☐ N ☐ S☐ E ☐ W of

Feet Miles

(Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

Vehicle 1 while traveling northbound on St Rte 208 struck Vehicle 2 in the rear while both vehicles were coming to a stop. No injuries to vehicle occupants, both vehicles removed from scene by drivers.

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	20	2	-	-	-						
B	02	1	4	1	27	1	-	-	-						
C															
D															
E															
F															

Officer's Rank and Signature

PO
Print Name in Full ANDRES ARESTIN

Badge/ID No.

38

NCIC No.

03574

Precinct/Post Troop/Zone

F2

Station/Beat/ Sector

Reviewing Officer

HANK, JOHN

Date/Time Reviewed

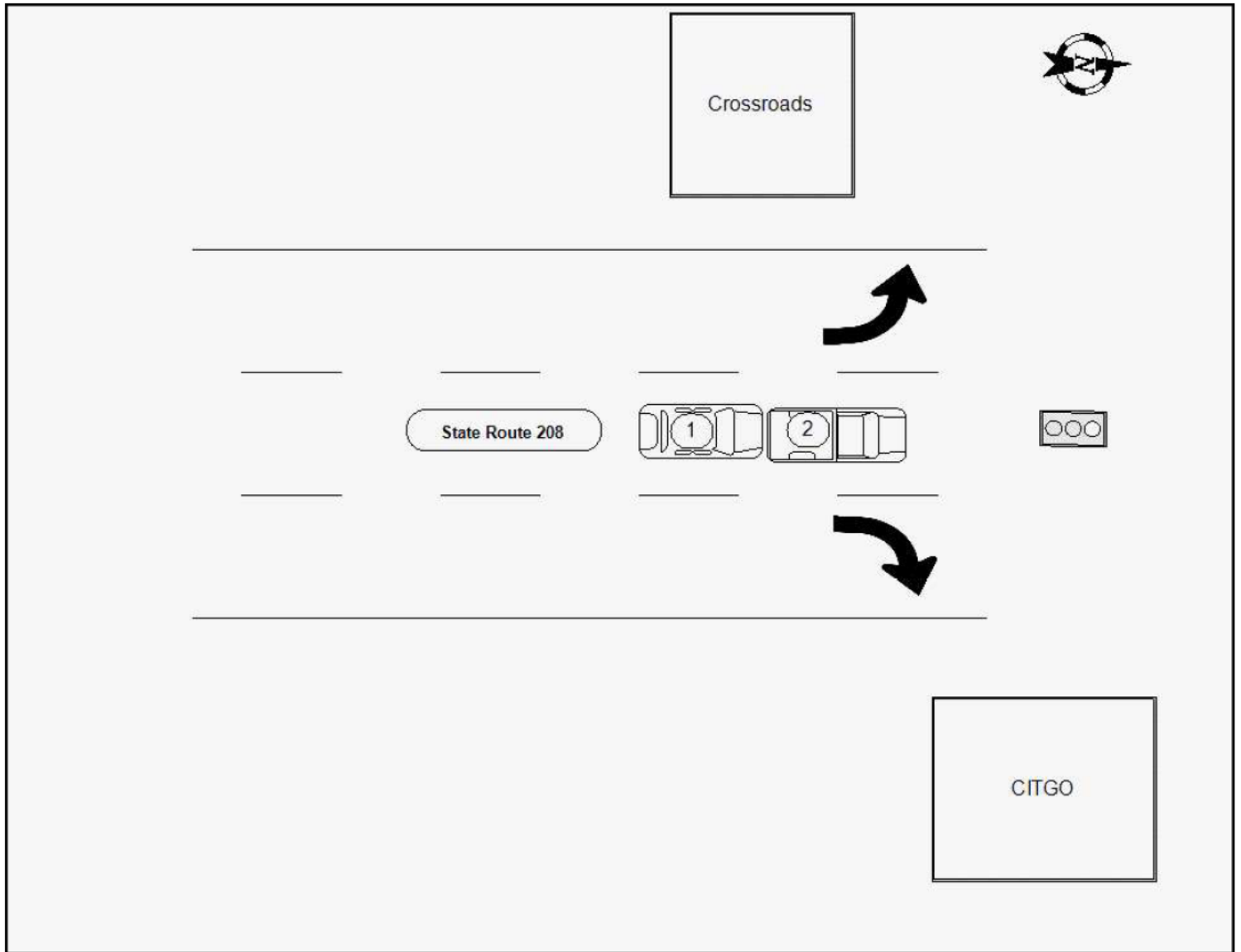
2021/05/05 16:48

USE
COVER
SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

38848486

Local Codes

9KM260D40RXD

☐ AMENDED REPORT

DMV COPY

Accident Date

Month 05 Day 05 Year 2021

Day of Week

WEDNES

Military Time

1745

No. of Vehicles

2

No. Injured

0

No. Killed

0

Not Investigated at Scene ☐Accident Reconstructed ☐Left Scene ☐

Police Photos

☐ Yes ☒ No

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIANTicket/Arrest
Number(s)Ticket/Arrest
Number(s)Violation
Section(s)Violation
Section(s)

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact 2 1 2

Box 2 - Most Damage

Enter up to three more Damage Codes 3 4 5

Vehicle By
Towed: To

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 2 DAMAGE CODES

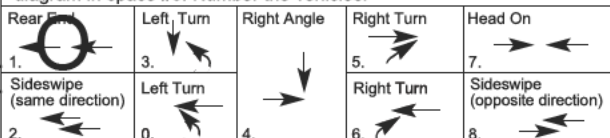
Box 1 - Point of Impact 8 1 8

Box 2 - Most Damage

Enter up to three more Damage Codes 3 4 5

Vehicle By
Towed: To

Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.



ACCIDENT DIAGRAM

DIAGRAM IS PRINTED ON LAST PAGE

Cost of repairs to any one vehicle will be more than \$1000.

☐ Unknown/Unable to Determine ☒ Yes ☐ No

VEHICLE DAMAGE CODING:

1-13. SEE DIAGRAM ON RIGHT.

14. UNDERCARRIAGE 17. DEMOLISHED

15. TRAILER 18. NO DAMAGE

16. OVERTURNED 19. OTHER

Reference Marker

1 7 K 8

3 0 1 1

1 1 6

Coordinates (if available)

Latitude/Northing:

565625

Longitude/Easting:

4597418

Place Where Accident Occurred:

County ORAN

☐ City ☐ Village ☒ Town of MONTGOMERY, TOWN OF

Road on which accident occurred STATE HIGHWAY 17K

(Route Number or Street Name)

at 1) intersecting street

(Route Number or Street Name)

or 2) 100 ☐ N ☐ S ☐ E ☒ W of bailey road

(Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

V1 was traveling west of State Route 17K when the driver failed to see V2 who was stopped in traffic. V1 crashed into V2

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	68	1	-	-	-						
B	01	3	4	1	69	2	-	-	-						
C	02	1	4	1	52	2	-	-	-						
D															
E															
F															

Officer's Rank and Signature PO

Print Name in Full KEVIN GREANY

Badge/ID No.

48

NCIC No.

03574

Precinct/Post Troop/Zone

F2

Station/Beat/Sector

1

Reviewing Officer

HANK, JOHN

Date/Time Reviewed

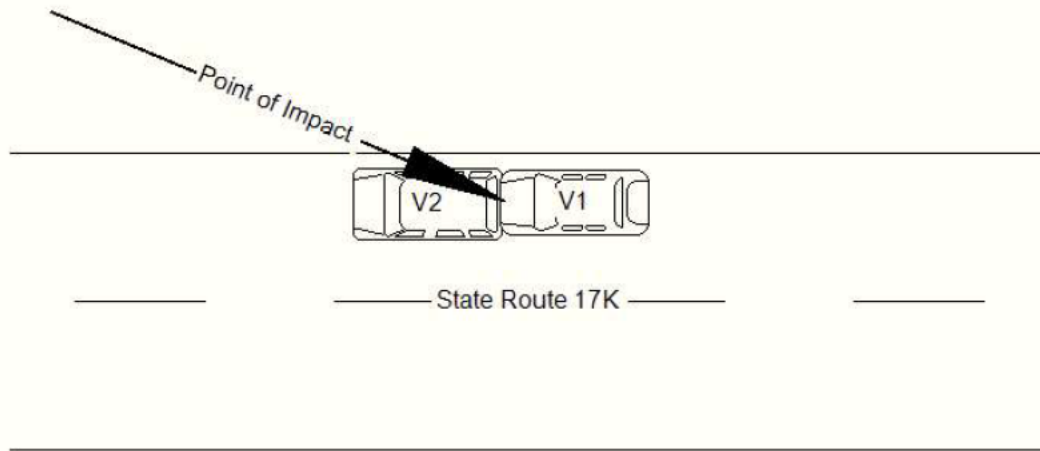
2021/05/10 08:23

USE
COVER
SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

38878391

Local Codes

9KM259D70M71

☐ AMENDED REPORT

DMV COPY

Accident Date

Month 06 Day 02 Year 2021

Day of Week

WEDNES

Military Time

1936

No. of Vehicles

2

No. Injured

1

No. Killed

0

Not Investigated at Scene ☐Accident Reconstructed ☐Left Scene ☐Police Photos ☐Yes ☒ No ☐

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIANTicket/Arrest
Number(s)

M259D70PGF

M259D70NZP

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

1129A

5111A

Violation
Section(s)

VEHICLE DAMAGE CODING

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

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact 2 1 2
Box 2 - Most Damage
Enter up to three more Damage Codes 3 4 5Vehicle By
Towed: To

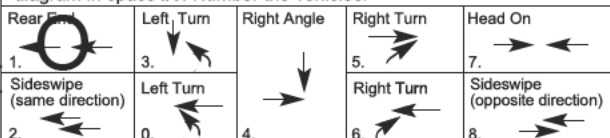
VEHICLE DAMAGE CODING

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

VEHICLE 2 DAMAGE CODES

Box 1 - Point of Impact 8 1 8
Box 2 - Most Damage
Enter up to three more Damage Codes 3 4 5Vehicle By
Towed: To

Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.



ACCIDENT DIAGRAM

DIAGRAM IS PRINTED ON LAST PAGE

Cost of repairs to any one vehicle will be more than \$1000.

☐ Unknown/Unable to Determine ☒ Yes ☐ No

Reference Marker

Coordinates (if available)

Latitude/Northing:

Longitude/Easting:

Place Where Accident Occurred:

County ORAN

☐ City ☐ Village ☒ Town of MONTGOMERY, TOWN OF

Road on which accident occurred STATE ROUTE 17K

(Route Number or Street Name)

at 1) intersecting street

(Route Number or Street Name)

or 2) 50

☐ N ☐ S☐ E ☒ W

of state route 208

(Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

On the above date and time, the driver of V2 was sitting at the stop light at the intersection of 208 and 17K. While the driver of V2 was waiting for the light to turn green, V1 rear ended the vehicle causing the accident shown above. - WITNESS 1

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	51	1	-	-	-						
B	02	1	4	1	54	2	4	14	6						
C															
D															
E															
F															

Officer's Rank and Signature PO

Print Name in Full VINCENZO ROTUNDO

Badge/ID No.

49

NCIC No.

03574

Precinct/Post Troop/Zone

Station/Beat/Sector

Reviewing Officer

HANK, JOHN

Date/Time Reviewed

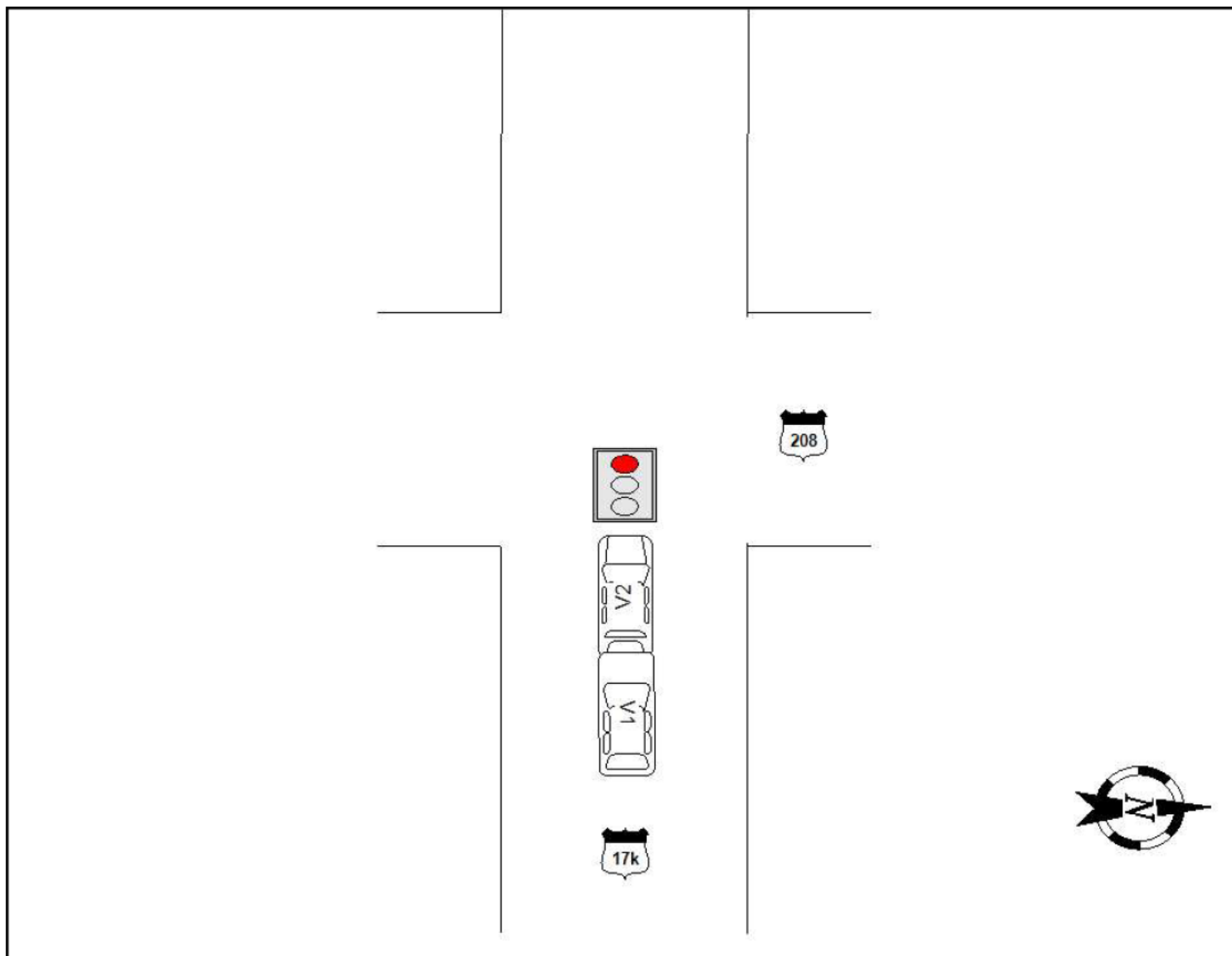
2021/06/03 10:50

USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

38899700

Local Codes

KMWS11D8P1T1

☐ AMENDED REPORT

DMV COPY

Accident Date

Month
06Day
18Year
2021

Day of Week

FRIDAY

Military Time

1306

No. of
Vehicles
2No. Injured
0No. Killed
0Not Investigated at Scene ☐
Accident Reconstructed ☐Left Scene ☐Police Photos
☐ Yes ☒ No

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIANTicket/Arrest
Number(s)Ticket/Arrest
Number(s)Violation
Section(s)Violation
Section(s)

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

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact
Box 2 - Most Damage

Enter up to three more Damage Codes

Vehicle By QUALITY TOWING
Towed: To QUALITY TOWING

VEHICLE DAMAGE CODING:

1-13. SEE DIAGRAM ON RIGHT.

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

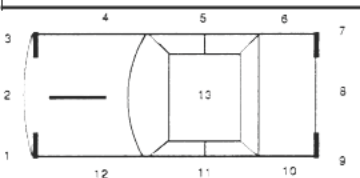
Check if involved vehicle is:
☐ more than 95 inches wide;
☐ more than 34 feet long;
☐ operated with an overweight permit;
☐ operated with an overdimension permit.

VEHICLE 2 DAMAGE CODES

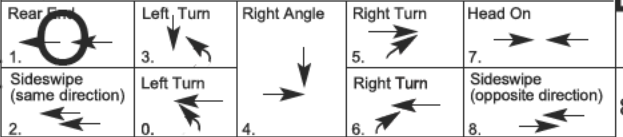
Box 1 - Point of Impact
Box 2 - Most Damage

Enter up to three more Damage Codes

Vehicle By
Towed: To



Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.



ACCIDENT DIAGRAM

DIAGRAM IS PRINTED ON LAST PAGE

Cost of repairs to any one vehicle will be more than \$1000.

☐ Unknown/Unable to Determine ☒ Yes ☐ No

Reference Marker

1 7 K 8

3 0 1 1

1 0 4

Coordinates (if available)

Latitude/Northing:
563680

Longitude/Easting:
4597588

Place Where Accident Occurred:

County ORAN

☐ City ☒ Village ☐ Town of MONTGOMERY, VILLAGE OF

Road on which accident occurred WARD STREET

(Route Number or Street Name)

at 1) intersecting street UNION STREET

(Route Number or Street Name)

or 2) ☐ N ☐ S ☐ E ☐ W of _____
 Feet Miles (Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

VEHICLE 1 STRUCK VEHICLE 2 FROM BEHIND AS TRAFFIC CAME TO A STOP AT A GREEN LIGHT DUE TO A VEHICLE IN FRONT OF VEHICLE 2 MAKING A LEFT ONTO UNION STREET. DRIVER OF VEHICLE 1 STATED HE LOOKED AT HIS RADIO TAKING HIS EYES OFF OF THE VEHICLE IN FRONT OF HIM. WHEN HIS EYES RETURNED TO THE ROADWAY VEHICLE 2 WAS STOPPED WITH BRAKE LIGHTS ENGAGED. VEHICLE 1 DRIVER DID NOT REACT IN TIME AND COLLIDED WITH THE REAR END OF VEHICLE 2. - WITNESS 1

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	21	1	-	-	-						
B	02	1	4	1	39	1	-	-	-						
C															
D															
E															
F															

Officer's Rank and Signature

OFFICER

Print Name in Full KRISTOFF SCHERMA

Badge/ID No.

034

NCIC No.

03527

Precinct/Post
Troop/ZoneStation/Beat/
SectorReviewing
Officer

BRIERE, B

Date/Time Reviewed

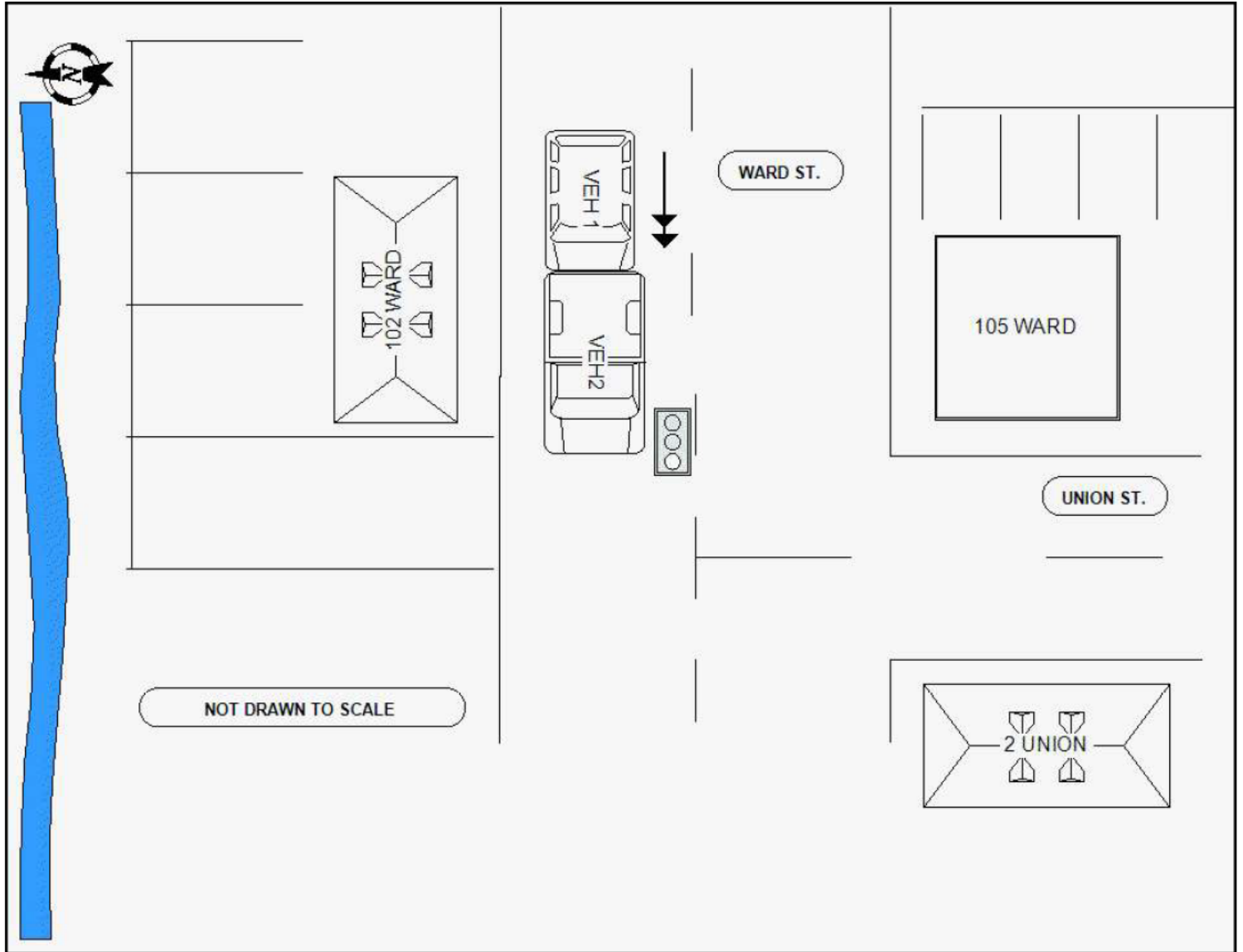
2021/06/20 08:30

USE
COVER
SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

38909391

Local Codes

KMSRV2D8X8J3

☐ AMENDED REPORT

DMV COPY

1 -	Accident Date			Day of Week SUNDAY	Military Time 1915	No. of Vehicles 2	No. Injured 0	No. Killed 0	Not Investigated at Scene <input type="checkbox"/>	Left Scene <input type="checkbox"/>	Police Photos <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
	Month 06	Day 20	Year 2021								
VEHICLE 1 <input checked="" type="checkbox"/> VEHICLE 2 <input type="checkbox"/> BICYCLIST <input type="checkbox"/> PEDESTRIAN <input type="checkbox"/> OTHER PEDESTRIAN <input type="checkbox"/>											

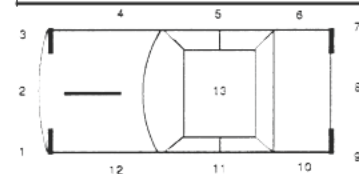
2 -											
3 1											
4 1											
5 1											

6 1	Ticket/Arrest Number(s) Violation Section(s)				Ticket/Arrest Number(s) Violation Section(s)				25 1
7 2	Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.				Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.				26 7
	VEHICLE 1 DAMAGE CODES Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes Vehicle By Towed: To				VEHICLE 2 DAMAGE CODES Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes Vehicle By Towed: To				27 1
	Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.				ACCIDENT DIAGRAM DIAGRAM IS PRINTED ON LAST PAGE				28 1

VEHICLE DAMAGE CODING:

1-13. SEE DIAGRAM ON RIGHT.

- | | |
|-------------------|----------------|
| 14. UNDERCARRIAGE | 17. DEMOLISHED |
| 15. TRAILER | 18. NO DAMAGE |
| 16. OVERTURNED | 19. OTHER |



Reference Marker	Coordinates (if available)	Place Where Accident Occurred:
1 7 K 8	Latitude/Northing: 564297	County <u>ORAN</u> <input type="checkbox"/> City <input checked="" type="checkbox"/> Village <input type="checkbox"/> Town of <u>MONTGOMERY, VILLAGE OF</u>
3 0 1 1	Longitude/Easting: 4597419	Road on which accident occurred <u>WARD STREET</u> (Route Number or Street Name)
1 0 8		at 1) intersecting street _____ (Route Number or Street Name)
		or 2) <u>250</u> <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input checked="" type="checkbox"/> W of <u>factory st</u> (Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

V2 stated that while traveling in a westerly direction on Ward St. in the Village of Montgomery they were slowing in traffic and coming to a stop due to traffic ahead. V2 stated that they observed V1 approaching from the rear and V1 did not appear to be slowing down at which point V1 struck the rear of V2. V2 stated that while traveling in a westerly direction on Ward St. in the Village of Montgomery she observed V2 slowing in traffic at a fast rate due to traffic ahead. V2 stated that she applied her brakes very quickly but it was not enough to stop before striking V2, subsequently causing V1 to strike the rear of V2. There were no injuries reported in this incident. Damage sustained to V1 was damage to the front of the vehicle and damage

ALL INVOLVED	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
	A 01	1	4	1	17	2	-	-	-						
	B 02	1	4	1	84	1	-	-	-						
	C 02	3	4	1	80	2	-	-	-						
	D														
	E														
F															

Officer's Rank and Signature Print Name in Full	OFFICER DENNIS MATTHEWS	Badge/ID No. 025	NCIC No. 03527	Precinct/Post Troop/Zone	Station/Beat/ Sector	Reviewing Officer BRIERE, B	Date/Time Reviewed 2021/06/27 16:54
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USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

38909391

19

Local Codes

KMSRV2D8X8J3

☐ AMENDED REPORT

DMV COPY

1	Accident Date		Day of Week		Military Time		No. of Vehicles		No. Injured		No. Killed		Not Investigated at Scene <input type="checkbox"/>		Left Scene		Police Photos																																																																																																										
	Month	Day	Year	SUNDAY		1915		2		0		0		Accident Reconstructed <input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No																																																																																																									
<div style="display: flex; justify-content: space-between;"> <div style="width: 48%;"> <p style="text-align: center;">VEHICLE 1</p> <p>VEHICLE 1 - Driver License ID Number _____ State of Lic. _____</p> <p>Driver Name - exactly as printed on license _____</p> <p>Address (Include Number & Street) _____ Apt. No. _____</p> <p>City or Town _____ State _____ Zip Code _____</p> </div> <div style="width: 48%;"> <p style="text-align: center;">VEHICLE 2 <input type="checkbox"/> BICYCLIST <input type="checkbox"/> PEDESTRIAN <input type="checkbox"/> OTHER PEDESTRIAN</p> <p>VEHICLE 2 - Driver License ID Number _____ State of Lic. _____</p> <p>Driver Name - exactly as printed on license _____</p> <p>Address (Include Number & Street) _____ Apt. No. _____</p> <p>City or Town _____ State _____ Zip Code _____</p> </div> </div>																			20																																																																																																								
2	<div style="display: flex; justify-content: space-between;"> <div style="width: 48%;"> <p>Date of Birth _____ Sex _____ Unlicensed <input type="checkbox"/> No. of Occupants _____ Public Property Damaged <input type="checkbox"/></p> <p>Name - exactly as printed on registration _____ Sex _____ Date of Birth _____</p> <p>Address (Include Number & Street) _____ Apt. No. _____ Haz. Mat. Code _____ Released <input type="checkbox"/></p> <p>City or Town _____ State _____ Zip Code _____</p> <p>Plate Number _____ State of Reg. _____ Vehicle Year & Make _____ Vehicle Type _____ Ins. Code _____</p> <p>Ticket/Arrest Number(s) _____</p> <p>Violation Section(s) _____</p> </div> <div style="width: 48%;"> <p>Date of Birth _____ Sex _____ Unlicensed <input type="checkbox"/> No. of Occupants _____ Public Property Damaged <input type="checkbox"/></p> <p>Name - exactly as printed on registration _____ Sex _____ Date of Birth _____</p> <p>Address (Include Number & Street) _____ Apt. No. _____ Haz. Mat. Code _____ Released <input type="checkbox"/></p> <p>City or Town _____ State _____ Zip Code _____</p> <p>Plate Number _____ State of Reg. _____ Vehicle Year & Make _____ Vehicle Type _____ Ins. Code _____</p> <p>Ticket/Arrest Number(s) _____</p> <p>Violation Section(s) _____</p> </div> </div>																		21																																																																																																								
	<div style="display: flex; justify-content: space-between;"> <div style="width: 48%;"> <p>Check if involved vehicle is:</p> <p><input type="checkbox"/> more than 95 inches wide;</p> <p><input type="checkbox"/> more than 34 feet long;</p> <p><input type="checkbox"/> operated with an overweight permit;</p> <p><input type="checkbox"/> operated with an overdimension permit.</p> <p style="text-align: center;">VEHICLE 1 DAMAGE CODES</p> <p>Box 1 - Point of Impact _____ 1 _____ 2 _____</p> <p>Box 2 - Most Damage _____ 3 _____ 4 _____ 5 _____</p> <p>Enter up to three more Damage Codes _____</p> <p>Vehicle By Towed: _____ To _____</p> </div> <div style="width: 48%;"> <p>Check if involved vehicle is:</p> <p><input type="checkbox"/> more than 95 inches wide;</p> <p><input type="checkbox"/> more than 34 feet long;</p> <p><input type="checkbox"/> operated with an overweight permit;</p> <p><input type="checkbox"/> operated with an overdimension permit.</p> <p style="text-align: center;">VEHICLE 2 DAMAGE CODES</p> <p>Box 1 - Point of Impact _____ 1 _____ 2 _____</p> <p>Box 2 - Most Damage _____ 3 _____ 4 _____ 5 _____</p> <p>Enter up to three more Damage Codes _____</p> <p>Vehicle By Towed: _____ To _____</p> </div> </div>																		22																																																																																																								
3	<div style="display: flex; justify-content: space-between;"> <div style="width: 48%;"> <p>Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.</p> <div style="display: flex; flex-wrap: wrap;"> <div style="width: 50%;"> <p>1. </p> <p>2. </p> <p>3. </p> <p>4. </p> <p>5. </p> <p>6. </p> <p>7. </p> <p>8. </p> </div> <div style="width: 50%;"> <p>9. </p> </div> </div> <p style="text-align: center;">ACCIDENT DIAGRAM</p> </div> <div style="width: 48%;"> <p>Cost of repairs to any one vehicle will be more than \$1000.</p> <p><input type="checkbox"/> Unknown/Unable to Determine <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> </div> </div>																		23																																																																																																								
	<p>VEHICLE DAMAGE CODING:</p> <p>1-13. SEE DIAGRAM ON RIGHT.</p> <p>14. UNDERCARRIAGE 17. DEMOLISHED</p> <p>15. TRAILER 18. NO DAMAGE</p> <p>16. OVERTURNED 19. OTHER</p>																		24																																																																																																								
4	<p>Reference Marker</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>1</td><td>7</td><td>K</td><td>8</td></tr> <tr> <td>3</td><td>0</td><td>1</td><td>1</td></tr> <tr> <td>1</td><td>0</td><td>8</td><td></td></tr> </table> <p>Coordinates (if available)</p> <p>Latitude/Northing: 564297</p> <p>Longitude/Easting: 4597419</p>																		1	7	K	8	3	0	1	1	1	0	8		25																																																																																												
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3	0	1	1																																																																																																																								
1	0	8																																																																																																																									
<p>Place Where Accident Occurred:</p> <p>County <u>ORAN</u> <input type="checkbox"/> City <input checked="" type="checkbox"/> Village <input type="checkbox"/> Town of <u>MONTGOMERY, VILLAGE OF</u></p> <p>Road on which accident occurred <u>WARD STREET</u></p> <p>at 1) intersecting street _____ (Route Number or Street Name)</p> <p>or 2) <u>250</u> <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input checked="" type="checkbox"/> W of <u>factory st</u></p> <p>Feet Miles (Milepost, Nearest intersecting Route Number or Street Name)</p>																		26																																																																																																									
5	<p>Accident Description/Officer's Notes</p> <p>sustained to V2 was damage to the rear of the vehicle. Both V1 and V2 were able to be driven away by the operators. Nothing further.</p>																		27																																																																																																								
	<p>ALL INVOLVED</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th>8</th><th>9</th><th>10</th><th>11</th><th>12</th><th>13</th><th>14</th><th>15</th><th>16</th><th>17</th><th>BY</th><th>TO</th><th>18</th><th>Names of all involved</th><th>Date of Death Only</th></tr> <tr><td>A</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>B</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>C</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>D</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>E</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>F</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> </table>																		8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only	A															B															C															D															E															F														
8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only																																																																																																													
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F																																																																																																																											
6	<p>Officer's Rank and Signature OFFICER</p> <p>Print Name in Full DENNIS MATTHEWS</p>																		29																																																																																																								
	<p>Badge/ID No. 025 NCIC No. 03527 Precinct/Post Troop/Zone _____ Station/Beat/ Sector _____ Reviewing Officer BRIERE, B Date/Time Reviewed 2021/06/27 16:54</p>																		30																																																																																																								

USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM

Not to Scale

N
W ← → E
S

V2

V1

Factory St.

Ward St.

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

38909402

Local Codes

KMWS11D6C0NC

☐ AMENDED REPORT

DMV COPY

Accident Date			Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene <input type="checkbox"/>	Left Scene	Police Photos
Month	Day	Year						Accident Reconstructed <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
05	26	2021	WEDNES	1821	2	0	0			

VEHICLE 1

☒ VEHICLE 2 ☐ BICYCLIST ☐ PEDESTRIAN ☐ OTHER PEDESTRIANTicket/Arrest
Number(s)Violation
Section(s)Ticket/Arrest
Number(s)Violation
Section(s)

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES

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

Vehicle By
Towed: To

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

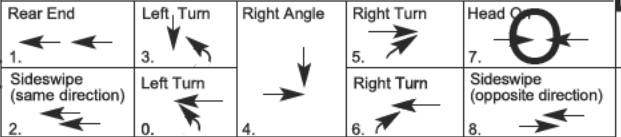
☐ operated with an overdimension permit.

VEHICLE 2 DAMAGE CODES

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

Vehicle By
Towed: To QUALITY

Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.



ACCIDENT DIAGRAM

DIAGRAM IS PRINTED ON LAST PAGE

Cost of repairs to any one vehicle will be more than \$1000.

☐ Unknown/Unable to Determine ☒ Yes ☐ No

Reference Marker

Coordinates (if available)

Latitude/Northing:

Longitude/Easting:

Place Where Accident Occurred:

County ORAN ☐ City ☒ Village ☐ Town of MONTGOMERY, VILLAGE OFRoad on which accident occurred WARD STREET

(Route Number or Street Name)

at 1) intersecting street

(Route Number or Street Name)

or 2) 15 ☐ N ☐ S ☐ E ☒ W of summer set drive

(Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

V2 was traveling westbound on Ward Street, V1 attempted to turn on to Ward Street from the parking lot of Sunoco, failing to yield the right of way to V2. V1 came into contact with V2 causing damage to both vehicles. V1 was driven from the scene, V2 was towed by Quality.

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	24	1	-	-	-						
B	01	3	4	1	22	1	-	-	-						
C	02	1	4	1	38	1	-	-	-						
D	02	3	4	1	37	2	-	-	-						
E															
F															

Officer's Rank and Signature

Print Name in Full KRISTOPHER KOLVENBACH

Badge/ID No.

042

NCIC No.

03527

Precinct/Post Troop/Zone

Station/Beat/ Sector

Reviewing Officer

BRIERE, B

Date/Time Reviewed

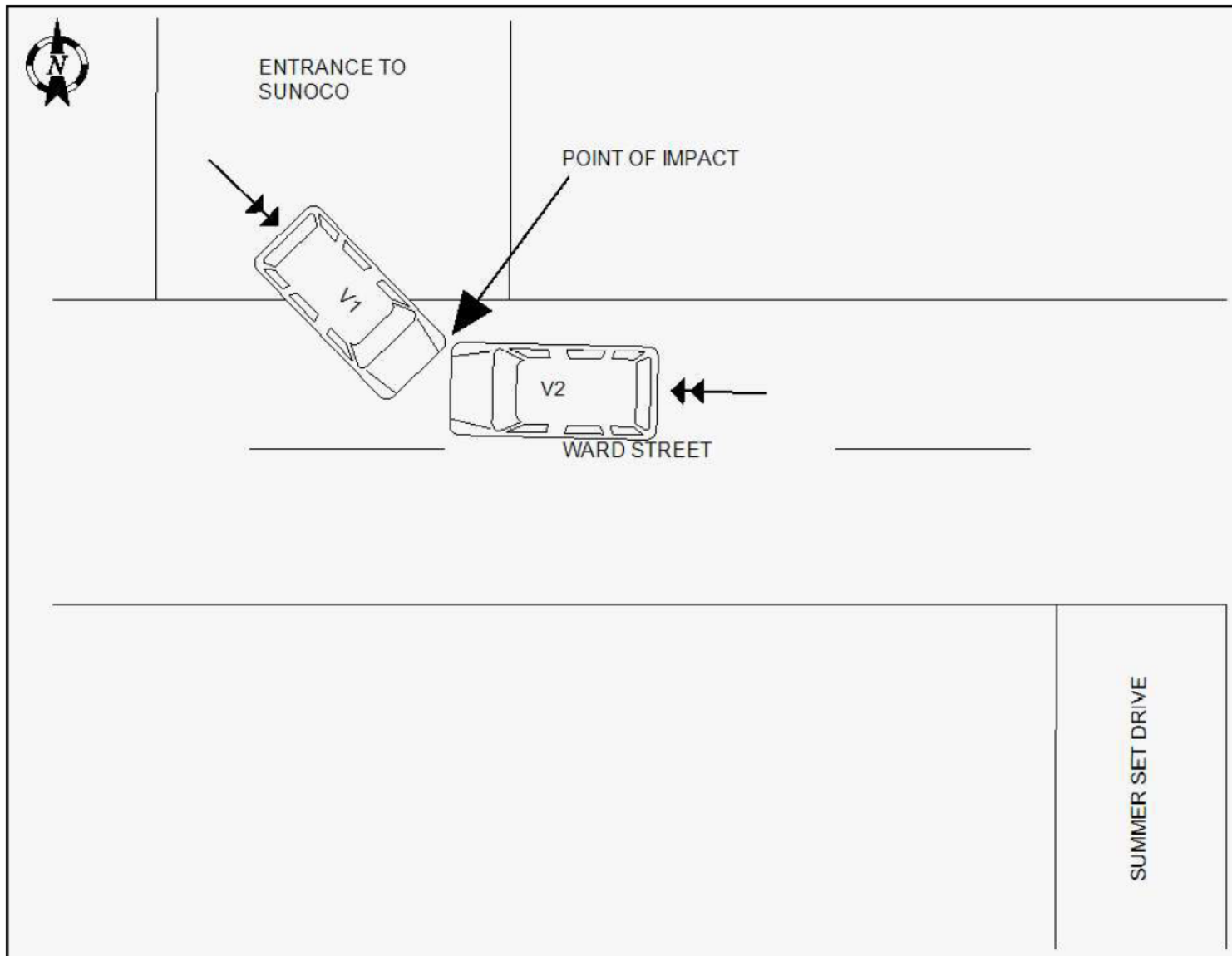
2021/06/27 16:49

USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

38928194

Local Codes

9KM261D93TJ4

☐ AMENDED REPORT

DMV COPY

1	Accident Date			Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene <input type="checkbox"/>	Left Scene <input type="checkbox"/>	Police Photos <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
	Month	Day	Year								
	06	22	2021	TUESDA	0708	2	0	0	Accident Reconstructed <input type="checkbox"/>	<input type="checkbox"/>	

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIAN

2											

3	Name—exactly as printed on registration			Sex	Date of Birth		
	TOWN MONTGOMERY				C	Month	Day
4	Address (Include Number & Street)			Apt. No.	Haz. Mat Code	Released <input type="checkbox"/>	
	110 BRACKEN ROAD						
1	City or Town			State	Zip Code		
	MONTGOMERY				NY	12549	
5	Plate Number		State of Reg.	Vehicle Year & Make	Vehicle Type	Ins. Code	
	BB2372						NY

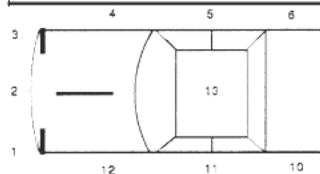
5	Ticket/Arrest Number(s)			Ticket/Arrest Number(s)		
	Violation Section(s)			Violation Section(s)		

6	VEHICLE 1 DAMAGE CODES	Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.	VEHICLE 2 DAMAGE CODES	Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.	Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.
7	Box 1 - Point of Impact	1	Box 1 - Point of Impact	1	
	Box 2 - Most Damage	8	Box 2 - Most Damage	2	
3	Enter up to three more Damage Codes	3 4 5	Enter up to three more Damage Codes	3 4 5	ACCIDENT DIAGRAM DIAGRAM IS PRINTED ON LAST PAGE
	Vehicle Towed: By To		Vehicle Towed: By To		

VEHICLE DAMAGE CODING:

1-13. SEE DIAGRAM ON RIGHT.

- | | |
|-------------------|----------------|
| 14. UNDERCARRIAGE | 17. DEMOLISHED |
| 15. TRAILER | 18. NO DAMAGE |
| 16. OVERTURNED | 19. OTHER |



Cost of repairs to any one vehicle will be more than \$1000.

☐ Unknown/Unable to Determine ☒ Yes ☐ No

Reference Marker	Coordinates (if available)	Place Where Accident Occurred:
1 7 K	Latitude/Northing:	County <u>ORAN</u> <input type="checkbox"/> City <input type="checkbox"/> Village <input checked="" type="checkbox"/> Town of <u>MONTGOMERY, TOWN OF</u>
8 3 0 1	Longitude/Easting:	Road on which accident occurred <u>STATE ROUTE 17K</u> (Route Number or Street Name)
1 1 2 6		at 1) intersecting street _____ (Route Number or Street Name)
		or 2) <u>50</u> <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input checked="" type="checkbox"/> W of <u>STATE ROUTE 208</u> (Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes


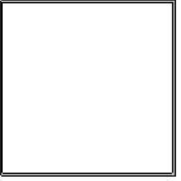
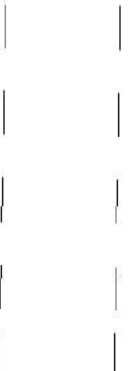
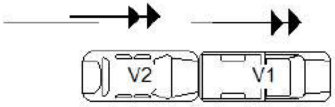

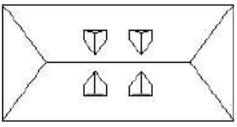
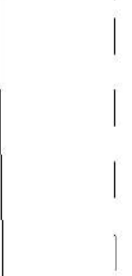
VEHICLE 1 AND VEHICLE 2 TRAVELING EAST ON STATE ROUTE 17K IN THE TOWN OF MONTGOMERY, NY 12549. VEHICLE 1 SLOWING FOR TRAFFIC WHILE APPROACHING INTERSECTION. VEHICLE 2 BRAKED AND BEGAN SLIDING ON WET PAVEMENT. VEHICLE 2 STRUCK VEHICLE 1 IN THE REAR BUMPER. NO INJURIES REPORTED.

ALL INVOLVED	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only	
	A	01	1	4	1	61	1	-	-	-						
	B	02	1	4	1	20	2	-	-	-						
	C															
	D															
	E															
F																

Officer's Rank and Signature	Badge/ID No.	NCIC No.	Precinct/Post Troop/Zone	Station/Beat/Sector	Reviewing Officer	Date/Time Reviewed
Print Name in Full <u>DAVE GOWANS</u>	<u>27</u>	<u>03574</u>	<u>F24</u>	<u>TMPD</u>	<u>HANK, JOHN</u>	<u>2021/07/11 08:35</u>

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

38945565

Local Codes

9KM259DCQ2VM

☐ AMENDED REPORT

DMV COPY

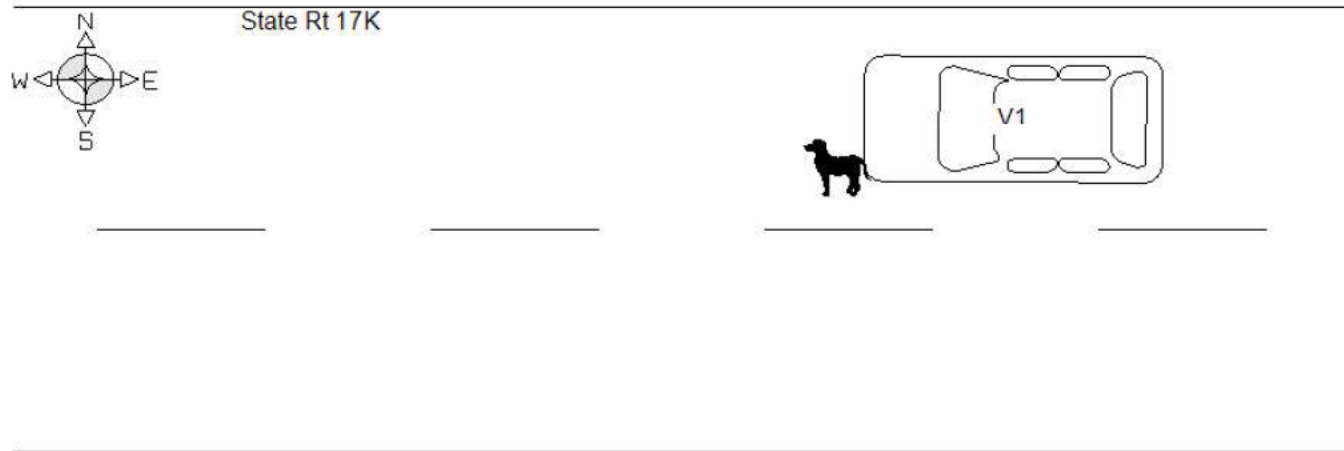
1	Accident Date			20
	Month 07	Day 17	Year 2021	
2	Day of Week SATURD		21	
	Military Time 0024			
3	No. of Vehicles 1	No. Injured 0	22	
	No. Killed 0	Not Investigated at Scene <input checked="" type="checkbox"/>		
4	Left Scene <input type="checkbox"/>		23	
	Police Photos <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No			
5	Accident Reconstructed <input type="checkbox"/>		24	
	State of Lic. <input type="checkbox"/>			
6	VEHICLE 1		25	
	VEHICLE 2 <input type="checkbox"/> BICYCLIST <input type="checkbox"/> PEDESTRIAN <input type="checkbox"/> OTHER PEDESTRIAN			
7	VEHICLE 2 - Driver License ID Number		26	
	Driver Name - exactly as printed on license			
8	Address (Include Number & Street)		27	
	Apt. No.			
9	City or Town		28	
	State Zip Code			
10	Date of Birth		29	
	Sex Unlicensed <input type="checkbox"/> No. of Occupants Public Property Damaged <input type="checkbox"/>			
11	Name-exactly as printed on registration		30	
	Sex Date of Birth Month Day Year			
12	Address (Include Number & Street)		31	
	Apt. No. Haz. Mat. Code Released <input type="checkbox"/>			
13	City or Town		32	
	State Zip Code			
14	Plate Number		33	
	State of Reg. Vehicle Year & Make Vehicle Type Ins. Code			
15	Ticket/Arrest Number(s)		34	
	Violation Section(s)			
16	Check if involved vehicle is:		35	
	<input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.			
17	VEHICLE 1 DAMAGE CODES		36	
	Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes			
18	Check if involved vehicle is:		37	
	<input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.			
19	VEHICLE 2 DAMAGE CODES		38	
	Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes			
20	Vehicle Towed: By To		39	
	Vehicle Towed: By To			
21	VEHICLE DAMAGE CODING:		40	
	1-13. SEE DIAGRAM ON RIGHT. 14. UNDERCARRIAGE 17. DEMOLISHED 15. TRAILER 18. NO DAMAGE 16. OVERTURNED 19. OTHER			
22	Reference Marker		41	
	Coordinates (if available)			
23	1 7 K 8		42	
	3 0 1 1			
24	1 2 0		43	
	4597418			
25	Place Where Accident Occurred:		44	
	County ORAN <input type="checkbox"/> City <input type="checkbox"/> Village <input checked="" type="checkbox"/> Town of MONTGOMERY, TOWN OF Road on which accident occurred STATE HIGHWAY 17K (Route Number or Street Name) at 1) intersecting street _____ (Route Number or Street Name) or 2) 500 <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input checked="" type="checkbox"/> W of State Route 208 Feet Miles (Milepost, Nearest intersecting Route Number or Street Name)			
26	Accident Description/Officer's Notes		45	
	On the above date, time, and location patrol responded to a car vs animal. V1 was driving westbound on State Route 17k when it struck an animal. Animal fled off after impact. V1 damage to driver side front bumper. Driver not injured. Patrol units clear. - WITNESS 1 _____ _____ _____			
27	ALL INVOLVED		46	
	8 9 10 11 12 13 14 15 16 17 BY TO 18 Names of all involved Date of Death Only A 01 1 4 1 31 1 - - - B C D E F			
28	Officer's Rank and Signature		47	
	Print Name in Full BRANDON MOTARD Badge/ID No. 42 NCIC No. 03574 Precinct/Post Troop/Zone F Station/Beat/Sector QUINN, MICHAEL Date/Time Reviewed 2021/07/26 19:37			

USE
COVER
SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

38952810

Local Codes

KMC428DCS1XC

☐ AMENDED REPORT

DMV COPY

Accident Date

Month
07Day
17Year
2021

Day of Week

SATURD

Military Time

1522

No. of
Vehicles
2No. Injured
0No. Killed
0Not Investigated at Scene ☐Accident Reconstructed ☐Left Scene ☐

Police Photos

☐ Yes ☒ No

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIANTicket/Arrest
Number(s)Ticket/Arrest
Number(s)Violation
Section(s)Violation
Section(s)

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact 2 1 2

Box 2 - Most Damage 2 2

Enter up to three more Damage Codes 3 4 5

Vehicle By QUALITY

Towed: To QUALITY

VEHICLE DAMAGE CODING:

1-13. SEE DIAGRAM ON RIGHT.

14. UNDERCARRIAGE 17. DEMOLISHED

15. TRAILER 18. NO DAMAGE

16. OVERTURNED 19. OTHER

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 2 DAMAGE CODES

Box 1 - Point of Impact 8 1 8

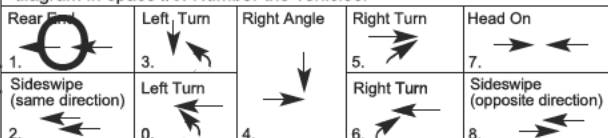
Box 2 - Most Damage 8 2

Enter up to three more Damage Codes 3 4 5

Vehicle By

Towed: To

Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.



ACCIDENT DIAGRAM

DIAGRAM IS PRINTED ON LAST PAGE

Cost of repairs to any one vehicle will be more than \$1000.

☐ Unknown/Unable to Determine ☒ Yes ☐ No

Reference Marker

Coordinates (if available)

1 7 K 8

Latitude/Northing:
563672

3 0 1 1

Longitude/Easting:
4597593

1 0 3

Place Where Accident Occurred:

County ORAN

☐ City ☒ Village ☐ Town of MONTGOMERY, VILLAGE OF

Road on which accident occurred WARD STREET

(Route Number or Street Name)

at 1) intersecting street

(Route Number or Street Name)

or 2) 40

Feet Miles

☐ N ☐ S☒ E ☐ W of

UNION STREET

(Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

VEHICLE1 OPERATED BY R. KANIA WAS TRAVELING IN A WESTERLY DIRECTION ON WARD STREET (STATE ROUTE 17K) WHEN SHE STRUCK THE REAR END OF VEHICLE #2 OPERATED BY O. POGOZELSKI WHO WAS STOPPED IN TRAFFIC. VEHICLE 1 WAS TOWED BY QUALITY. VEHICLE 2 WAS DRIVEN FROM THE SCENE. NO INJURIES WERE REPORTED AT THE SCENE.

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	X	1	21	2	-	-	-						
B	02	1	X	1	21	2	-	-	-						
C	02	3	X	1	18	2	-	-	-						
D															
E															
F															

Officer's Rank and Signature OFFICER

Print Name in Full ROBERT REYNOLDS

Badge/ID No.

010

NCIC No.

03527

Precinct/Post Troop/Zone

Station/Beat/ Sector

Reviewing Officer

BRIERE, B

Date/Time Reviewed

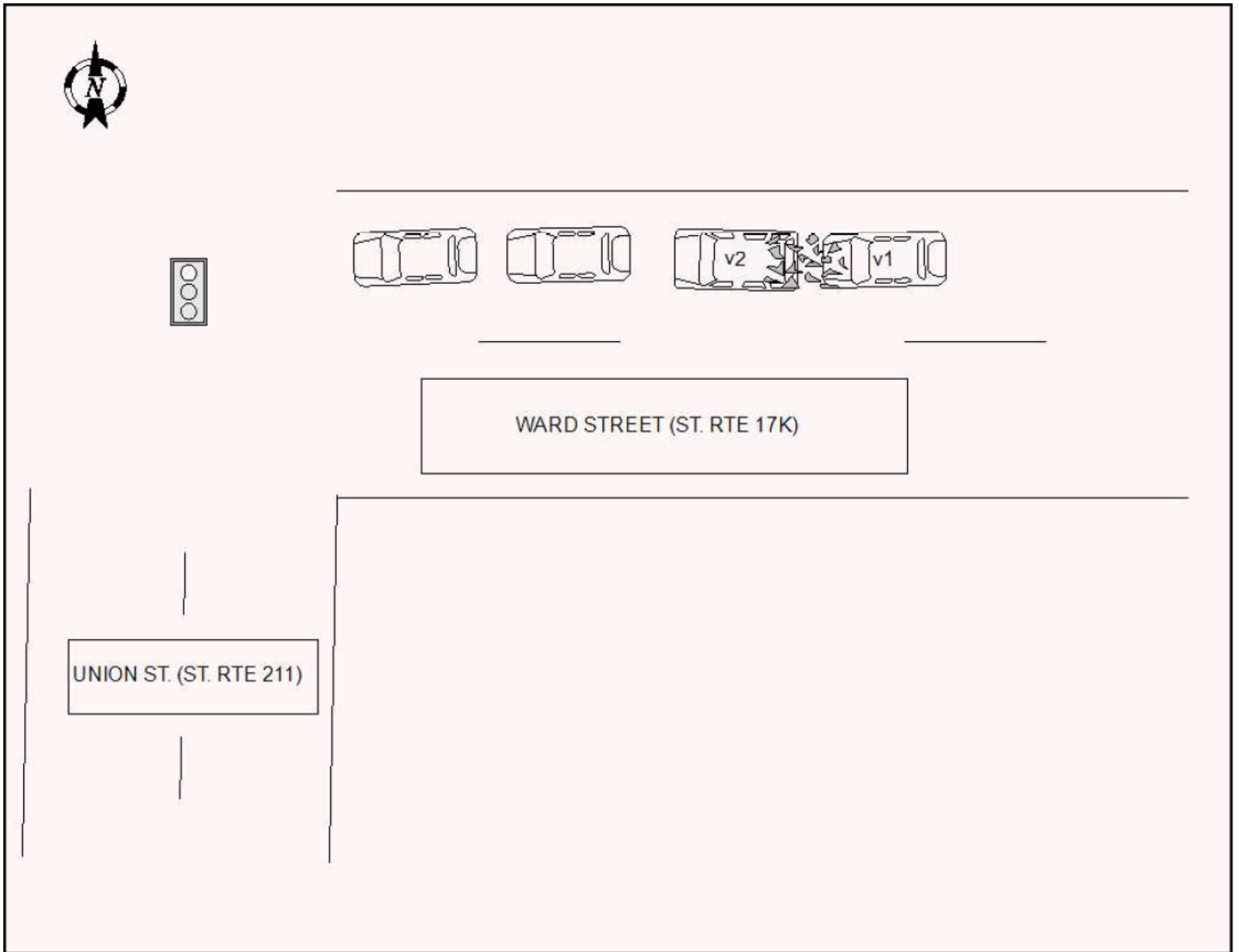
2021/07/27 19:52

USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

38986640

Local Codes

KMWS11DGJZ8X

☐ AMENDED REPORT

DMV COPY

Accident Date

Month 08 Day 12 Year 2021

Day of Week

THURSD

Military Time

1250

No. of Vehicles

2

No. Injured

0

No. Killed

0

Not Investigated at Scene ☐Accident Reconstructed ☐Left Scene ☐

Police Photos

☐ Yes ☒ No

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIANTicket/Arrest
Number(s)Violation
Section(s)Ticket/Arrest
Number(s)Violation
Section(s)

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact 1 2

Box 2 - Most Damage 1 1

Enter up to three more Damage Codes 3 4 5

Vehicle By Towed: To

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 2 DAMAGE CODES

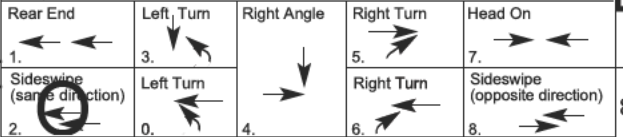
Box 1 - Point of Impact 6 2

Box 2 - Most Damage 6 2

Enter up to three more Damage Codes 3 4 5

Vehicle By Towed: To

Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.



ACCIDENT DIAGRAM

DIAGRAM IS PRINTED ON LAST PAGE

Cost of repairs to any one vehicle will be more than \$1000.

☐ Unknown/Unable to Determine ☒ Yes ☐ No

Reference Marker

1 7 K 8

3 0 1 1

1 0 7

Coordinates (if available)

Latitude/Northing:
564168

Longitude/Easting:
4597419

Place Where Accident Occurred:

County ORAN

☐ City ☒ Village ☐ Town of MONTGOMERY, VILLAGE OF

Road on which accident occurred WARD STREET

(Route Number or Street Name)

at 1) intersecting street

(Route Number or Street Name)

or 2) 40 ☐ N ☐ S ☐ E ☒ W of Summer Set Dr

(Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

VEH 2 FACING IN AN EASTERLY DIRECTION OF TRAVEL ON WARD STREET STOPPED AWAITING TO MAKE A LEFT TURN INTO SUNOCO GAS STATION PARKING LOT. VEH 1 HEADING IN AN EASTERLY DIRECTION OF TRAVEL ON WARD STREET BEHIND VEH 2. VEH 1 STARTED TO PASS VEH 2 USING RIGHT SIDE SHOULDER WHEN VEH 1 SIDE SWIPED VEH 2 CAUSING DAMAGE TO BOTH VEHICLES. VEH 1 SUSTAINED DAMAGE TO THE FRONT DRIVER SIDE BUMPER. VEH 2 SUSTAINED DAMAGE TO REAR PASSENGER SIDE BUMPER. NO INJURIES REPORTED.

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	36	2	-	-	-						
B	01	3	4	1	13	2	-	-	-						
C	01	6	4	1	13	2	-	-	-						
D	01	4	4	1	9	2	-	-	-						
E	02	1	4	1	73	2	-	-	-						
F	02	3	4	1	27	1	-	-	-						

Officer's Rank and Signature

Print Name in Full KATIRIA NARAIN

Badge/ID No.

018

NCIC No.

03527

Precinct/Post

Troop/Zone

Station/Beat

Sector

Reviewing

Officer

HERLIHY, WILLIAM

Date/Time Reviewed

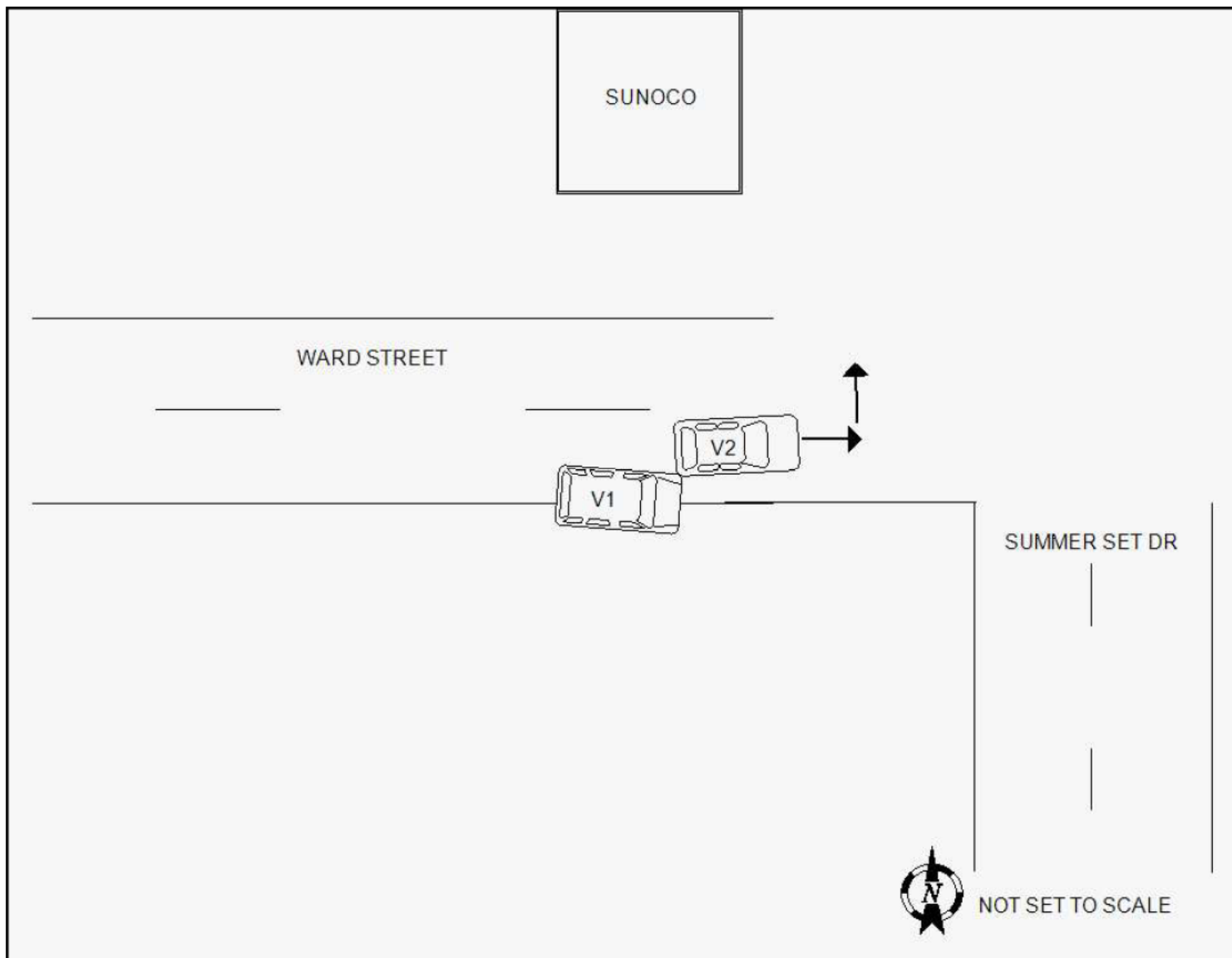
2021/08/24 15:30

USE
COVER
SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

39032929

Local Codes

KMC428DJL7QP

☐ AMENDED REPORT

DMV COPY

Accident Date

Month 08 Day 31 Year 2021

Day of Week

TUESDA

Military Time

1640

No. of Vehicles

2

No. Injured

0

No. Killed

0

Not Investigated at Scene ☐Accident Reconstructed ☐Left Scene ☐

Police Photos

☐ Yes ☒ No

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIANTicket/Arrest
Number(s)Ticket/Arrest
Number(s)Violation
Section(s)Violation
Section(s)

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact 3 1 2

Box 2 - Most Damage 3 3

Enter up to three more Damage Codes 3 4 5

Vehicle By Towed: To

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 2 DAMAGE CODES

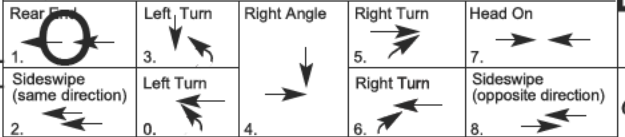
Box 1 - Point of Impact 9 1 2

Box 2 - Most Damage 9 2

Enter up to three more Damage Codes 3 4 5

Vehicle By Towed: To

Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.



ACCIDENT DIAGRAM

DIAGRAM IS PRINTED ON LAST PAGE

Cost of repairs to any one vehicle will be more than \$1000.

☐ Unknown/Unable to Determine ☒ Yes ☐ No

Reference Marker

1 7 K 8

3 0 1 1

1 0 9

Coordinates (if available)

Latitude/Northing:
564473

Longitude/Easting:
4597419

Place Where Accident Occurred:

County ORAN

☐ City ☒ Village ☐ Town of MONTGOMERY, VILLAGE OF

Road on which accident occurred WARD STREET

(Route Number or Street Name)

at 1) intersecting street FACTORY STREET

(Route Number or Street Name)

or 2) ☐ N ☐ S ☐ E ☐ W of

(Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

While traveling westbound on Ward Street in the Village of Montgomery, the Operator of Vehicle 2 states that she was rear ended by the Operator of Vehicle 1. Both vehicles were in stop and go traffic due to the ongoing construction further down on Ward Street. Driver of Vehicle 1 stated that he struck Vehicle 2 rear bumper, on the driver's side, damaging the tailgate, tail lamp assembly and left hand side of the rear bumper. Vehicle 1 sustained damage over the passenger side front end, with the front head lamp assembly taking damage, the front right side of the front bumper, front right side of the hood and passenger side fender. (The operator of Vehicle 1 has Florida Insurance (Geico Policy

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	34	1	-	-	-						
B	02	1	4	1	50	2	-	-	-						
C															
D															
E															
F															

Officer's Rank and Signature OFFICER

Print Name in Full JAMES LYNCH

Badge/ID No.

023

NCIC No.

03527

Precinct/Post Troop/Zone

Station/Beat/ Sector

Reviewing Officer

BRIERE, B

Date/Time Reviewed

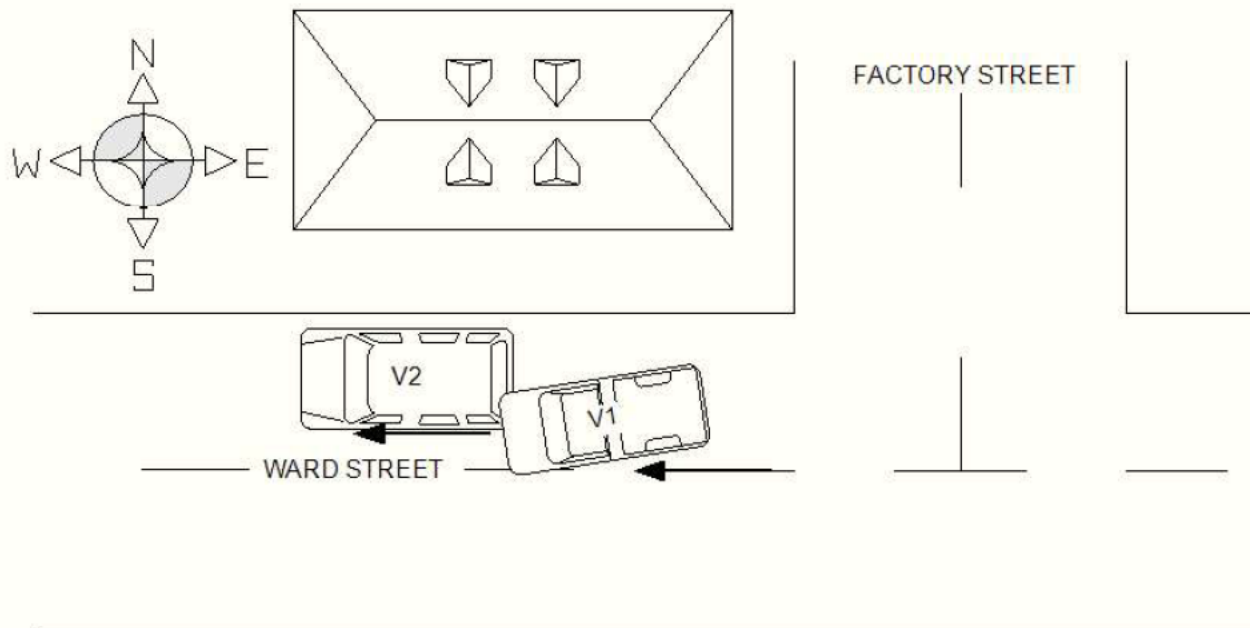
2021/09/27 15:21

USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
 Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

39034717

Local Codes

9KPDR1DM1VTV

☐ AMENDED REPORT

DMV COPY

Accident Date

Month
09Day
23Year
2021

Day of Week

THURSD

Military Time

1445

No. of
Vehicles
2No. Injured
2No. Killed
0Not Investigated at Scene ☐Left Scene ☐Police Photos
☐ Yes ☒ NoAccident Reconstructed ☐

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIANTicket/Arrest
Number(s)Ticket/Arrest
Number(s)Violation
Section(s)Violation
Section(s)

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

Check if involved vehicle is:

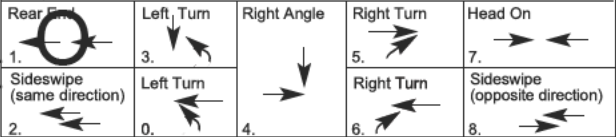
☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.



ACCIDENT DIAGRAM

DIAGRAM IS PRINTED ON LAST PAGE

Cost of repairs to any one vehicle will be more than \$1000.

☐ Unknown/Unable to Determine ☒ Yes ☐ No

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact 2 1 2

Box 2 - Most Damage

Enter up to three more Damage Codes 3 4 5

VEHICLE 2 DAMAGE CODES

Box 1 - Point of Impact 8 1 8

Box 2 - Most Damage

Enter up to three more Damage Codes 3 4 5

Vehicle By
Towed: To

Vehicle By VALKS
Towed: To VALKS

VEHICLE DAMAGE CODING:

1-13. SEE DIAGRAM ON RIGHT.

14. UNDERCARRIAGE 17. DEMOLISHED

15. TRAILER 18. NO DAMAGE

16. OVERTURNED 19. OTHER

Reference Marker

Coordinates (if available)

1 7 K

Latitude/Northing:

8 3 0 1

Longitude/Easting:

1 1 2 6

Place Where Accident Occurred:

County ORAN

☐ City ☐ Village ☒ Town of

MONTGOMERY, TOWN OF

Road on which accident occurred STATE ROUTE 17K

(Route Number or Street Name)

at 1) intersecting street WALNUT ST

(Route Number or Street Name)

or 2) Feet Miles

☐ N ☐ S
☐ E ☐ W of

(Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

On the above date, time, and location operator V2 was stopped on State Route 17k waiting to turn left onto Walnut street when V1 struck V2 in the rear. V2 was sent off the roadway. When the operator of V1 was interviewed he stated he was distracted by construction work in the near by area.

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	2	1	48	1	-	-	-						
B	02	1	2	1	18	2	6	14	6	9993		3516			
C	02	3	2	1	18	2	6	14	6	9993		3516			
D															
E															
F															

Officer's Rank and Signature PO

Print Name in Full GURSHARN SINGH

Badge/ID No. 47

NCIC No. 03574

Precinct/Post Troop/Zone 2F

Station/Beat/Sector 1

Reviewing Officer HANK, JOHN

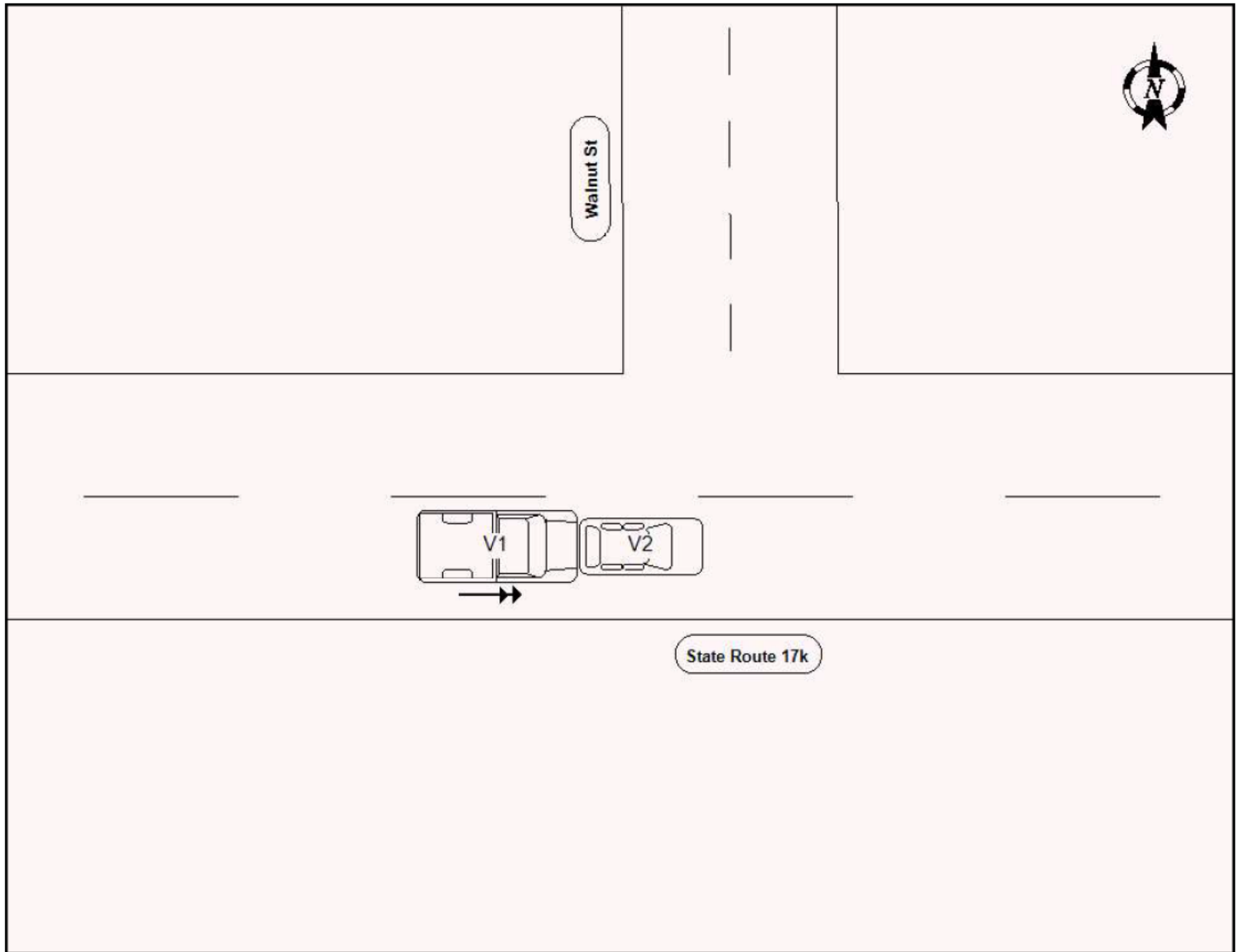
Date/Time Reviewed 2021/09/28 15:40

USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

39036826

Local Codes

9KPDR3DMMQQS

☐ AMENDED REPORT

DMV COPY

Accident Date

Month
09Day
10Year
2021

Day of Week

FRIDAY

Military Time

1406

No. of
Vehicles
2No. Injured
1No. Killed
0Not Investigated at Scene ☐Left Scene ☐Police Photos
☐ Yes ☒ NoAccident Reconstructed ☐

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIANTicket/Arrest
Number(s)Ticket/Arrest
Number(s)Violation
Section(s)Violation
Section(s)

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

Check if involved vehicle is:

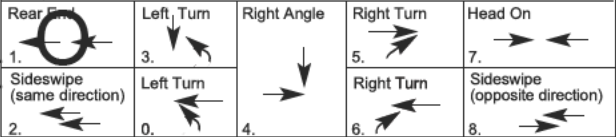
☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.



ACCIDENT DIAGRAM

DIAGRAM IS PRINTED ON LAST PAGE

Cost of repairs to any one vehicle will be more than \$1000.

☐ Unknown/Unable to Determine ☐ Yes ☒ No

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact 2 1 2 18

Box 2 - Most Damage

Enter up to three more Damage Codes 3 4 5

VEHICLE 2 DAMAGE CODES

Box 1 - Point of Impact 8 1 8 2

Box 2 - Most Damage

Enter up to three more Damage Codes 3 4 5

Vehicle By Towed: To

Vehicle By Towed: To

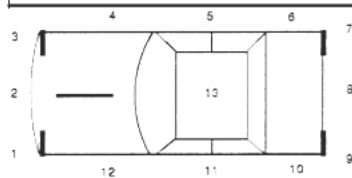
VEHICLE DAMAGE CODING:

1-13. SEE DIAGRAM ON RIGHT.

14. UNDERCARRIAGE 17. DEMOLISHED

15. TRAILER 18. NO DAMAGE

16. OVERTURNED 19. OTHER



Reference Marker

1 7

8 3 1 0

1 1 2 7

Coordinates (if available)

Latitude/Northing:

Longitude/Easting:

Place Where Accident Occurred:

County ORAN

City Village ☒ Town of MONTGOMERY, TOWN OF

Road on which accident occurred STATE RT 17K

(Route Number or Street Name)

at 1) intersecting street STATE RT 208

(Route Number or Street Name)

or 2) ☐ N ☐ S ☐ E ☐ W of (Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

Vehicle 2 stopped to make a right turn onto State Rt 208. Vehicle 1 proceeded to pull forward not seeing vehicle 2 had stopped. Vehicle 1 did strike vehicle 2 on the rear bumper. Operator of vehicle 1 complained of a headache and pain in her eyes. Subject was evaluated by mobil life subject declined transport to hospital.

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	36	1	-	-	-						
B	02	1	4	1	36	2	1	12	6						
C															
D															
E															
F															

Officer's Rank and Signature

PO

Print Name in Full

KEN MEMMELAAR

Badge/ID No.

17

NCIC No.

03574

Precinct/Post Troop/Zone

F2

Station/Beat/ Sector

Reviewing Officer

VANTASSEL, JON

Date/Time Reviewed

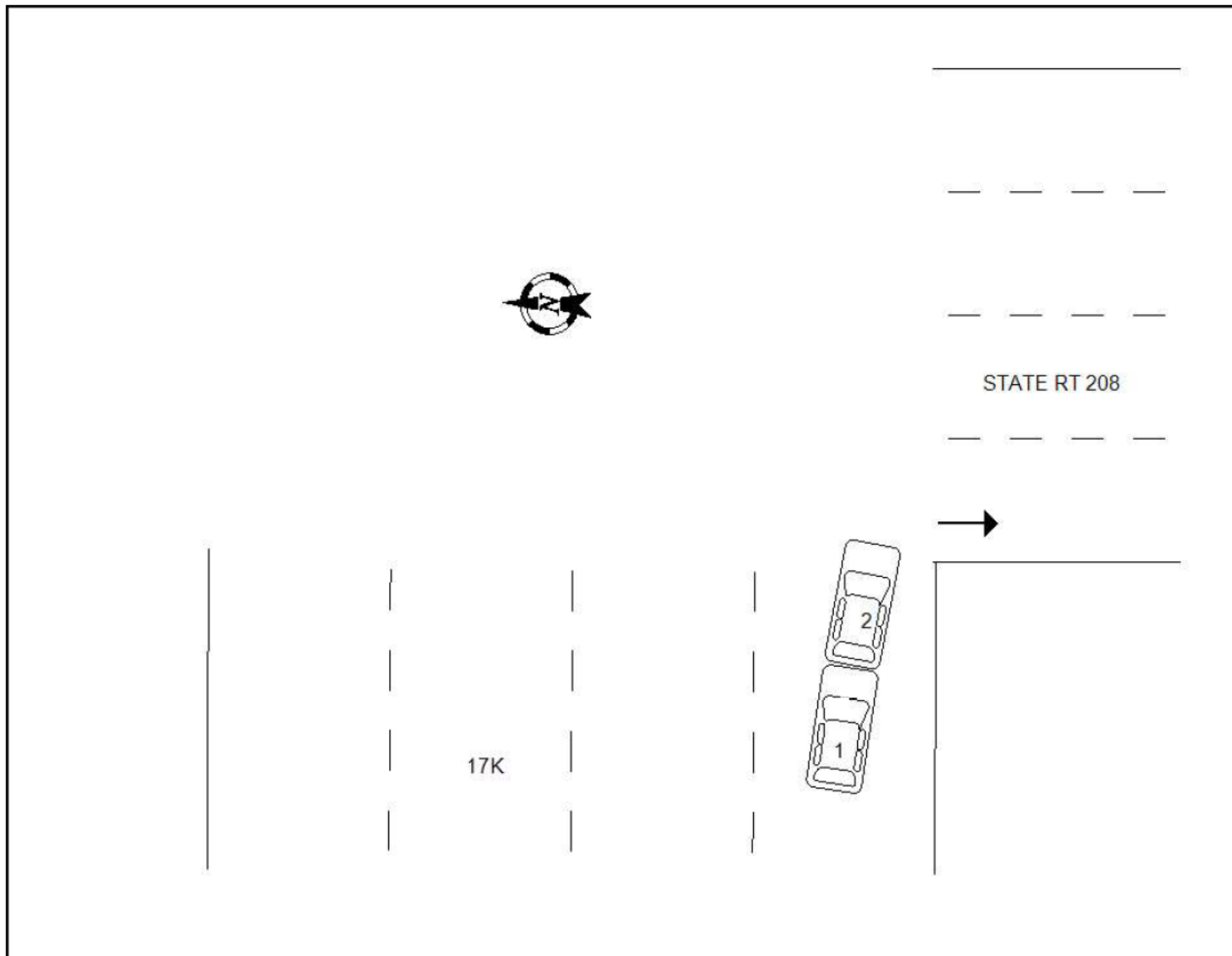
2021/09/29 09:39

USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

39036969

Local Codes

9KM261DLT7N4

☐ AMENDED REPORT

DMV COPY

1 -	Accident Date			Day of Week TUESDA	Military Time 1519	No. of Vehicles 2	No. Injured 0	No. Killed 0	Not Investigated at Scene <input type="checkbox"/>	Left Scene <input type="checkbox"/>	Police Photos <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
	Month 09	Day 21	Year 2021								
Accident Reconstructed <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>											

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIAN

2 -												
3 1												

4 1	Name—exactly as printed on registration westar tech service								Sex C	Date of Birth Month Day Year		
	Address (Include Number & Street) POB 988 446 NORTH ST								Apt. No.	Haz. Mat. Code -	Released <input type="checkbox"/>	
5 1	City or Town MIDDLETOWN								State NY	Zip Code 10940		
	Plate Number 12711MK				State of Reg. NY	Vehicle Year & Make 2017 FORD		Vehicle Type VAN	Ins. Code			

6 1	Ticket/Arrest Number(s)				Ticket/Arrest Number(s)			
	Violation Section(s)				Violation Section(s)			

7 1	Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.				Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.				Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.			
	VEHICLE 1 DAMAGE CODES Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes Vehicle Towed: By To				VEHICLE 2 DAMAGE CODES Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes Vehicle Towed: By To				ACCIDENT DIAGRAM 1. Rear End 2. Sideswipe (same direction) 3. Left Turn 4. Right Angle 5. Right Turn 6. Left Turn 7. Head On 8. Sideswipe (opposite direction)			

8 1	VEHICLE DAMAGE CODING: 1-13. SEE DIAGRAM ON RIGHT. 14. UNDERCARRIAGE 17. DEMOLISHED 15. TRAILER 18. NO DAMAGE 16. OVERTURNED 19. OTHER				DIAGRAM IS PRINTED ON LAST PAGE 9. Cost of repairs to any one vehicle will be more than \$1000. <input type="checkbox"/> Unknown/Unable to Determine <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
	Reference Marker 1 7 K 8 3 0 1 1 1 1 4				Coordinates (if available) Latitude/Northing: 565240 Longitude/Easting: 4597417			

Place Where Accident Occurred:							
County ORAN <input type="checkbox"/> City <input type="checkbox"/> Village <input checked="" type="checkbox"/> Town of MONTGOMERY, TOWN OF							
Road on which accident occurred STATE HIGHWAY 17K (Route Number or Street Name)							
at 1) intersecting street (Route Number or Street Name)							
or 2) 1559 <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input checked="" type="checkbox"/> W of Bailey Road (Milepost, Nearest intersecting Route Number or Street Name)							

Accident Description/Officer's Notes											
V1 was traveling Westbound on State Route 17K. V2 was stopped in traffic Westbound on 17K in front of Valley Central High School. V1 left the scene before I arrived but gave all of his information to the operator of V2. Operator of V2 stated V1 struck the rear bumper V2 while V2 was stopped in traffic.											

ALL INVOLVED	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved		Date of Death Only	
A	01	1	4	1	28	1	-	-	-								
B	02	1	4	1	31	1	-	-	-								
C	02	3	4	1	33	1	-	-	-								
D																	
E																	
F																	

Officer's Rank and Signature PO				Badge/ID No.	NCIC No.	Precinct/Post Troop/Zone	Station/Beat/Sector	Reviewing Officer	Date/Time Reviewed
Print Name in Full ANTONIO FAZIO				18	03574			VANTASSEL, JON	2021/09/29 09:41

USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



Not to Scale



State Route 17K

Valley Central High School

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

39039516

Local Codes

9KM259DMTVKS

☐ AMENDED REPORT

DMV COPY

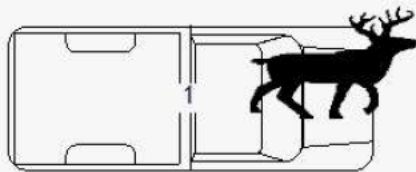
1	Accident Date			20
	Month 09	Day 30	Year 2021	
2	Day of Week THURSD			21
	Military Time 0630			
3	No. of Vehicles 1			22
	No. Injured 0			
4	No. Killed 0			23
	Not Investigated at Scene <input type="checkbox"/>			
5	Left Scene <input type="checkbox"/>			24
	Police Photos <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No			
6	Accident Reconstructed <input type="checkbox"/>			25
7	VEHICLE 1			26
	VEHICLE 2 <input type="checkbox"/> BICYCLIST <input type="checkbox"/> PEDESTRIAN <input type="checkbox"/> OTHER PEDESTRIAN			
8	VEHICLE 2 - Driver License ID Number			27
	State of Lic.			
9	Driver Name - exactly as printed on license			28
	Address (Include Number & Street)			
10	Apt. No.			29
	City or Town			
11	State			30
	Zip Code			
12	Date of Birth			31
	Sex			
13	Unlicensed <input type="checkbox"/>			32
	No. of Occupants			
14	Public Property Damaged <input type="checkbox"/>			33
	Name—exactly as printed on registration			
15	Sex			34
	Date of Birth			
16	Month			35
	Day			
17	Year			36
	Address (Include Number & Street)			
18	Apt. No.			37
	Haz. Mat. Code			
19	Released <input type="checkbox"/>			38
	City or Town			
20	State			39
	Zip Code			
21	Plate Number			40
	State of Reg.			
22	Vehicle Year & Make			41
	Vehicle Type			
23	Ins. Code			42
	Ticket/Arrest Number(s)			
24	Violation Section(s)			43
	Ticket/Arrest Number(s)			
25	Violation Section(s)			44
	Ticket/Arrest Number(s)			
26	Check if involved vehicle is:			45
	<input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.			
27	VEHICLE 1 DAMAGE CODES			46
	Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes			
28	VEHICLE 2 DAMAGE CODES			47
	Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes			
29	Vehicle Towed: By KENS TOWING To KENS TOWING			48
	Vehicle Towed: To			
30	VEHICLE DAMAGE CODING:			49
	1-13. SEE DIAGRAM ON RIGHT. 14. UNDERCARRIAGE 17. DEMOLISHED 15. TRAILER 18. NO DAMAGE 16. OVERTURNED 19. OTHER			
31	Reference Marker			50
	Coordinates (if available)			
32	Latitude/Northing:			51
	Longitude/Easting:			
33	Place Where Accident Occurred:			52
	County ORAN <input type="checkbox"/> City <input type="checkbox"/> Village <input checked="" type="checkbox"/> Town of MONTGOMERY, TOWN OF Road on which accident occurred STATE ROUTE 17K at 1) intersecting street _____ (Route Number or Street Name) or 2) 500 _____ <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W of Bailly Rd Feet Miles (Milepost, Nearest intersecting Route Number or Street Name)			
34	Accident Description/Officer's Notes			53
	Vehicle 1 was traveling East bound when a vehicle traveling west struck a deer. The deer when then thrown into vehicle 1's lane of travel and landed on the hood and windshield.			
35	Diagram is printed on last page			54
	Cost of repairs to any one vehicle will be more than \$1000. <input type="checkbox"/> Unknown/Unable to Determine <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
36	Diagram is printed on last page			55
	Cost of repairs to any one vehicle will be more than \$1000. <input type="checkbox"/> Unknown/Unable to Determine <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
37	Diagram is printed on last page			56
	Cost of repairs to any one vehicle will be more than \$1000. <input type="checkbox"/> Unknown/Unable to Determine <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
38	Diagram is printed on last page			57
	Cost of repairs to any one vehicle will be more than \$1000. <input type="checkbox"/> Unknown/Unable to Determine <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
39	Diagram is printed on last page			58
	Cost of repairs to any one vehicle will be more than \$1000. <input type="checkbox"/> Unknown/Unable to Determine <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
40	Diagram is printed on last page			59
	Cost of repairs to any one vehicle will be more than \$1000. <input type="checkbox"/> Unknown/Unable to Determine <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
41	Diagram is printed on last page			60
	Cost of repairs to any one vehicle will be more than \$1000. <input type="checkbox"/> Unknown/Unable to Determine <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
42	Diagram is printed on last page			61
	Cost of repairs to any one vehicle will be more than \$1000. <input type="checkbox"/> Unknown/Unable to Determine <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
43	Diagram is printed on last page			62
	Cost of repairs to any one vehicle will be more than \$1000. <input type="checkbox"/> Unknown/Unable to Determine <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
44	Diagram is printed on last page			63
	Cost of repairs to any one vehicle will be more than \$1000. <input type="checkbox"/> Unknown/Unable to Determine <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
45	Diagram is printed on last page			64
	Cost of repairs to any one vehicle will be more than \$1000. <input type="checkbox"/> Unknown/Unable to Determine <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
46	Diagram is printed on last page			65
	Cost of repairs to any one vehicle will be more than \$1000. <input type="checkbox"/> Unknown/Unable to Determine <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
47	Diagram is printed on last page			66
	Cost of repairs to any one vehicle will be more than \$1000. <input type="checkbox"/> Unknown/Unable to Determine <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
48	Diagram is printed on last page			67
	Cost of repairs to any one vehicle will be more than \$1000. <input type="checkbox"/> Unknown/Unable to Determine <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
49	Diagram is printed on last page			68
	Cost of repairs to any one vehicle will be more than \$1000. <input type="checkbox"/> Unknown/Unable to Determine <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
50	Diagram is printed on last page			69
	Cost of repairs to any one vehicle will be more than \$1000. <input type="checkbox"/> Unknown/Unable to Determine <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
51	Diagram is printed on last page			70
	Cost of repairs to any one vehicle will be more than \$1000. <input type="checkbox"/> Unknown/Unable to Determine <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
52	Diagram is printed on last page			71
	Cost of repairs to any one vehicle will be more than \$1000. <input type="checkbox"/> Unknown/Unable to Determine <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
53	Diagram is printed on last page			72
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54	Diagram is printed on last page			73
	Cost of repairs to any one vehicle will be more than \$1000. <input type="checkbox"/> Unknown/Unable to Determine <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
55	Diagram is printed on last page			74
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56	Diagram is printed on last page			75
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57	Diagram is printed on last page			76
	Cost of repairs to any one vehicle will be more than \$1000. <input type="checkbox"/> Unknown/Unable to Determine <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
58	Diagram is printed on last page			77
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59	Diagram is printed on last page			78
	Cost of repairs to any one vehicle will be more than \$1000. <input type="checkbox"/> Unknown/Unable to Determine <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
60	Diagram is printed on last page			79
	Cost of repairs to any one vehicle will be more than \$1000. <input type="checkbox"/> Unknown/Unable to Determine <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
61	Diagram is printed on last page			80
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62	Diagram is printed on last page			81
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63	Diagram is printed on last page			82
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64	Diagram is printed on last page			83
	Cost of repairs to any one vehicle will be more than \$1000. <input type="checkbox"/> Unknown/Unable to Determine <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
65	Diagram is printed on last page			84
	Cost of repairs to any one vehicle will be more than \$1000. <input type="checkbox"/> Unknown/Unable to Determine <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
66	Diagram is printed on last page			85
	Cost of repairs to any one vehicle will be more than \$1000. <input type="checkbox"/> Unknown/Unable to Determine <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
67	Diagram is printed on last page			86
	Cost of repairs to any one vehicle will be more than \$1000. <input type="checkbox"/> Unknown/Unable to Determine <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
68	Diagram is printed on last page			87
	Cost of repairs to any one vehicle will be more than \$1000. <input type="checkbox"/> Unknown/Unable to Determine <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
69	Diagram is printed on last page			88
	Cost of repairs to any one vehicle will be more than \$1000. <input type="checkbox"/> Unknown/Unable to Determine <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
70	Diagram is printed on last page			89
	Cost of repairs to any one vehicle will be more than \$1000. <input type="checkbox"/> Unknown/Unable to Determine <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
71	Diagram is printed on last page			90
	Cost of repairs to any one vehicle will be more than \$1000. <input type="checkbox"/> Unknown/Unable to Determine <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
72	Diagram is printed on last page			91
	Cost of repairs to any one vehicle will be more than \$1000. <input type="checkbox"/> Unknown/Unable to Determine <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
73	Diagram is printed on last page			92
	Cost of repairs to any one vehicle will be more than \$1000. <input type="checkbox"/> Unknown/Unable to Determine <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
74	Diagram is printed on last page			93
	Cost of repairs to any one vehicle will be more than \$1000. <input type="checkbox"/> Unknown/Unable to Determine <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
75	Diagram is printed on last page			94
	Cost of repairs to any one vehicle will be more than \$1000. <input type="checkbox"/> Unknown/Unable to Determine <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
76	Diagram is printed on last page			95
	Cost of repairs to any one vehicle will be more than \$1000. <input type="checkbox"/> Unknown/Unable to Determine <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
77	Diagram is printed on last page			96
	Cost of repairs to any one vehicle will be more than \$1000. <input type="checkbox"/> Unknown/Unable to Determine <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
78	Diagram is printed on last page			97
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79	Diagram is printed on last page			98
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80	Diagram is printed on last page			99
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81	Diagram is printed on last page			100
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82	Diagram is printed on last page			101
	Cost of repairs to any one vehicle will be more than \$1000. <input type="checkbox"/> Unknown/Unable to Determine <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
83	Diagram is printed on last page			102
	Cost of repairs to any one vehicle will be more than \$1000. <input type="checkbox"/> Unknown/Unable to Determine <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
84	Diagram is printed on last page			103
	Cost of repairs to any one vehicle will be more than \$1000. <input type="checkbox"/> Unknown/Unable to Determine <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
85	Diagram is printed on last page			104
	Cost of repairs to any one vehicle will be more than \$1000. <input type="checkbox"/> Unknown/Unable to Determine <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
86	Diagram is printed on last page			105
	Cost of repairs to any one vehicle will be more than \$1000. <input type="checkbox"/> Unknown/Unable to Determine <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
87	Diagram is printed on last page			106
	Cost of repairs to any one vehicle will be more than \$1000. <input type="checkbox"/> Unknown/Unable to Determine <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
88	Diagram is printed on last page			107
	Cost of repairs to any one vehicle will be more than \$1000. <input type="checkbox"/> Unknown/Unable to Determine <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
89	Diagram is printed on last page			108
	Cost of repairs to any one vehicle will be more than \$1000. <input type="checkbox"/> Unknown/Unable to Determine <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
90	Diagram is printed on last page			109
	Cost of repairs to any one vehicle will be more than \$1000. <input type="checkbox"/> Unknown/Unable to Determine <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
91	Diagram is printed on last page			110
	Cost of repairs to any one vehicle will be more than \$1000. <input type="checkbox"/> Unknown/Unable to Determine <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
92	Diagram is printed on last page			111
	Cost of repairs to any one vehicle will be more than \$1000. <input type="checkbox"/> Unknown/Unable to Determine <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
93	Diagram is printed on last page			112
	Cost of repairs to any one vehicle will be more than \$1000. <input type="checkbox"/> Unknown/Unable to Determine <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
94	Diagram is printed on last page			113
	Cost of repairs to any one vehicle will be more than \$1000. <input type="checkbox"/> Unknown/Unable to Determine <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
95	Diagram is printed on last page			114
	Cost of repairs to any one vehicle will be more than \$1000. <input type="checkbox"/> Unknown/Unable to Determine <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
96	Diagram is printed on last page			115
	Cost of repairs to any one vehicle will be more than \$1000. <input type="checkbox"/> Unknown/Unable to Determine <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
97	Diagram is printed on last page			116
	Cost of repairs to any one vehicle will be more than \$1000. <input type="checkbox"/> Unknown/Unable to Determine <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
98	Diagram is printed on last page			117
	Cost of repairs to any one vehicle will be more than \$1000. <input type="checkbox"/> Unknown/Unable to Determine <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
99	Diagram is printed on last page			

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



State Route 17K



9KM261DMX01G

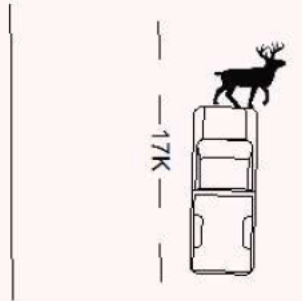
DMV COPY

N

ALL INVOLVED

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

39046314

Local Codes

9KC263DN7QJC

☐ AMENDED REPORT

DMV COPY

1 -	Accident Date			Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene <input type="checkbox"/>	Left Scene	Police Photos	20 7
	Month 10	Day 04	Year 2021	MONDA	2150	2	0	0	Accident Reconstructed <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIAN

2 -	21 -
22 -	
23 5	
24 7	

5 2	Ticket/Arrest Number(s) C263DN7Q1J	Ticket/Arrest Number(s)
	Violation Section(s) 1110A	Violation Section(s)

6 2	VEHICLE 1 DAMAGE CODES	VEHICLE 2 DAMAGE CODES	ACCIDANT DIAGRAM	25 3								
7 3	Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.	Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.	Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.	26 1								
	Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes	Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes	<table border="1"> <tr> <td>1. Rear End</td> <td>3. Left Turn</td> <td>Right Angle</td> <td>Right Turn</td> <td>Head On</td> </tr> <tr> <td>2. Sideswipe (same direction)</td> <td>0. Left Turn</td> <td>4. Right Turn</td> <td>6. Right Turn</td> <td>8. Sideswipe (opposite direction)</td> </tr> </table>		1. Rear End	3. Left Turn	Right Angle	Right Turn	Head On	2. Sideswipe (same direction)	0. Left Turn	4. Right Turn
1. Rear End	3. Left Turn	Right Angle	Right Turn	Head On								
2. Sideswipe (same direction)	0. Left Turn	4. Right Turn	6. Right Turn	8. Sideswipe (opposite direction)								

VEHICLE DAMAGE CODING:

1-13. SEE DIAGRAM ON RIGHT.

- | | |
|-------------------|----------------|
| 14. UNDERCARRIAGE | 17. DEMOLISHED |
| 15. TRAILER | 18. NO DAMAGE |
| 16. OVERTURNED | 19. OTHER |

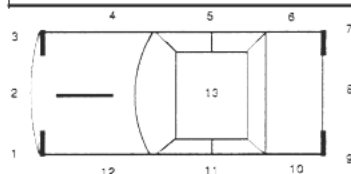


DIAGRAM IS PRINTED ON LAST PAGE

Cost of repairs to any one vehicle will be more than \$1000.

☐ Unknown/Unable to Determine ☒ Yes ☐ No

Reference Marker	Coordinates (if available)	Place Where Accident Occurred:
1 7 K	Latitude/Northing:	County ORAN <input type="checkbox"/> City <input type="checkbox"/> Village <input checked="" type="checkbox"/> Town of MONTGOMERY, TOWN OF
8 3 0 1	Longitude/Easting:	Road on which accident occurred STATE ROUTE 17K
1 1 1 8		at 1) intersecting street (Route Number or Street Name)
		or 2) 25 Feet Miles <input type="checkbox"/> N <input type="checkbox"/> S <input checked="" type="checkbox"/> E <input type="checkbox"/> W of middle school ln (Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

On the above date and time, vehicle one had a red light, vehicle two had a green light. Vehicle one disregarded the traffic light and continued through the light, in an attempt to make a left onto State Route 17K, when collided with vehicle two.

ALL INVOLVED	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	A	1	36	1	-	-	-						
B	02	1	A	1	56	1	-	-	-						
C															
D															
E															
F															

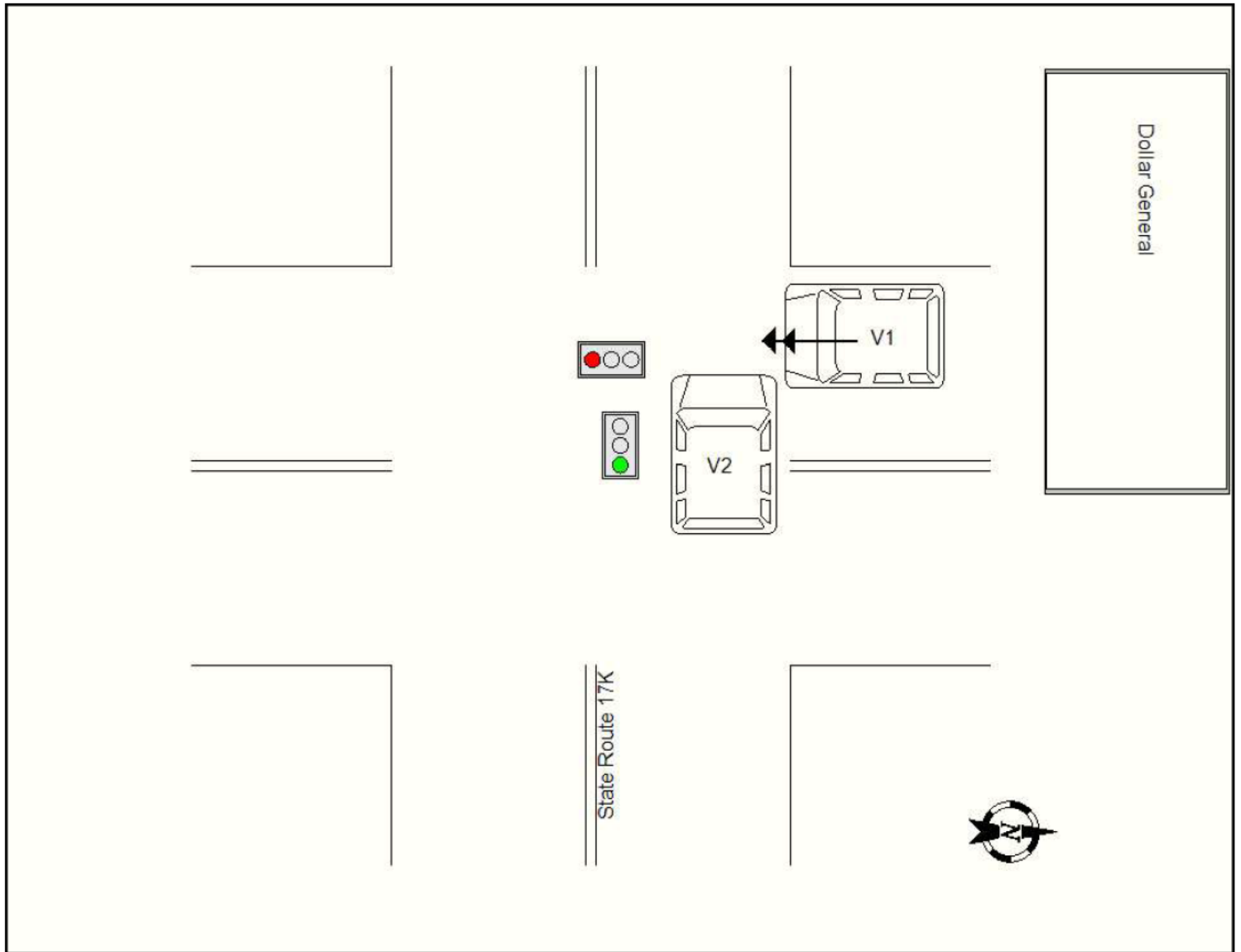
Officer's Rank and Signature PO Print Name in Full LINDSAY MCGANN	Badge/ID No. 34	NCIC No. 03574	Precinct/Post Troop/Zone F2	Station/Beat/Sector 1	Reviewing Officer QUINN, MICHAEL	Date/Time Reviewed 2021/10/06 06:49
--	--------------------	-------------------	--------------------------------	--------------------------	-------------------------------------	--

USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

39047131

Local Codes

9KC270DJVXBD

☐ AMENDED REPORT

DMV COPY

Accident Date

Month

Day

Year

09

03

2021

Day of Week

FRIDAY

Military Time

0950

No. of Vehicles

2

No. Injured

0

No. Killed

0

Not Investigated at Scene ☐Left Scene ☐

Police Photos

☐ Yes ☒ NoAccident Reconstructed ☐☐

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIAN

Ticket/Arrest

Number(s)

Ticket/Arrest

Number(s)

Violation

Section(s)

Violation

Section(s)

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact 2 1 2

Box 2 - Most Damage

Enter up to three more Damage Codes 3 4 5

Vehicle By Towed: To

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 2 DAMAGE CODES

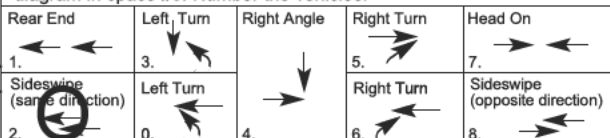
Box 1 - Point of Impact 5 1 4

Box 2 - Most Damage

Enter up to three more Damage Codes 3 4 5

Vehicle By Towed: To

Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.



ACCIDENT DIAGRAM

DIAGRAM IS PRINTED ON LAST PAGE

Cost of repairs to any one vehicle will be more than \$1000.

☐ Unknown/Unable to Determine ☒ Yes ☐ No

VEHICLE DAMAGE CODING:

1-13. SEE DIAGRAM ON RIGHT.

14. UNDERCARRIAGE 17. DEMOLISHED

15. TRAILER 18. NO DAMAGE

16. OVERTURNED 19. OTHER

Reference Marker

2 0 8

8 3 0 1

1 2 1 9

Coordinates (if available)

Latitude/Northing:

Longitude/Easting:

Place Where Accident Occurred:

County ORAN

☐ City☐ Village☒ Town

MONTGOMERY, TOWN OF

Road on which accident occurred ST RT 208

(Route Number or Street Name)

at 1) intersecting street

(Route Number or Street Name)

or 2) 30 N S E W of st rt 17k

(Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

On the above date and time V1 was exiting the Citgo gas station located at 17k/208. V2 had cleared the intersection and was driving in a South bound direction. V1 struck v2 as v1 entered the southbound lane

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	41	1	-	-	-						
B	02	1	4	1	55	1	-	-	-						
C	02	3	4	1	31	1	-	-	-						
D															
E															
F															

Officer's Rank and Signature

PO

Print Name in Full

KYLE REILLY

Badge/ID No.

52

NCIC No.

03574

Precinct/Post Troop/Zone

Station/Beat/Sector

Reviewing Officer

HANK, JOHN

Date/Time Reviewed

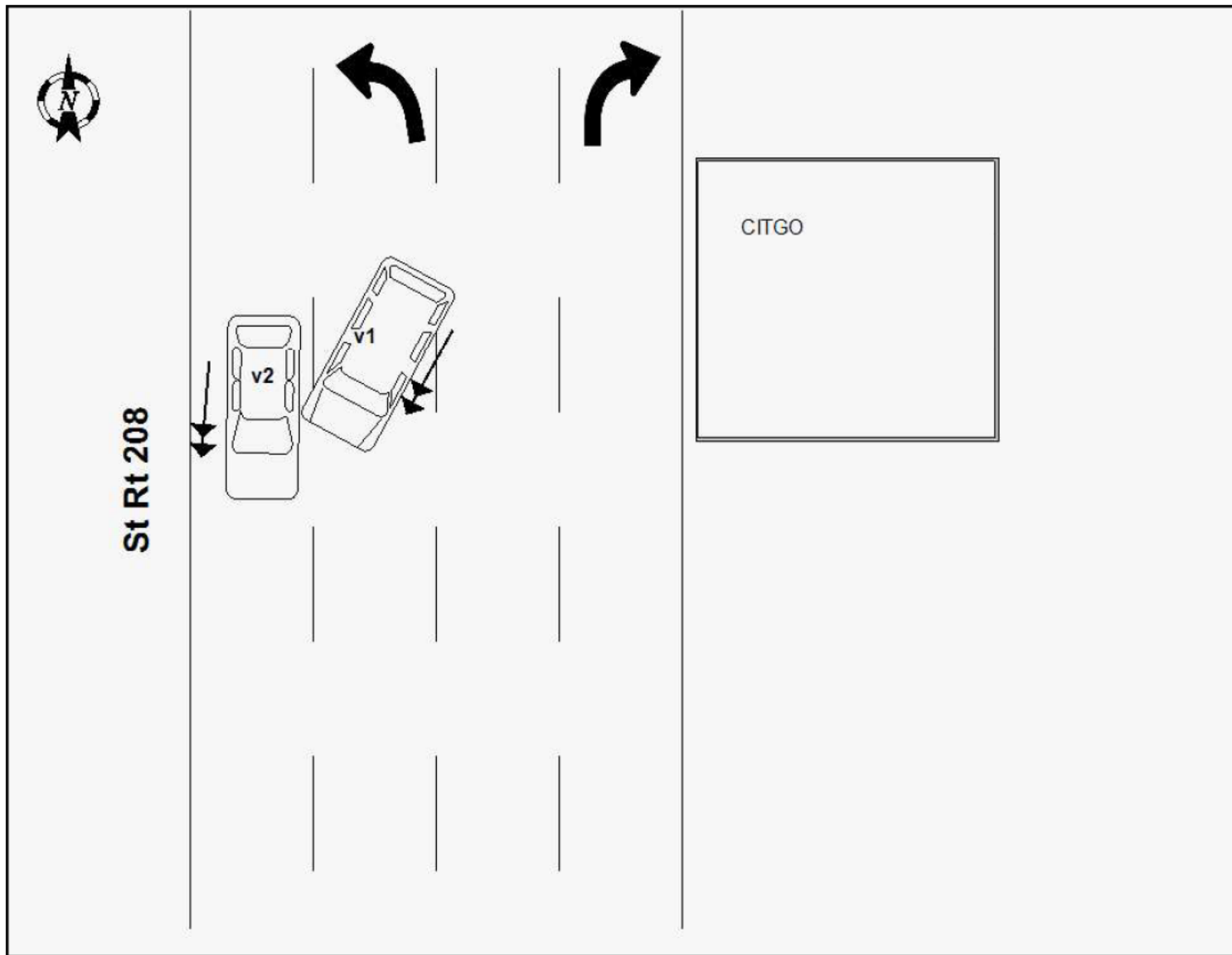
2021/10/07 09:00

USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

39047212

Local Codes

9KC270D7XSKV

☐ AMENDED REPORT

DMV COPY

Accident Date

Month
06Day
11Year
2021

Day of Week

FRIDAY

Military Time

1445

No. of Vehicles

3

No. Injured

0

No. Killed

0

Not Investigated at Scene ☐Accident Reconstructed ☐Left Scene ☐

Police Photos

☐ Yes ☒ No

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIANTicket/Arrest
Number(s)Violation
Section(s)Ticket/Arrest
Number(s)Violation
Section(s)

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact 2 1 2

Box 2 - Most Damage

Enter up to three more Damage Codes 3 4 5

Vehicle By
Towed: To

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 2 DAMAGE CODES

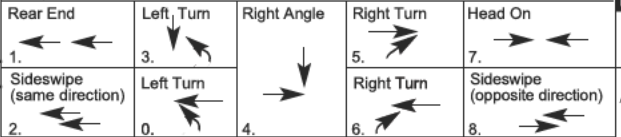
Box 1 - Point of Impact 8 1 8

Box 2 - Most Damage

Enter up to three more Damage Codes 3 4 5

Vehicle By
Towed: To

Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.



ACCIDENT DIAGRAM

DIAGRAM IS PRINTED ON LAST PAGE

Cost of repairs to any one vehicle will be more than \$1000.

☐ Unknown/Unable to Determine ☐ Yes ☒ No

Reference Marker

1 7 K

8 3 0 1

1 1 2 6

Coordinates (if available)

Latitude/Northing:

Longitude/Easting:

Place Where Accident Occurred:

County ORAN ☐ City ☐ Village ☒ Town of MONTGOMERY, TOWN OF

Road on which accident occurred NY ST 17K

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

or 2) 500 ☐ N ☐ S ☒ E ☐ W of walnut (Milepost, Nearest intersecting Route Number or Street Name)

Feet Miles

Accident Description/Officer's Notes

On June 11th, 2021 all vehicles involved were entering a heavy flow of on St Rt 17k. As v2 approached traffic and began to slow down, v2 struck v1 in the rear. Due to v1 not slowing down, v3 than struck v1 in the rear. v2 and v3 were evaluated by ems.

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	33	1	-	-	-						
B	02	1	4	1	45	2	-	-	-						
C															
D															
E															
F															

Officer's Rank and Signature

PO
Print Name in Full KYLE REILLY

Badge/ID No.

52

NCIC No.

03574

Precinct/Post Troop/Zone

Station/Beat/Sector

Reviewing Officer

HANK, JOHN

Date/Time Reviewed

2021/10/07 08:32

USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

39047212

Local Codes

9KC270D7XSKV

☐ AMENDED REPORT

DMV COPY

1	Accident Date		Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene <input type="checkbox"/>	Left Scene	Police Photos	20
	Month 06	Day 11	Year 2021	FRIDAY	1445	3	0	0	Accident Reconstructed <input type="checkbox"/>	<input type="checkbox"/>	
2	<div style="display: flex; justify-content: space-between;"> <div> VEHICLE 1 <div style="background-color: black; width: 100%; height: 150px;"></div> </div> <div> <input type="checkbox"/> VEHICLE 2 <input type="checkbox"/> BICYCLIST <input type="checkbox"/> PEDESTRIAN <input type="checkbox"/> OTHER PEDESTRIAN VEHICLE 2 - Driver License ID Number _____ State of Lic. _____ Driver Name - exactly as printed on license _____ Address (Include Number & Street) _____ Apt. No. _____ City or Town _____ State _____ Zip Code _____ Date of Birth _____ Sex _____ Unlicensed <input type="checkbox"/> No. of Occupants _____ Public Property Damaged <input type="checkbox"/> Month _____ Day _____ Year _____ Name—exactly as printed on registration _____ Sex _____ Date of Birth _____ Month _____ Day _____ Year _____ Address (Include Number & Street) _____ Apt. No. _____ Haz. Mat. Code _____ Released <input type="checkbox"/> City or Town _____ State _____ Zip Code _____ Plate Number _____ State of Reg. _____ Vehicle Year & Make _____ Vehicle Type _____ Ins. Code _____ </div> </div>										21
3											23
4											25
5											27
6											29
7											USE COVER SHEET

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact	1	2
Box 2 - Most Damage	8	8
Enter up to three more Damage Codes	3	4 5

Vehicle By Towed: To

VEHICLE 2 DAMAGE CODES

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

Vehicle By Towed: To

VEHICLE DAMAGE CODING:

1-13. SEE DIAGRAM ON RIGHT.

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

ACCIDENT DIAGRAM

DIAGRAM IS PRINTED ON LAST PAGE

Cost of repairs to any one vehicle will be more than \$1000.
☐ Unknown/Unable to Determine ☐ Yes ☒ No

Reference Marker

1	7	K
8	3	0 1
1	1	2 6

Coordinates (if available)

Latitude/Northing: _____

Longitude/Easting: _____

Place Where Accident Occurred:

County ORAN ☐ City ☐ Village ☒ Town of MONTGOMERY, TOWN OF

Road on which accident occurred NY ST 17K
(Route Number or Street Name)

at 1) intersecting street _____
(Route Number or Street Name)

or 2) 500 ☐ N ☐ S ☒ E ☐ W of walnut
Feet Miles (Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

ALL INVOLVED	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	03	1	4	1	50	2	-	-	-						
B	03	3	4	1	62	2	-	-	-						
C															
D															
E															
F															

Officer's Rank and Signature **PO**
Print Name in Full **KYLE REILLY**

Badge/ID No. **52**

NCIC No. **03574**

Precinct/Post Troop/Zone

Station/Beat/ Sector

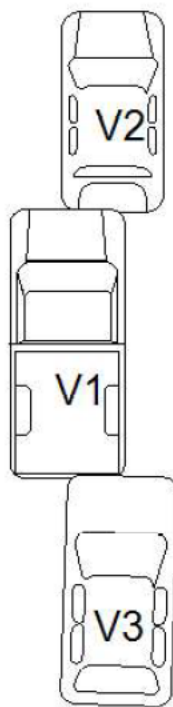
Reviewing Officer **HANK, JOHN**

Date/Time Reviewed **2021/10/07 08:32**

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM

St Rt 17k



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

39068223

Local Codes

9KPDR3DQ3G15

☐ AMENDED REPORT

DMV COPY

1 -	Accident Date			Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene <input type="checkbox"/>	Left Scene	Police Photos	20 4
	Month 10	Day 22	Year 2021	FRIDAY	0745	2	0	0	Accident Reconstructed <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIAN

2 -													21 -
3 7													22 -
4 1													23 3
5 1													24 3

5 1	Ticket/Arrest Number(s)						Ticket/Arrest Number(s)						25 1
6 1	Violation Section(s)						Violation Section(s)						26 1

7 2	VEHICLE 1 DAMAGE CODES	Check if involved vehicle is:			VEHICLE 2 DAMAGE CODES	Check if involved vehicle is:			Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.				27 1		
		<input type="checkbox"/> more than 95 inches wide;	<input type="checkbox"/> more than 34 feet long;	<input type="checkbox"/> operated with an overweight permit;		<input type="checkbox"/> operated with an overdimension permit.	<input type="checkbox"/> more than 95 inches wide;	<input type="checkbox"/> more than 34 feet long;	<input type="checkbox"/> operated with an overweight permit;	<input type="checkbox"/> operated with an overdimension permit.	<div> <div>1. Rear End</div> <div>2. Sideswipe (same direction)</div> <div>3. Left Turn</div> <div>4. Right Angle</div> <div>5. Right Turn</div> <div>6. Left Turn</div> <div>7. Head On</div> <div>8. Sideswipe (opposite direction)</div> </div>				
		Box 1 - Point of Impact	2	1		2	Box 1 - Point of Impact	8	1	8					
		Box 2 - Most Damage	3	4		5	Box 2 - Most Damage	3	4	5					

VEHICLE DAMAGE CODING:

1-13. SEE DIAGRAM ON RIGHT.

- | | |
|-------------------|----------------|
| 14. UNDERCARRIAGE | 17. DEMOLISHED |
| 15. TRAILER | 18. NO DAMAGE |
| 16. OVERTURNED | 19. OTHER |

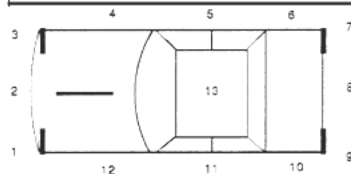


DIAGRAM IS PRINTED ON LAST PAGE

Cost of repairs to any one vehicle will be more than \$1000.

☐ Unknown/Unable to Determine ☒ Yes ☐ No

Reference Marker	Coordinates (if available)	Place Where Accident Occurred:	28 1
1 7 K	Latitude/Northing:	County <u>ORAN</u> <input type="checkbox"/> City <input type="checkbox"/> Village <input checked="" type="checkbox"/> Town of <u>MONTGOMERY, TOWN OF</u>	
8 3 0 1	Longitude/Easting:	Road on which accident occurred <u>STATE RTE 17K</u> (Route Number or Street Name)	
1 1 2 1		at 1) intersecting street _____ (Route Number or Street Name)	

Accident Description/Officer's Notes

On the above date, time and location the driver of vehicle #1 rear ended vehicle #2 while they stopped in traffic. Vehicle #2 slowed down due to a vehicle in front of her making a left hand turn onto Bailey Rd.

ALL INVOLVED	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
	A 01	1	4	1	25	2	-	-	-						
	B 02	1	4	1	58	2	-	-	-						
	C														
	D														
	E														

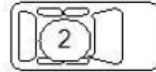
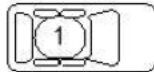
Officer's Rank and Signature Print Name in Full	PO KEN BYRNES	Badge/ID No.	24	NCIC No.	03574	Precinct/Post Troop/Zone	F2	Station/Beat/Sector	1	Reviewing Officer	VANTASSEL, JON	Date/Time Reviewed	2021/10/23 12:39
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USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

39075322

Local Codes

9KWK9DPD708

☐ AMENDED REPORT

DMV COPY

Accident Date

Month
10Day
15Year
2021

Day of Week

FRIDAY

Military Time

1550

No. of
Vehicles
2No. Injured
0No. Killed
0Not Investigated at Scene ☐Left Scene ☐Police Photos
☐ Yes ☒ NoAccident Reconstructed ☐

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIANTicket/Arrest
Number(s)Violation
Section(s)Ticket/Arrest
Number(s)Violation
Section(s)

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact 2 1 2

Box 2 - Most Damage

Enter up to three more Damage Codes 3 4 5

Vehicle By KENS

Towed: To KENS

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 2 DAMAGE CODES

Box 1 - Point of Impact 2 1 2

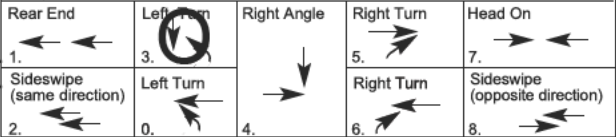
Box 2 - Most Damage

Enter up to three more Damage Codes 3 4 5

Vehicle By

Towed: To

Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.



ACCIDENT DIAGRAM

DIAGRAM IS PRINTED ON LAST PAGE

Cost of repairs to any one vehicle will be more than \$1000.

☐ Unknown/Unable to Determine ☒ Yes ☐ No

Reference Marker

2 0 8

8 3 0 1

1 2 1 9

Coordinates (if available)

Latitude/Northing:

Longitude/Easting:

Place Where Accident Occurred:

County ORAN

☐ City ☐ Village ☒ Town of MONTGOMERY, TOWN OF

Road on which accident occurred STATE HWY 208

(Route Number or Street Name)

at 1) intersecting street STATE HWY 17K

(Route Number or Street Name)

or 2)

☐ N ☐ S☐ E ☐ W of

Feet Miles

(Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

Oper #1 stated he was traveling State Hwy 208 S/B and stated he had a green light and the right of way and that Oper #2 made a left turn in front of him causing the accident. Oper #2 stated he was traveling State Hwy 208 N/B and was making a left onto State Hwy 17K W/B Stated he had the green light or left turn arrow. Stated he was watching a bus as he made his turn thus being struck by Oper #1. He thought he had the green light but didn't know if it might have changed red as he was watching the bus before making his left turn. Witness #1 stated she was traveling State Hwy 17K W/B and going to make left turn onto State Hwy 208 S/B and was stopped at red light. She stated she thought for sure that Oper #1 had the green light/right of way and

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	25	1	-	-	-						
B	02	1	4	1	65	1	-	-	-						
C															
D															
E															
F															

Officer's Rank and Signature INV

Print Name in Full BRIAN TURNER

Badge/ID No. 19

NCIC No. 03574

Precinct/Post Troop/Zone F2

Station/Beat/Sector 4

Reviewing Officer HANK, JOHN

Date/Time Reviewed 2021/10/26 08:52

USE COVER SHEET

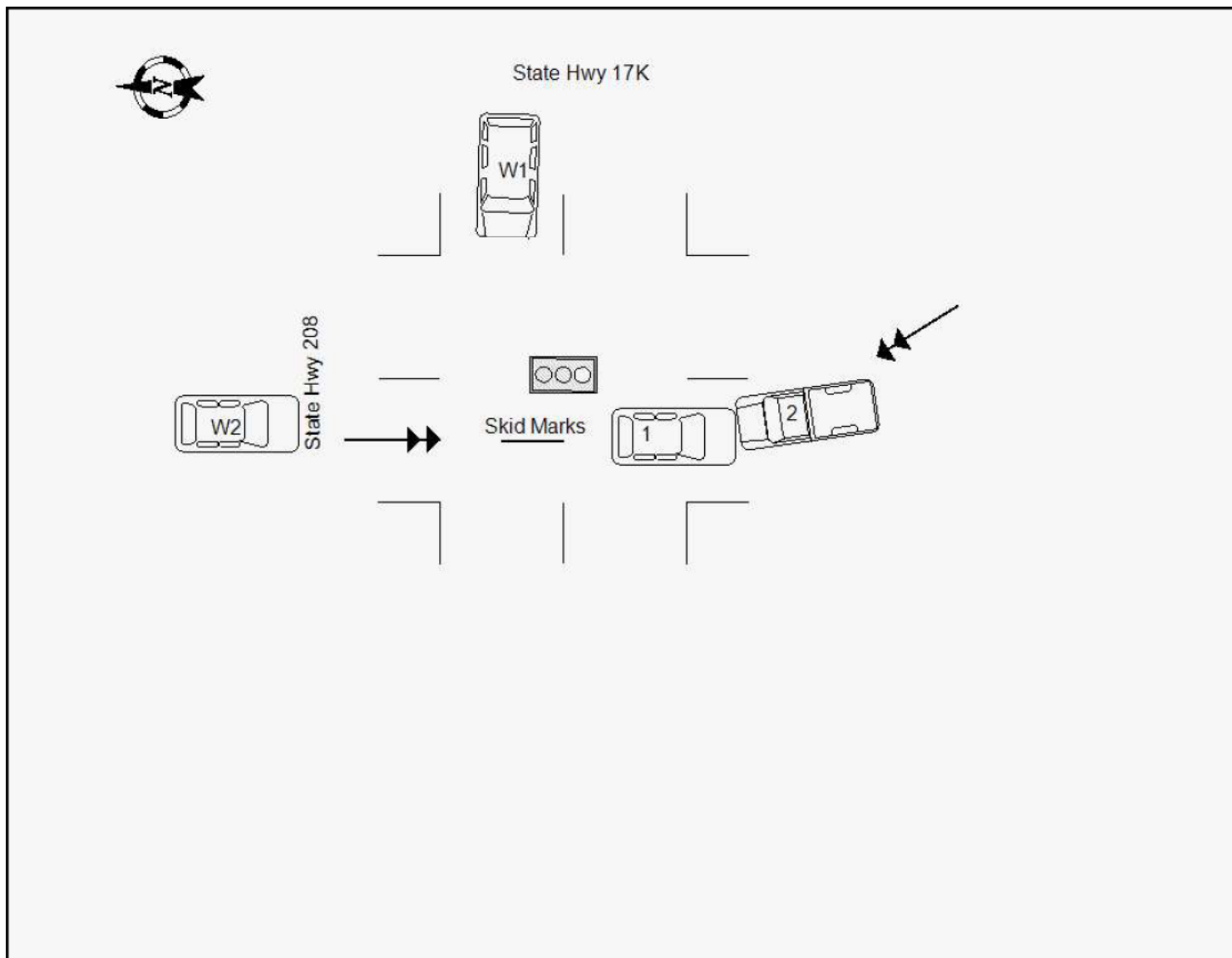
N

DMV COPY

ALL INVOLVED

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

39080201

Local Codes

9KC263DQV9W9

☐ AMENDED REPORT

DMV COPY

Accident Date

Month

Day

Year

Day of Week

Military Time

No. of Vehicles

No. Injured

No. Killed

Not Investigated at Scene ☐Left Scene ☐Police Photos ☐

10

29

2021

FRIDAY

1120

2

0

0

Accident Reconstructed ☐☐☐ Yes ☒ No

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIANTicket/Arrest
Number(s)Ticket/Arrest
Number(s)Violation
Section(s)Violation
Section(s)

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

Check if involved vehicle is:

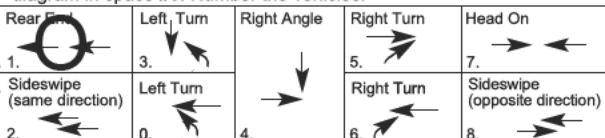
☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.



ACCIDENT DIAGRAM

DIAGRAM IS PRINTED ON LAST PAGE

Cost of repairs to any one vehicle will be more than \$1000.

☐ Unknown/Unable to Determine ☒ Yes ☐ No

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact

Box 2 - Most Damage

Enter up to three more Damage Codes

VEHICLE 2 DAMAGE CODES

Box 1 - Point of Impact

Box 2 - Most Damage

Enter up to three more Damage Codes

Vehicle By Towed: To

Vehicle By Towed: To

VEHICLE DAMAGE CODING:

1-13. SEE DIAGRAM ON RIGHT.

14. UNDERCARRIAGE 17. DEMOLISHED

15. TRAILER 18. NO DAMAGE

16. OVERTURNED 19. OTHER

Reference Marker

Coordinates (if available)

2 0 8

Latitude/Northing:

8 3 0 1

Longitude/Easting:

1 2 1 9

Longitude/Easting:

Place Where Accident Occurred:

County ORAN

City Village Town of MONTGOMERY, TOWN OF

Road on which accident occurred STATE ROUTE 208

(Route Number or Street Name)

at 1) intersecting street STATE ROUTE 17K

(Route Number or Street Name)

or 2) Feet Miles

☐ N ☐ S☐ E ☐ W of

(Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

V1 and V2 was stopped in traffic at a red light. The driver of V1 saw the left turn light turn green and thought all lights had turned green. The center lane that V1 and V2 were in remained a red light. V1 proceeded forward and V1 crashed into the rear of V2 causing damage to both vehicles.

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	31	1	-	-	-						
B	02	1	4	1	42	1	-	-	-						
C															
D															
E															
F															

Officer's Rank and Signature

PO

Print Name in Full

FRANK BASILE

Badge/ID No.

46

NCIC No.

03574

Precinct/Post Troop/Zone

F2

Station/Beat/Sector

3

Reviewing Officer

HANK, JOHN

Date/Time Reviewed

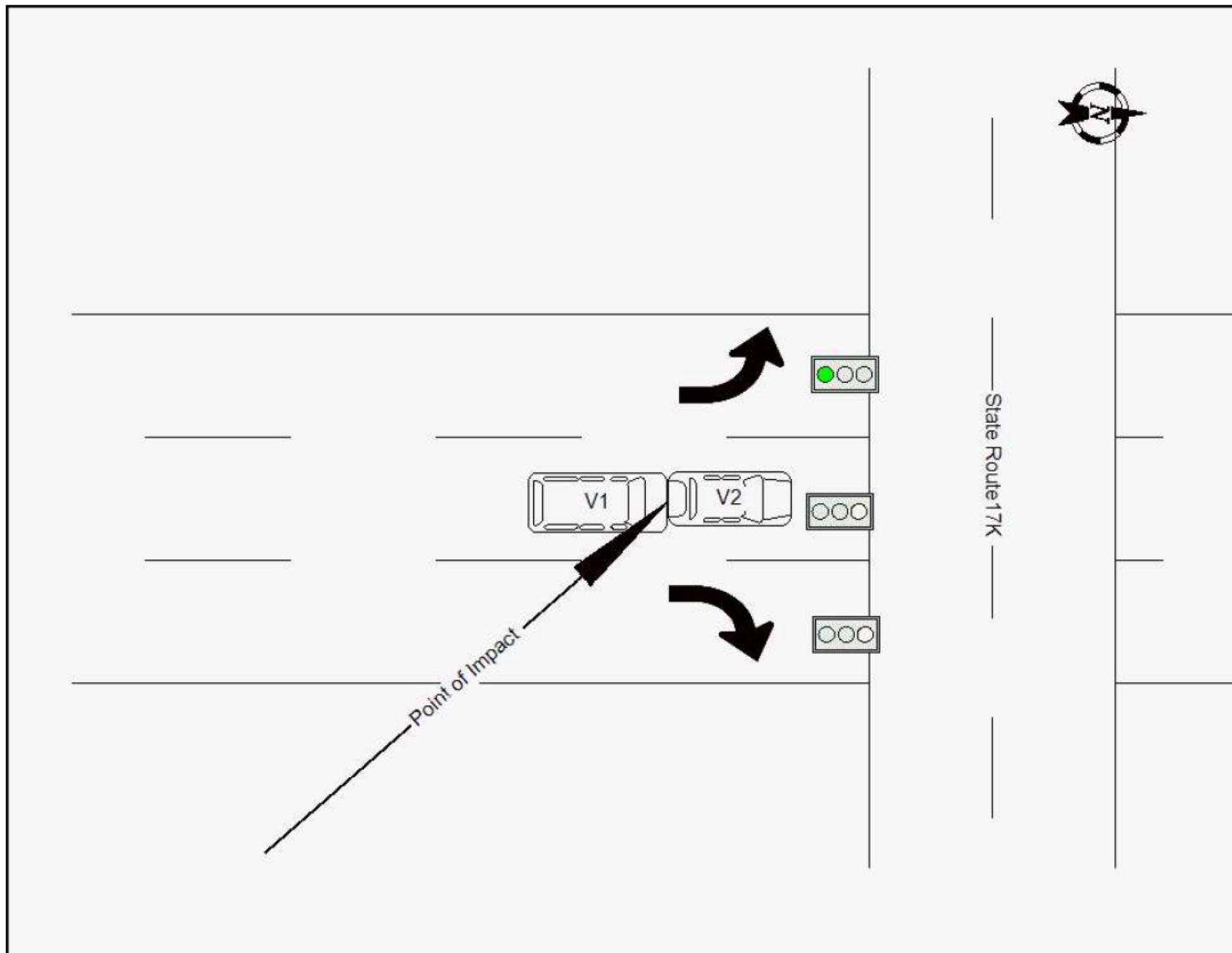
2021/10/29 17:05

USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

39134865

Local Codes

9KM260DVH3X8

☐ AMENDED REPORT

DMV COPY

1	Accident Date			Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene <input type="checkbox"/>	Left Scene <input type="checkbox"/>	Police Photos <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
	Month	Day	Year								
-	12	02	2021	THURSD	1125	2	1	0	Accident Reconstructed <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIAN

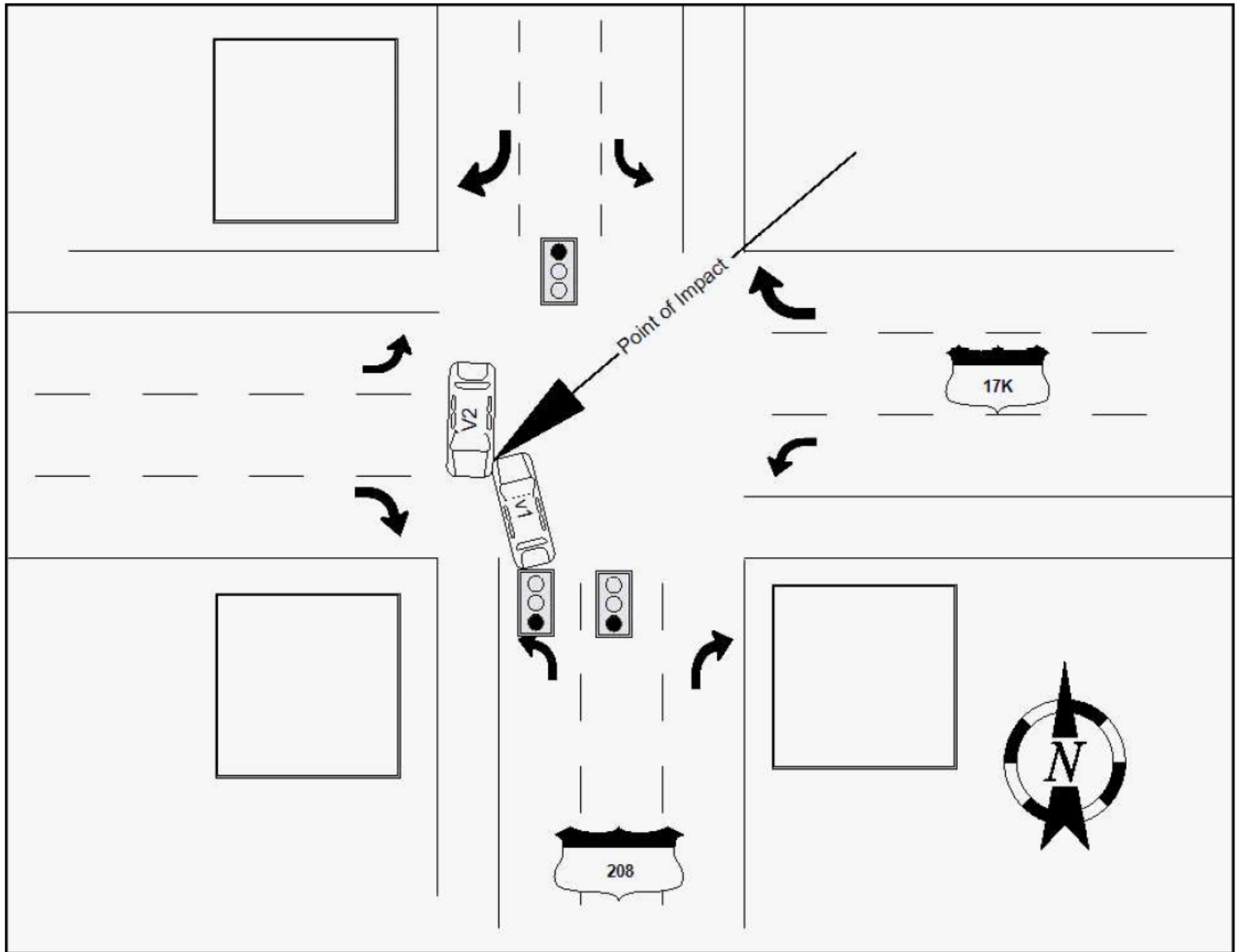
2												21
-												22
3												23
2												1
4												24
1												5

5	Ticket/Arrest Number(s) M260DVH4P6					Ticket/Arrest Number(s)					25
1	Violation Section(s) 1141					Violation Section(s)					3

6	VEHICLE 1 DAMAGE CODES	Check if involved vehicle is:			VEHICLE 2 DAMAGE CODES	Check if involved vehicle is:			Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.				26		
		<input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.	<input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.	1.		3.	5.	7.	26						
7	Box 1 - Point of Impact	1	2	Box 1 - Point of Impact	12	12	Box 2 - Most Damage	3	4	5	Box 2 - Most Damage	3	4	5	2
2	Enter up to three more Damage Codes	3	4	5	Enter up to three more Damage Codes	3	4	5	Sideswipe (same direction) 2.				1		
1	Vehicle Towed: By VALKS TOWING To VALKS TOWING				Vehicle Towed: By VALKS TOWING To VALKS TOWING				Left Turn 0.				27		
VEHICLE DAMAGE CODING: 1-13. SEE DIAGRAM ON RIGHT. 14. UNDERCARRIAGE 17. DEMOLISHED 15. TRAILER 18. NO DAMAGE 16. OVERTURNED 19. OTHER										Right Angle 4.				1	
3.										Right Turn 6.				28	
4.										Sideswipe (opposite direction) 8.				1	
5.										9.				29	
6.										10.				-	
7.										11.				30	
8.										12.				-	
9.										13.				USE COVER SHEET	
10.										14.				N	
11.										15.					
12.										16.					
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119.										123.					
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121.										125.					
122.										126.					
123.										127.					
124.										128.					
125.										129.					
126.										130.					
127.										131.					
128.										132.					

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

39149504

Local Codes

SP2F35DWL4BS

☐ AMENDED REPORT

DMV COPY

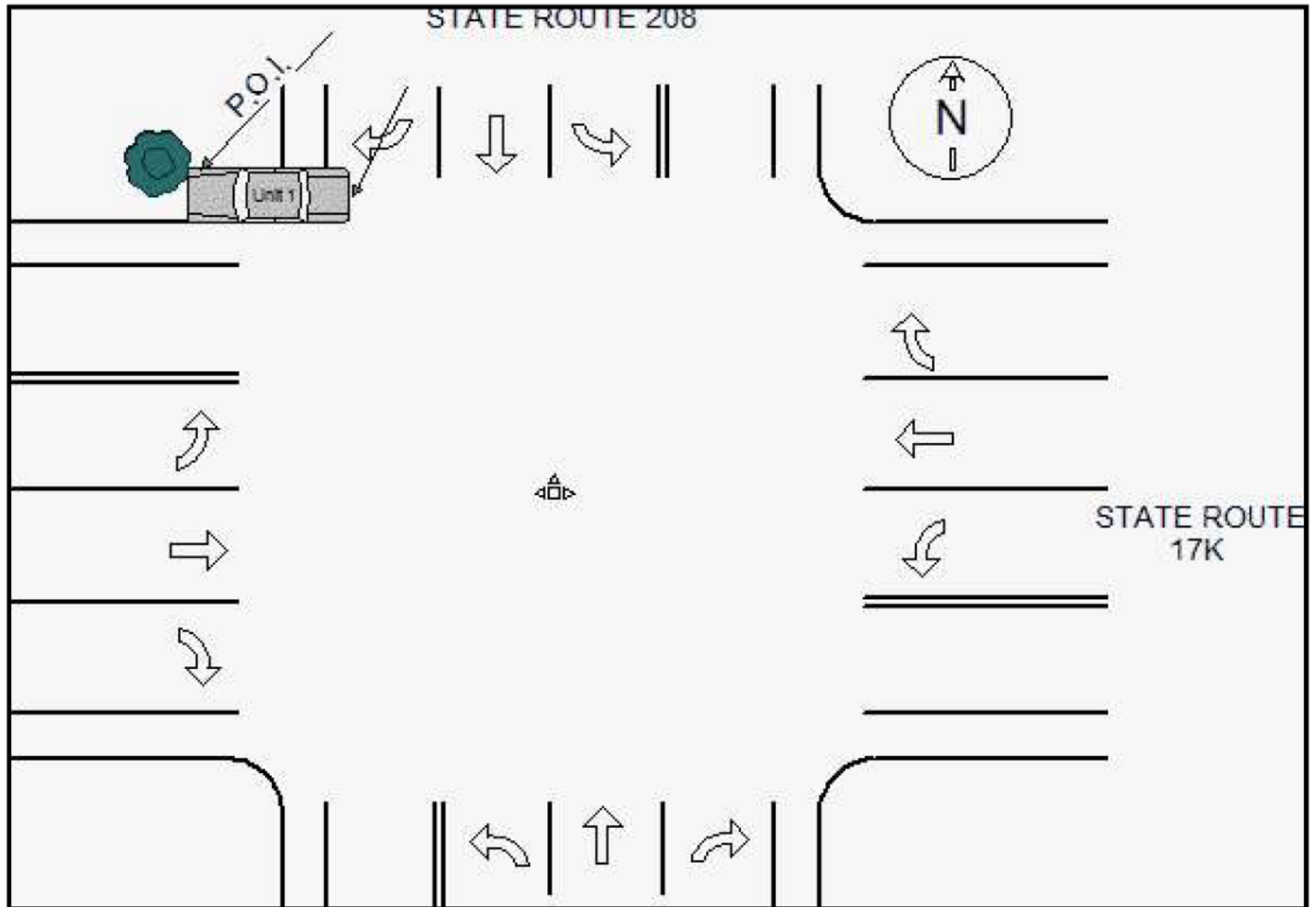
1	Accident Date			20
	Month 12	Day 12	Year 2021	
2	Day of Week SUNDAY			21
	Military Time 1855			
3	No. of Vehicles 1			22
	No. Injured 0			
4	No. Killed 0			23
	Not Investigated at Scene <input type="checkbox"/>			
5	Left Scene <input type="checkbox"/>			24
	Police Photos <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No			
6	Accident Reconstructed <input type="checkbox"/>			25
7	VEHICLE 1			26
	VEHICLE 2 <input type="checkbox"/> BICYCLIST <input type="checkbox"/> PEDESTRIAN <input type="checkbox"/> OTHER PEDESTRIAN <input type="checkbox"/>			
8	VEHICLE 2 - Driver License ID Number			27
	Driver Name - exactly as printed on license			
9	Address (Include Number & Street)			28
	Apt. No.			
10	City or Town			29
	State Zip Code			
11	Date of Birth			30
	Sex			
12	Unlicensed <input type="checkbox"/>			31
	No. of Occupants			
13	Public Property Damaged <input type="checkbox"/>			32
	Name—exactly as printed on registration			
14	Sex			33
	Date of Birth			
15	Month Day Year			34
	Address (Include Number & Street)			
16	Apt. No.			35
	Haz. Mat. Code			
17	City or Town			36
	State Zip Code			
18	Plate Number			37
	State of Reg. Vehicle Year & Make			
19	Vehicle Type			38
	Ins. Code			
20	Ticket/Arrest Number(s)			39
	Violation Section(s)			
21	Ticket/Arrest Number(s)			40
	Violation Section(s)			
22	Check if involved vehicle is:			41
	<input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.			
23	VEHICLE 1 DAMAGE CODES			42
	Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes Vehicle By KENS Towed To KENS			
24	VEHICLE 2 DAMAGE CODES			43
	Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes Vehicle By Towed To			
25	Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.			44
	Rear End Left Turn Right Angle Right Turn Head On Sideswipe (same direction) Left Turn Right Turn Sideswipe (opposite direction)			
26	ACCIDENT DIAGRAM			45
	9. Cost of repairs to any one vehicle will be more than \$1000. <input type="checkbox"/> Unknown/Unable to Determine <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
27	VEHICLE DAMAGE CODING:			46
	1-13. SEE DIAGRAM ON RIGHT. 14. UNDERCARRIAGE 17. DEMOLISHED 15. TRAILER 18. NO DAMAGE 16. OVERTURNED 19. OTHER			
28	Reference Marker			47
	Coordinates (if available)			
29	Place Where Accident Occurred:			48
	County ORAN <input type="checkbox"/> City <input type="checkbox"/> Village <input checked="" type="checkbox"/> Town of MONTGOMERY, TOWN OF Road on which accident occurred STATE HIGHWAY 17K at 1) intersecting street STATE ROUTE 208 or 2) _____ of _____ Feet Miles (Milepost, Nearest intersecting Route Number or Street Name)			
30	Accident Description/Officer's Notes			49
	VEHICLE 1 WAS SOUTHBOUND ON STATE ROUTE 208 AND MADE A RIGHT TURN AT A RED TRAFFIC SIGNAL ONTO STATE ROUTE 17K TO TRAVEL WESTBOUND. V1 OPERATOR STATED A NOT INVOLVED VEHICLE MADE A LEFT TURN FROM STATE ROUTE 208 NORTHBOUND ONTO STATE ROUTE 17K WESTBOUND AND AT THAT TIME SHE SWERVED RIGHT AND INTO A TREE TO AVOID THE COLLISION WITH SAID VEHICLE. THE DRIVER TO VEHICLE 1 STATED IT WAS POSSIBLE THE OTHER VEHICLE HAD A GREEN ARROW TO MAKE THE LEFT TURN FROM STATE ROUTE 208 ONTO STATE ROUTE 17K WESTBOUND.			
31	ALL INVOLVED			50
	8 9 10 11 12 13 14 15 16 17 BY TO 18 Names of all involved Date of Death Only			
32	Officer's Rank and Signature			51
	Print Name in Full LUKE FREMGEN Badge/ID No. 2464 NCIC No. 13503 Precinct/Post Troop/Zone F2 Station/Beat/Sector 31 Reviewing Officer WARD, JAMES Date/Time Reviewed 2021/12/15 01:19			

USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

39157296

Local Codes

9KC270DX464Z

☐ AMENDED REPORT

DMV COPY

1 -	Accident Date			Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene <input type="checkbox"/>	Left Scene	Police Photos
	Month 12	Day 17	Year 2021	FRIDAY	1925	2	0	0	Accident Reconstructed <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIAN

2 -												21 -
3 2												22 -
4 4												23 5
5 1												24 5

5 1	Ticket/Arrest Number(s)					Ticket/Arrest Number(s)					25 2
	Violation Section(s)					Violation Section(s)					

6 1	VEHICLE 1 DAMAGE CODES	Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.	Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes	1	2	VEHICLE 2 DAMAGE CODES Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes	1	2	Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles. Rear End Left Turn Right Angle Right Turn Head On Sideswipe (same direction) Left Turn Right Turn Sideswipe (opposite direction)	26 3
				3	4		5	3		4

VEHICLE DAMAGE CODING:

1-13. SEE DIAGRAM ON RIGHT.

- | | |
|-------------------|----------------|
| 14. UNDERCARRIAGE | 17. DEMOLISHED |
| 15. TRAILER | 18. NO DAMAGE |
| 16. OVERTURNED | 19. OTHER |

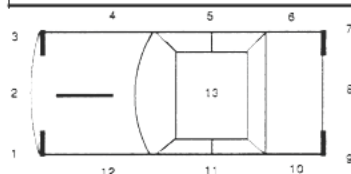


DIAGRAM IS PRINTED ON LAST PAGE

Cost of repairs to any one vehicle will be more than \$1000.

☐ Unknown/Unable to Determine ☒ Yes ☐ No

Reference Marker	Coordinates (if available)	Place Where Accident Occurred:
2 0 8	Latitude/Northing:	County <u>ORAN</u> <input type="checkbox"/> City <input type="checkbox"/> Village <input checked="" type="checkbox"/> Town of <u>MONTGOMERY, TOWN OF</u>
8 3 0 1	Longitude/Easting:	Road on which accident occurred <u>STATE ROUTE 208</u> (Route Number or Street Name)
1 2 1 9		at 1) intersecting street <u>STATE ROUTE 17K</u> (Route Number or Street Name)
		or 2) <u> </u> <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W of <u> </u> (Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

Vehicle 2 had a green arrow and was turning left onto sr 208 from 17k. Halfway through the turn she was struck in the passenger side by vehicle 1 which caused damage. Driver of vehicle 1 states he stopped at the red light and looked to make sure there were no vehicles coming from the north as he made a right turn but was unaware of vehicle 2 making the left from the east.

ALL INVOLVED	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
	A 01	1	4	1	57	1	-	-	-						
	B 02	1	4	1	64	2	-	-	-						
	C														
	D														
	E														
F															

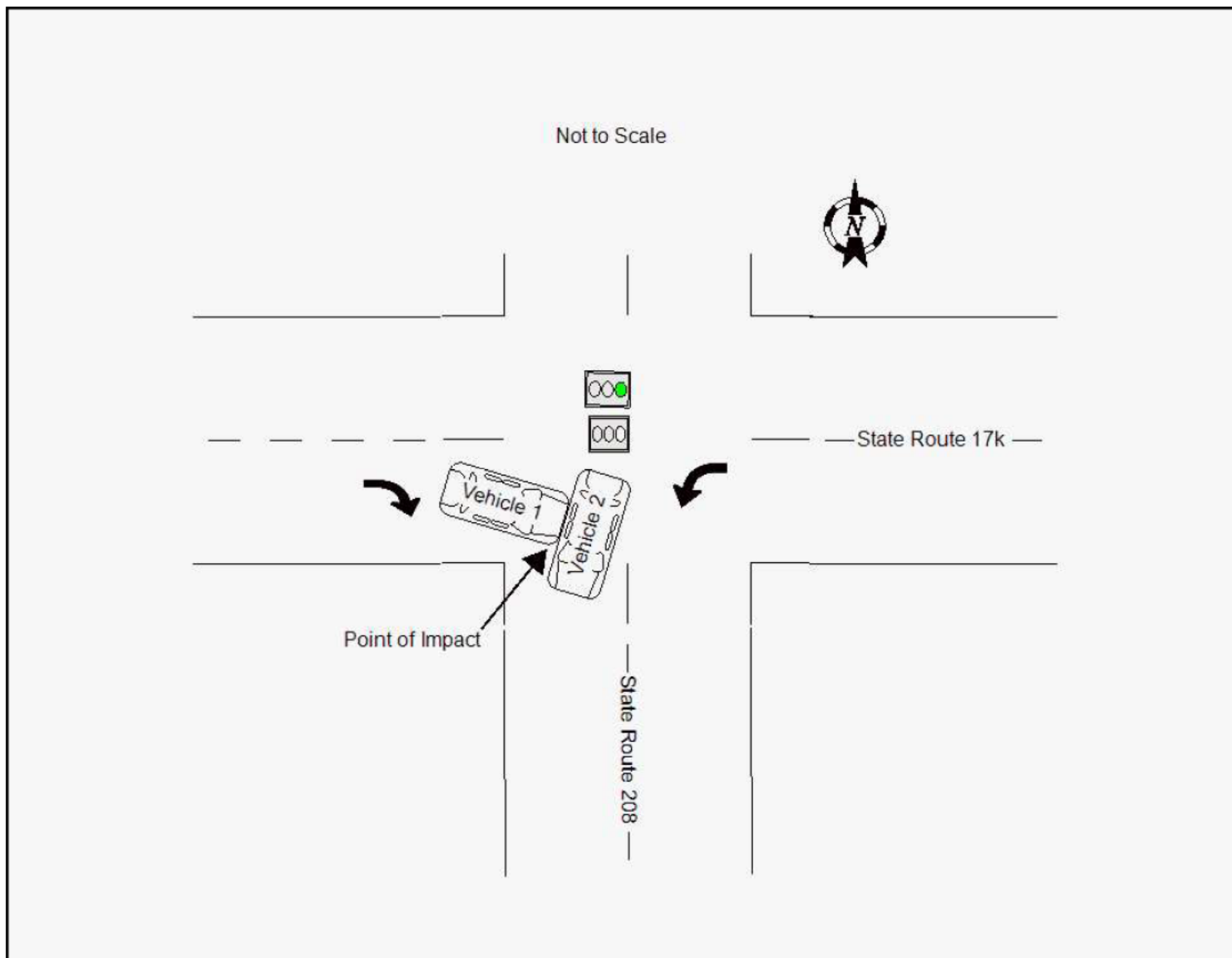
Officer's Rank and Signature	Badge/ID No.	NCIC No.	Precinct/Post Troop/Zone	Station/Beat/Sector	Reviewing Officer	Date/Time Reviewed
Print Name in Full <u>JOSEPH WHITE</u>	<u>54</u>	<u>03574</u>	<u>F2</u>	<u>3</u>	<u>VANTASSEL, JON</u>	<u>2021/12/19 08:56</u>

USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

39175871

Local Codes

0268DXHJ18

☐ AMENDED REPORT

DMV COPY

Accident Date

Month
12Day
21Year
2021

Day of Week

TUESDA

Military Time

0815

No. of
Vehicles
2No. Injured
0No. Killed
0Not Investigated at Scene ☐Left Scene ☐Police Photos
☐ Yes ☒ NoAccident Reconstructed ☐

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIANTicket/Arrest
Number(s)Ticket/Arrest
Number(s)Violation
Section(s)Violation
Section(s)

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

Check if involved vehicle is:

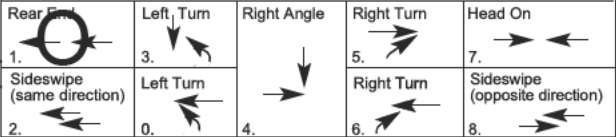
☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.



ACCIDENT DIAGRAM

Cost of repairs to any one vehicle will be more than \$1000.

☐ Unknown/Unable to Determine ☒ Yes ☐ No

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact 1 1

Box 2 - Most Damage 1 1

Enter up to three more Damage Codes 3 4 5

VEHICLE 2 DAMAGE CODES

Box 1 - Point of Impact 9 1 9 2

Box 2 - Most Damage 3 4 5

Enter up to three more Damage Codes 3 4 5

Vehicle By Towed: To

Vehicle By Towed: To

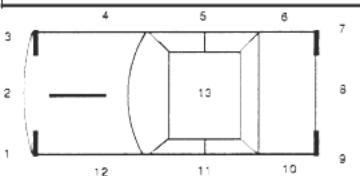
VEHICLE DAMAGE CODING:

1-13. SEE DIAGRAM ON RIGHT.

14. UNDERCARRIAGE 17. DEMOLISHED

15. TRAILER 18. NO DAMAGE

16. OVERTURNED 19. OTHER



Reference Marker

1 7 M

8 3 0 1

1 1 2 7

Coordinates (if available)

Latitude/Northing:

Longitude/Easting:

Place Where Accident Occurred:

County ORAN

☐ City ☐ Village ☒ Town of

MONTGOMERY, TOWN OF

Road on which accident occurred ST RT 17K

(Route Number or Street Name)

at 1) intersecting street

(Route Number or Street Name)

or 2) 100 ☐ N ☐ S ☒ E ☐ W of st rt 208

(Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

On the above date and time V2 was stopped in traffic for a school bus that had its emergency lights activated. V1 traveling in an eastern direction, struck V2 in the rear. V1 sustained damage to the front driver side and V2 sustained damage to the rear of the vehicle.

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	42	1	-	-	-						
B	02	1	4	1	48	2	-	-	-						
C															
D															
E															
F															

Officer's Rank and Signature

Print Name in Full KYLE REILLY

Badge/ID No.

52

NCIC No.

03574

Precinct/Post Troop/Zone

Station/Beat/Sector

Reviewing Officer

VANTASSEL, JON

Date/Time Reviewed

2021/12/28 09:34

USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

39175876

Local Codes

0268DWB54Z

☐ AMENDED REPORT

DMV COPY

Accident Date			Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene <input type="checkbox"/>	Left Scene	Police Photos
Month	Day	Year						Accident Reconstructed <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
12	10	2021	FRIDAY	0700	3	0	0			

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIANTicket/Arrest
Number(s)Ticket/Arrest
Number(s)Violation
Section(s)Violation
Section(s)

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.

Rear End	Left Turn	Right Angle	Right Turn	Head On
1.	3.		5.	7.
Sideswipe (same direction)	Left Turn		Right Turn	Sideswipe (opposite direction)
2.	0.	4.	6.	8.

ACCIDENT DIAGRAM

DIAGRAM IS PRINTED ON LAST PAGE

Cost of repairs to any one vehicle will be more than \$1000.

☐ Unknown/Unable to Determine ☒ Yes ☐ No

VEHICLE 1 DAMAGE CODES

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

Vehicle By QUALITY

Towed: To QUALITY

VEHICLE 2 DAMAGE CODES

Box 1 - Point of Impact	12	2
Box 2 - Most Damage	12	12
Enter up to three more Damage Codes	3	4 5

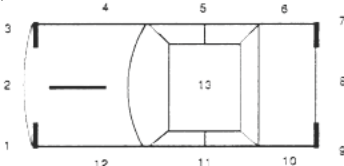
Vehicle By QUALITY

Towed: To QUALITY

VEHICLE DAMAGE CODING:

1-13. SEE DIAGRAM ON RIGHT.

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



Reference Marker

Coordinates (if available)

Latitude/Northing:

Longitude/Easting:

2 0 8

8 3 0 1

1 1 2 7

Place Where Accident Occurred:

County ORAN ☐ City ☐ Village ☒ Town of MONTGOMERY, TOWN OF

Road on which accident occurred ST RT 208

(Route Number or Street Name)

at 1) intersecting street ST RT 17K

(Route Number or Street Name)

or 2) ☐ N ☐ S ☐ E ☐ W of _____

Feet Miles (Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

On December 10th, 2021 at approximately 0700 hrs V1 attempted to exit an unmarked street onto St Rt 208 South. While entering traffic V3 used his horn to notify V1 that V2 was coming into the lane she was trying to enter. V3 was stopped in traffic. V1 stopped and then continued on, side swiping V2 as V2 drove in a southern direction. V2 continued forward and propelled V1 into V3.

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	30	2	-	-	-						
B	02	1	4	1	32	1	-	-	-						
C															
D															
E															
F															

Officer's Rank and Signature	PO	Badge/ID No.	52	NCIC No.	03574	Precinct/Post Troop/Zone	Station/Beat/ Sector	Reviewing Officer	VANTASSEL, JON	Date/Time Reviewed	2021/12/28 09:24
Print Name in Full	KYLE REILLY										

USE
COVER
SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

39175876

Local Codes

0268DWB54Z

☐ AMENDED REPORT

DMV COPY

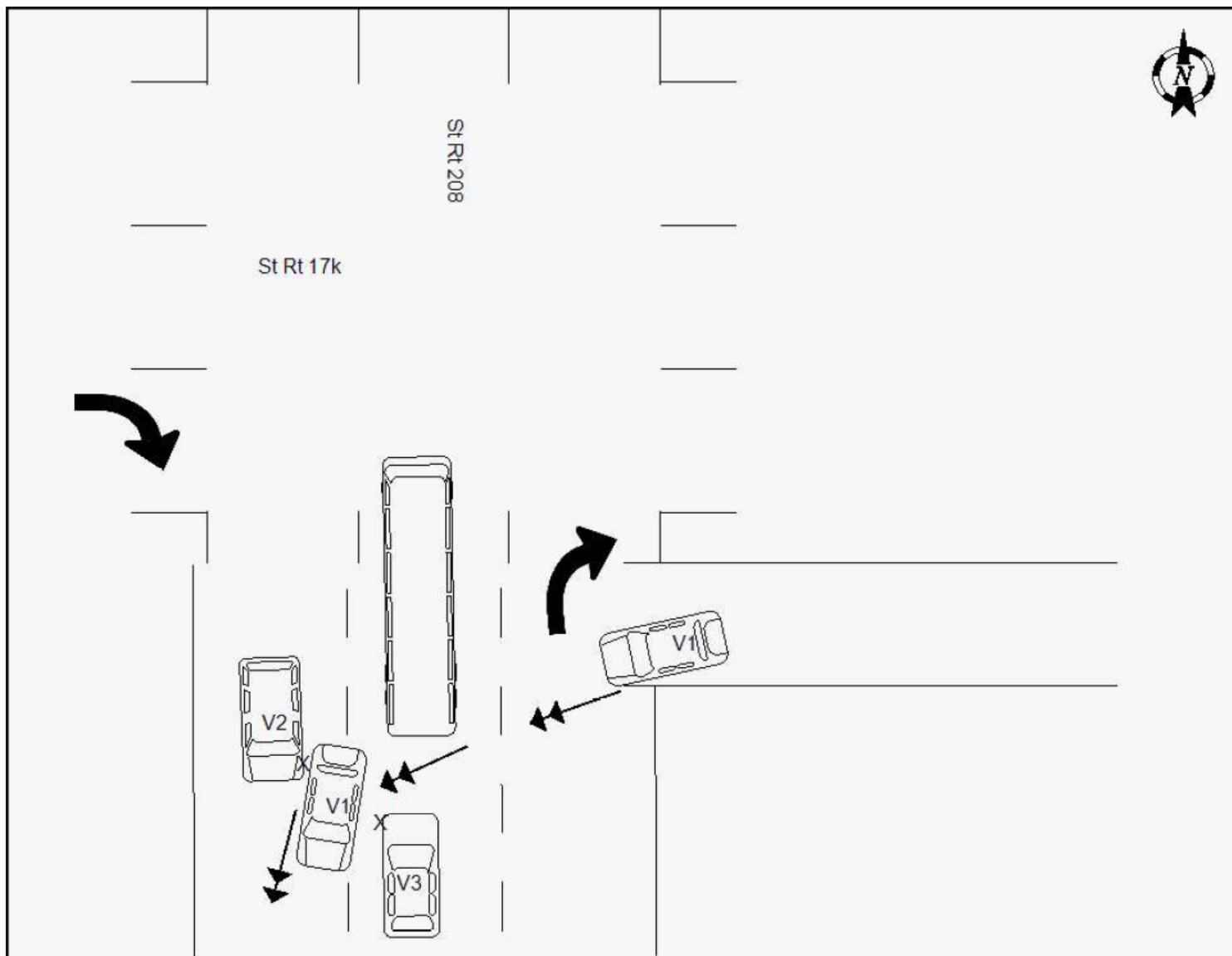
1	Accident Date			Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene <input type="checkbox"/>	Left Scene	Police Photos	20																																																																																																											
	Month 12	Day 10	Year 2021	FRIDAY	0700	3	0	0	Accident Reconstructed <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No																																																																																																												
2	VEHICLE 1						<input type="checkbox"/> VEHICLE 2 <input type="checkbox"/> BICYCLIST <input type="checkbox"/> PEDESTRIAN <input type="checkbox"/> OTHER PEDESTRIAN						21																																																																																																										
							VEHICLE 2 - Driver License ID Number _____ State of Lic. _____ Driver Name - exactly as printed on license _____ Address (Include Number & Street) _____ Apt. No. _____ City or Town _____ State _____ Zip Code _____							22																																																																																																									
3							Date of Birth _____ Sex _____ Unlicensed <input type="checkbox"/> No. of Occupants _____ Public Property Damaged <input type="checkbox"/> Name—exactly as printed on registration _____ Sex _____ Date of Birth _____ Month _____ Day _____ Year _____ Address (Include Number & Street) _____ Apt. No. _____ Haz. Mat. Code _____ Released <input type="checkbox"/> City or Town _____ State _____ Zip Code _____						23																																																																																																										
							Plate Number _____ State of Reg. _____ Vehicle Year & Make _____ Vehicle Type _____ Ins. Code _____							24																																																																																																									
4							Ticket/Arrest Number(s) _____ Ticket/Arrest Number(s) _____ Violation Section(s) _____ Violation Section(s) _____						25																																																																																																										
							Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.							26																																																																																																									
5							Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.						27																																																																																																										
							Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.							28																																																																																																									
6	VEHICLE 1 DAMAGE CODES Box 1 - Point of Impact _____ 1 2 Box 2 - Most Damage _____ Enter up to three more Damage Codes _____ 3 4 5 Vehicle By Towed: _____ To _____						VEHICLE 2 DAMAGE CODES Box 1 - Point of Impact _____ 1 2 Box 2 - Most Damage _____ Enter up to three more Damage Codes _____ 3 4 5 Vehicle By Towed: _____ To _____						29																																																																																																										
							VEHICLE DAMAGE CODING: 1-13. SEE DIAGRAM ON RIGHT. 14. UNDERCARRIAGE 17. DEMOLISHED 15. TRAILER 18. NO DAMAGE 16. OVERTURNED 19. OTHER							30																																																																																																									
7	Reference Marker Coordinates (if available) 2 0 8 Latitude/Northing: _____ 8 3 0 1 Longitude/Easting: _____ 1 1 2 7						Place Where Accident Occurred: County <u>ORAN</u> <input type="checkbox"/> City <input type="checkbox"/> Village <input checked="" type="checkbox"/> Town of <u>MONTGOMERY, TOWN OF</u> Road on which accident occurred <u>ST RT 208</u> at 1) intersecting street <u>ST RT 17K</u> (Route Number or Street Name) or 2) _____ <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W of _____ Feet Miles (Milepost, Nearest intersecting Route Number or Street Name)						31																																																																																																										
							Accident Description/Officer's Notes							32																																																																																																									
8	ALL INVOLVED <table border="1" style="width:100%; border-collapse: collapse;"> <tr> <th></th> <th>8</th> <th>9</th> <th>10</th> <th>11</th> <th>12</th> <th>13</th> <th>14</th> <th>15</th> <th>16</th> <th>17</th> <th>BY</th> <th>TO</th> <th>18</th> <th>Names of all involved</th> <th>Date of Death Only</th> </tr> <tr> <td>A</td> <td>03</td> <td>1</td> <td>4</td> <td>1</td> <td>17</td> <td>1</td> <td>-</td> <td>-</td> <td>-</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>B</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>C</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>D</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>E</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>F</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>							8	9	10	11	12	13		14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only	A	03	1	4	1	17	1	-	-	-							B																C																D																E																F															
								8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only																																																																																																	
A	03	1	4	1	17	1	-	-	-																																																																																																														
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F																																																																																																																							
Officer's Rank and Signature PO Print Name in Full KYLE REILLY						34																																																																																																																	
Badge/ID No. 52 NCIC No. 03574 Precinct/Post Troop/Zone _____ Station/Beat/ Sector _____ Reviewing Officer VANTASSEL, JON Date/Time Reviewed 2021/12/28 09:24							35																																																																																																																

USE
COVER
SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

39194848

Local Codes

KMWS11F178QJ

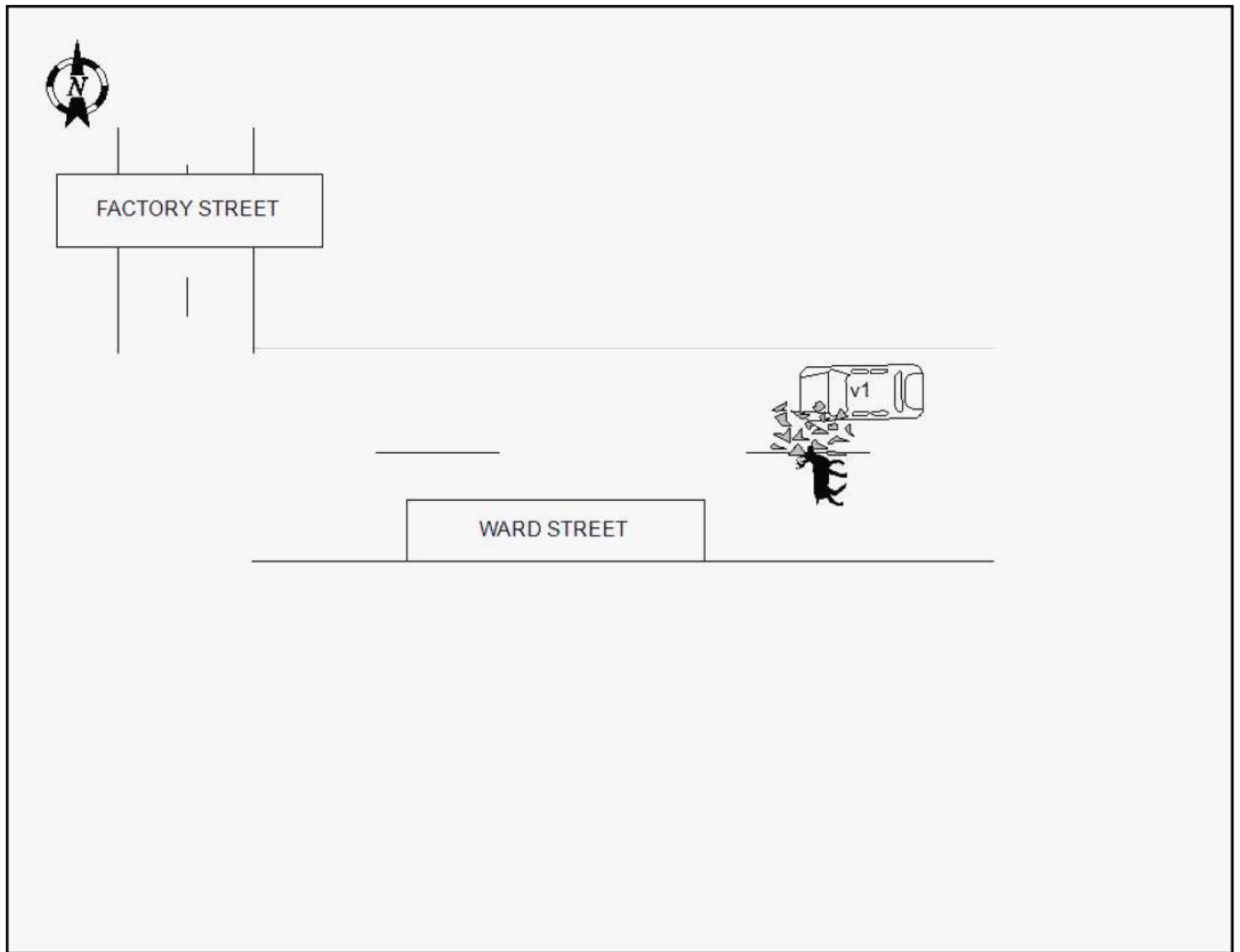
☐ AMENDED REPORT

DMV COPY

1	Accident Date Month 01 Day 15 Year 2022		Day of Week SATURD	Military Time 1720	No. of Vehicles 1	No. Injured 0	No. Killed 0	Not Investigated at Scene <input type="checkbox"/>	Left Scene <input type="checkbox"/>	Police Photos <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	20		
2	VEHICLE 1					<input type="checkbox"/> VEHICLE 2 <input type="checkbox"/> BICYCLIST <input type="checkbox"/> PEDESTRIAN <input type="checkbox"/> OTHER PEDESTRIAN						21	
3						VEHICLE 2 - Driver License ID Number Driver Name - exactly as printed on license Address (Include Number & Street) Apt. No. City or Town State Zip Code Date of Birth Month Day Year Sex Unlicensed <input type="checkbox"/> No. of Occupants Public Property Damaged <input type="checkbox"/> Name-exactly as printed on registration Sex Date of Birth Month Day Year Address (Include Number & Street) Apt. No. Haz. Mat. Code Released <input type="checkbox"/> City or Town State Zip Code Plate Number State of Reg. Vehicle Year & Make Vehicle Type Ins. Code						22	
4												23	
5												24	
6												25	
7												26	
8	Ticket/Arrest Number(s) Violation Section(s)					Ticket/Arrest Number(s) Violation Section(s)						27	
9	Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.					Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.					Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.		28
10	VEHICLE 1 DAMAGE CODES Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes Vehicle By QUALITY Towed: To QUALITY					VEHICLE 2 DAMAGE CODES Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes Vehicle By Towed: To					ACCIDENT DIAGRAM 9. DIAGRAM IS PRINTED ON LAST PAGE Cost of repairs to any one vehicle will be more than \$1000. <input type="checkbox"/> Unknown/Unable to Determine <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		29
11	VEHICLE DAMAGE CODING: 1-13. SEE DIAGRAM ON RIGHT. 14. UNDERCARRIAGE 17. DEMOLISHED 15. TRAILER 18. NO DAMAGE 16. OVERTURNED 19. OTHER					Place Where Accident Occurred: County ORAN <input type="checkbox"/> City <input checked="" type="checkbox"/> Village <input type="checkbox"/> Town of MONTGOMERY, VILLAGE OF Road on which accident occurred WARD STREET (Route Number or Street Name) at 1) intersecting street (Route Number or Street Name) or 2) .2 <input type="checkbox"/> N <input type="checkbox"/> S <input checked="" type="checkbox"/> E <input type="checkbox"/> W of Factory St. (Milepost, Nearest intersecting Route Number or Street Name)							30
12	Accident Description/Officer's Notes V1 WAS TRAVELING IN A WESTERLY DIRECTION ON WARD ST. (STATE ROUTE 17K) WHEN A DEER CAME FROM THE SOUTH AND STRUCK VEHICLE 1 IN THE LEFT FRONT BUMPER CAUSING DAMAGE TO THE LEFT FRONT END AND FRONT END OF V1. V1 WAS TOWED FROM THE SCENE BY QUALITY. NO INJURIES WERE SUSTAINED.											USE COVER SHEET	
13	ALL INVOLVED												
14	8 9 10 11 12 13 14 15 16 17 BY TO 18												
15	A 01 1 X 1 37 2 - - -												
16	B												
17	C												
18	D												
19	E												
20	F												
21	Officer's Rank and Signature Print Name in Full ROBERT REYNOLDS					Badge/ID No. 010		NCIC No. 03527		Precinct/Post Troop/Zone		2022/01/16 10:26	
22										Station/Beat/ Sector			
23										Reviewing Officer BRIERE, B			
24										Date/Time Reviewed			

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

39199190

Local Codes

KMC432F0MPMN

☐ AMENDED REPORT

DMV COPY

1	Accident Date		Day of Week		Military Time		No. of Vehicles		No. Injured		No. Killed		Not Investigated at Scene <input type="checkbox"/>		Left Scene		Police Photos												
	Month	Day	Year											<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No											
	01	10	2022	MONDAY		0937		1		0		0		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No											
VEHICLE 1																		VEHICLE 2		BICYCLIST		PEDESTRIAN		OTHER PEDESTRIAN					
2																			VEHICLE 2 - Driver License ID Number		State of Lic.								
																			Driver Name - exactly as printed on license		Apt. No.								
																		Address (Include Number & Street)		City or Town		State		Zip Code					
																		Date of Birth		Sex		Unlicensed <input type="checkbox"/>		No. of Occupants		Public Property Damaged <input type="checkbox"/>			
Month		Day		Year																									
3																			Name—exactly as printed on registration		Sex		Date of Birth						
																			Month		Day		Year						
																		Address (Include Number & Street)		Apt. No.		Haz. Mat. Code		Released					
																		City or Town		State		Zip Code		City or Town		State		Zip Code	
Plate Number		State of Reg.		Vehicle Year & Make		Vehicle Type		Ins. Code		Plate Number		State of Reg.		Vehicle Year & Make		Vehicle Type		Ins. Code											
AT638F		NJ		2016 VLV		TRAC																							
5																			Ticket/Arrest Number(s)		Violation Section(s)								
																			WS11F1L80K		5091								
																		Check if involved vehicle is:		Check if involved vehicle is:		Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.							
																		<input type="checkbox"/> more than 95 inches wide;		<input type="checkbox"/> more than 34 feet long;		<input type="checkbox"/> more than 95 inches wide;		<input type="checkbox"/> more than 34 feet long;		Rear End		Left Turn	
																		<input type="checkbox"/> operated with an overweight permit;		<input type="checkbox"/> operated with an overweight permit;		Sideswipe (same direction)		Left Turn		Right Turn		Sideswipe (opposite direction)	
																		<input type="checkbox"/> operated with an overdimension permit.		<input type="checkbox"/> operated with an overdimension permit.		1.		3.		5.		7.	
																		VEHICLE 1 DAMAGE CODES		VEHICLE 2 DAMAGE CODES		ACCIDENT DIAGRAM							
																		Box 1 - Point of Impact		Box 2 - Most Damage		Box 1 - Point of Impact		Box 2 - Most Damage		9.			
Enter up to three more Damage Codes		3 4 5		Enter up to three more Damage Codes		3 4 5																							
Vehicle By Towed:		To		Vehicle By Towed:		To																							
																		VEHICLE DAMAGE CODING:		1-13. SEE DIAGRAM ON RIGHT.		DIAGRAM IS PRINTED ON LAST PAGE							
																		14. UNDERCARRIAGE		17. DEMOLISHED		15. TRAILER		18. NO DAMAGE		16. OVERTURNED		19. OTHER	
																		Reference Marker		Coordinates (if available)		Place Where Accident Occurred:							
																		1 7 K 8		Latitude/Northing: 563657		County ORAN							
																		3 0 1 1		Longitude/Easting: 4597602		City Village Town of MONTGOMERY, VILLAGE OF							
																		1 0 3				Road on which accident occurred UNION STREET							
																						at 1) intersecting street WARD STREET							
																						(Route Number or Street Name)							
																						or 2) _____							
																						(Route Number or Street Name)							
																						Feet Miles							
																						(Milepost, Nearest intersecting Route Number or Street Name)							
																		Accident Description/Officer's Notes											
																		V1 driver stated he was making a left hand turn from Ward Street onto Union Street in a southerly direction of travel when he slid on ice. This reporting officer observed the area of accident and found no evidence of ice in the affected area. The investigation of the occurrence was documented on the reporting officer's axon body camera. Insurance ID card Wesco Insurance Company #166 Policy number [REDACTED]											
																		8 9 10 11 12 13 14 15 16 17 BY TO 18		Names of all involved		Date of Death Only							
																		A 01 1 4 1 55 1 - - -											
																		B											
																		C											
																		D											
																		E											
																		F											
																		Officer's Rank and Signature		Badge/ID No.		NCIC No.							
																		SERGEANT		103		03527							
																		Print Name in Full		Precinct/Post Troop/Zone		Station/Beat/ Sector							
																		B BRIERE											
																		Reviewing Officer		Date/Time Reviewed									
																		BRIERE, B		2022/01/19 13:12									

ALL INVOLVED

USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM

Drawing not to scale



ROUTE
17K
Ward St.

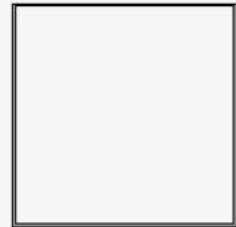
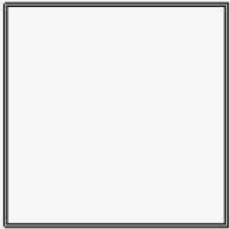
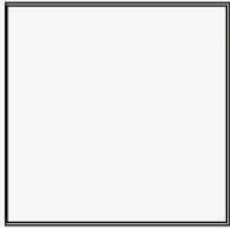


1

Utility Pole

Fire Hydrant

ROUTE
211
Union St.



9KC262CW37SC

DMV COPY

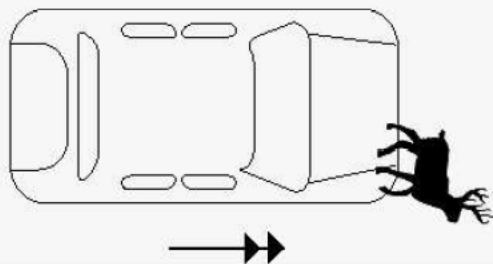
USE
COVER
SHEET
N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



ST RT 17-K



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

39207308

Local Codes

9KWK8S8F24WHC

☐ AMENDED REPORT

DMV COPY

1 -	Accident Date			Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene <input type="checkbox"/>	Left Scene <input type="checkbox"/>	Police Photos <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
	Month	Day	Year								
	01	24	2022	MONDA	1205	2	1	0	Accident Reconstructed <input type="checkbox"/>		

VEHICLE 1

☒ VEHICLE 2 ☐ BICYCLIST ☐ PEDESTRIAN ☐ OTHER PEDESTRIAN

2 -											
3 2											

4 1	Name—exactly as printed on registration orange county transit llc								Sex	Date of Birth Month Day Year	
	Address (Include Number & Street) 7 TODD CT								Apt. No.	Haz. Mat. Code	Released <input type="checkbox"/>
5 1	City or Town YAPHANK								State NY	Zip Code 11980	
	Plate Number 12810BB		State of Reg. NY		Vehicle Year & Make 2016 FORD		Vehicle Type BUS		Ins. Code		

5 1	Ticket/Arrest Number(s)	Ticket/Arrest Number(s)
	Violation Section(s)	Violation Section(s)

6 1	Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.				Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.				Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.			
	VEHICLE 1 DAMAGE CODES Box 1 - Point of Impact 2 1 2 18 Box 2 - Most Damage Enter up to three more Damage Codes 3 4 5				VEHICLE 2 DAMAGE CODES Box 1 - Point of Impact 8 1 2 18 Box 2 - Most Damage Enter up to three more Damage Codes 3 4 5							

7 1	Vehicle By Towed: To Vehicle By Towed: To				Vehicle By Towed: To Vehicle By Towed: To				ACCIDENT DIAGRAM DIAGRAM IS PRINTED ON LAST PAGE			
	VEHICLE DAMAGE CODING: 1-13. SEE DIAGRAM ON RIGHT. 14. UNDERCARRIAGE 17. DEMOLISHED 15. TRAILER 18. NO DAMAGE 16. OVERTURNED 19. OTHER								Cost of repairs to any one vehicle will be more than \$1000. <input type="checkbox"/> Unknown/Unable to Determine <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			

Reference Marker		Coordinates (if available)		Place Where Accident Occurred:							
2	0 8	Latitude/Northing:		County ORAN <input type="checkbox"/> City <input type="checkbox"/> Village <input checked="" type="checkbox"/> Town of MONTGOMERY, TOWN OF							
8	3 0 1	Longitude/Easting:		Road on which accident occurred NYS RT 208 (Route Number or Street Name)							
1	0 1 1			at 1) intersecting street NYS RT 17K (Route Number or Street Name)							
				or 2) <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W of (Milepost, Nearest intersecting Route Number or Street Name)							

Accident Description/Officer's Notes											
Vehicle 2 was stopped in traffic at a red light when Vehicle 1 was behind crashing into the rear of vehicle 2. Driver of vehicle 1 stated he was not paying attention and the sun glare caused him to strike the rear of vehicle 2.											

8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved		Date of Death Only	
A	01	1	4	1	39	1	-	-	-							
B	02	1	4	1	43	2	4	14	6	9993	3516					
C	02	3	4	1	48	2	-	-	-							
D	02	4	4	1	36	2	-	-	-							
E																
F																

Officer's Rank and Signature PO		Badge/ID No.	NCIC No.	Precinct/Post Troop/Zone	Station/Beat/Sector	Reviewing Officer	Date/Time Reviewed
Print Name in Full ROBERT VASTA		40	03574	F2	2	VANTASSEL, JON	2022/01/25 15:03

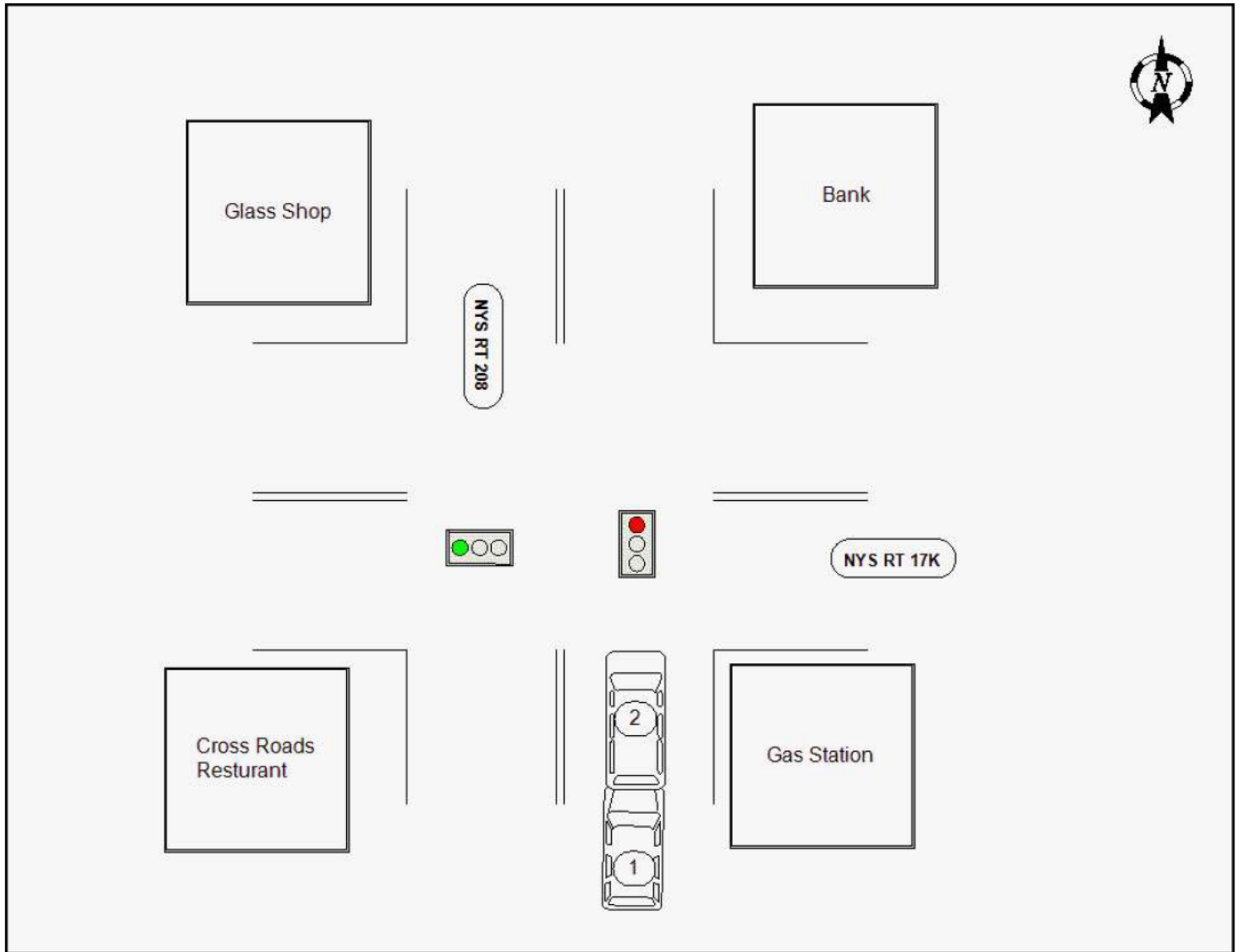
ALL INVOLVED

USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



DMV COPY

20
-

24

25
3

26

27
2

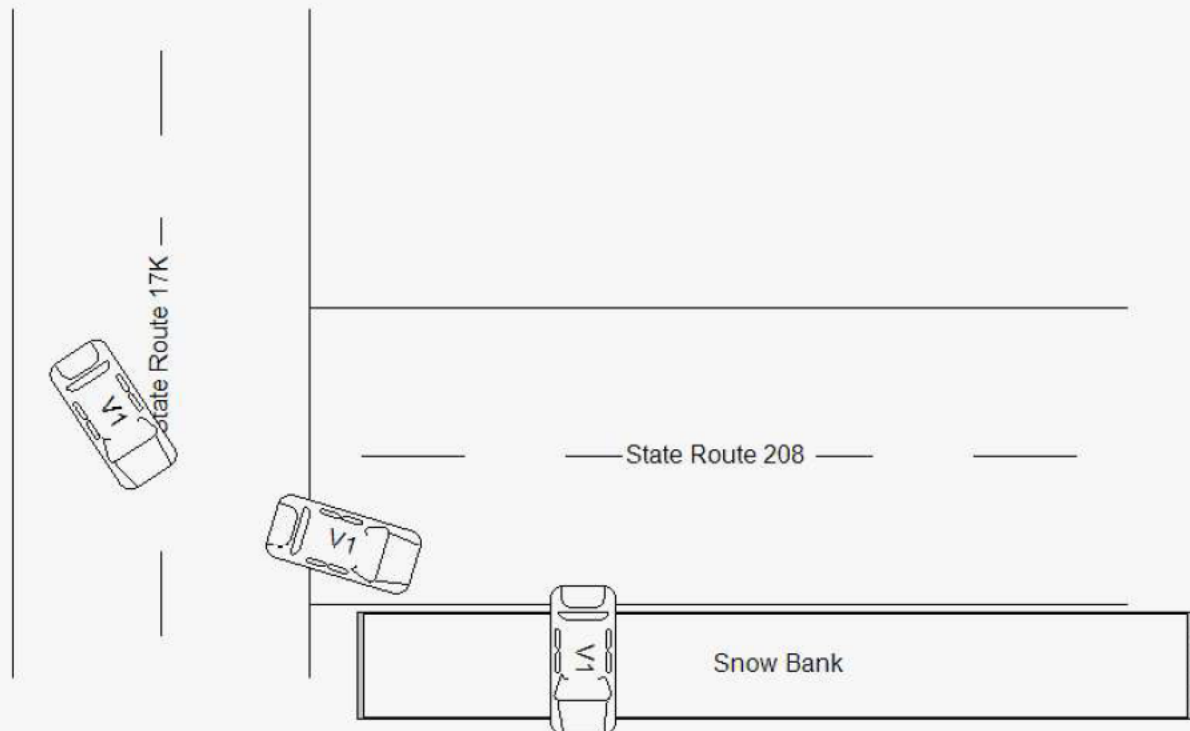
28
222930

US
COV
SHE

ALL INVOLVED

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

39229452

Local Codes


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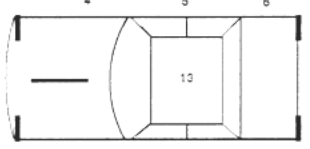
☐ AMENDED REPORT

DMV COPY

1 -	Accident Date			Day of Week THURSD	Military Time 1808	No. of Vehicles 2	No. Injured 0	No. Killed 0	Not Investigated at Scene <input type="checkbox"/>	Left Scene <input type="checkbox"/>	Police Photos <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
	Month 02	Day 10	Year 2022								
VEHICLE 1 <input checked="" type="checkbox"/> VEHICLE 2 <input type="checkbox"/> BICYCLIST <input type="checkbox"/> PEDESTRIAN <input type="checkbox"/> OTHER PEDESTRIAN											
Accident Reconstructed <input type="checkbox"/>											

2 -	<div style="background-color: black; width: 100%; height: 100%;"></div>										
3 1											
4 5											
5 1											

6 1	Ticket/Arrest Number(s) C270F40204 Violation Section(s) 1141	Ticket/Arrest Number(s) Violation Section(s)
7 1	Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.	Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.
8 1	VEHICLE 1 DAMAGE CODES Box 1 - Point of Impact 4 1 2 Box 2 - Most Damage Enter up to three more Damage Codes 3 4 5 Vehicle By PAT'S Towed To PAT'S	VEHICLE 2 DAMAGE CODES Box 1 - Point of Impact 1 1 2 Box 2 - Most Damage Enter up to three more Damage Codes 3 4 5 Vehicle By PAT'S Towed To PAT'S
9 1	Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles. Rear End 1. ← ← Left Turn 3.  Right Angle 4. ↓ Right Turn 5. → → Head On 7. → → Sideswipe (same direction) 2. ← → Left Turn 6. ← → Right Turn 8. → → Sideswipe (opposite direction) 9. → ← ACCIDENT DIAGRAM DIAGRAM IS PRINTED ON LAST PAGE	

10 1	VEHICLE DAMAGE CODING: 1-13. SEE DIAGRAM ON RIGHT. 14. UNDERCARRIAGE 17. DEMOLISHED 15. TRAILER 18. NO DAMAGE 16. OVERTURNED 19. OTHER	
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11 1	Reference Marker 1 7 K 8 3 0 1 1 1 1 8	Coordinates (if available) Latitude/Northing: 565963 Longitude/Easting: 4597418	Place Where Accident Occurred: County ORAN <input type="checkbox"/> City <input type="checkbox"/> Village <input checked="" type="checkbox"/> Town of MONTGOMERY, TOWN OF Road on which accident occurred STATE HIGHWAY 17K (Route Number or Street Name) at 1) intersecting street _____ (Route Number or Street Name) or 2) 1000 <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input checked="" type="checkbox"/> W of walnut street Feet Miles (Milepost, Nearest intersecting Route Number or Street Name)
---------	---	---	--

12 1	Accident Description/Officer's Notes Vehicle 1 was traveling West on State Route 17K when he attempted to make a left turn to turn around in the driveway of an abandoned house. The operator did not see vehicle 2 traveling Eastbound. Vehicle 2 struck vehicle 1 as it turned into her lane and was unable to stop in time.
---------	---

13 1	ALL INVOLVED <table border="1"> <thead> <tr> <th></th> <th>8</th> <th>9</th> <th>10</th> <th>11</th> <th>12</th> <th>13</th> <th>14</th> <th>15</th> <th>16</th> <th>17</th> <th>BY</th> <th>TO</th> <th>18</th> <th>Names of all involved</th> <th>Date of Death Only</th> </tr> </thead> <tbody> <tr> <td>A</td> <td>01</td> <td>1</td> <td>4</td> <td>1</td> <td>70</td> <td>1</td> <td>-</td> <td>-</td> <td>-</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>B</td> <td>02</td> <td>1</td> <td>4</td> <td>1</td> <td>25</td> <td>2</td> <td>-</td> <td>-</td> <td>-</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>C</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>D</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>E</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>F</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>		8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only	A	01	1	4	1	70	1	-	-	-							B	02	1	4	1	25	2	-	-	-							C																D																E																F															
	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only																																																																																																		
A	01	1	4	1	70	1	-	-	-																																																																																																								
B	02	1	4	1	25	2	-	-	-																																																																																																								
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D																																																																																																																	
E																																																																																																																	
F																																																																																																																	

14 1	Officer's Rank and Signature officer Print Name in Full JOSEPH WHITE	Badge/ID No. 54	NCIC No. 03574	Precinct/Post Troop/Zone F2	Station/Beat/Sector 4	Reviewing Officer VANTASSEL, JON	Date/Time Reviewed 2022/02/11 15:14
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USE COVER SHEET

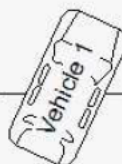
N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



State Route 17K



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

39239968

Local Codes

9KPDR3F407VB

☐ AMENDED REPORT

DMV COPY

1	Accident Date			Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene <input type="checkbox"/>	Left Scene <input type="checkbox"/>	Police Photos <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
	Month	Day	Year								
-	02	10	2022	THURSD	1840	2	0	0	Accident Reconstructed <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIAN

2												21
-												-
3												22
2												-
4												23
4												8
5												24
1												8

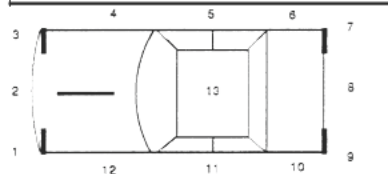
5	Ticket/Arrest Number(s)					Ticket/Arrest Number(s)					25
1	Violation Section(s)					Violation Section(s)					3

6	VEHICLE 1 DAMAGE CODES	Check if involved vehicle is:			VEHICLE 2 DAMAGE CODES	Check if involved vehicle is:			Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.	25	
		<input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.	<input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.	1. 2. 3. 4. 5. 6. 7. 8.		26					
7	Box 1 - Point of Impact	2	1	2	Box 1 - Point of Impact	7	1	8	ACCIDENT DIAGRAM		27
1	Box 2 - Most Damage	3	4	5	Box 2 - Most Damage	3	4	5			1
1	Enter up to three more Damage Codes	3	4	5	Enter up to three more Damage Codes	3	4	5			
1	Vehicle Towed:	By To			Vehicle Towed:	By To					

VEHICLE DAMAGE CODING:

1-13. SEE DIAGRAM ON RIGHT.

- | | |
|-------------------|----------------|
| 14. UNDERCARRIAGE | 17. DEMOLISHED |
| 15. TRAILER | 18. NO DAMAGE |
| 16. OVERTURNED | 19. OTHER |



9. Cost of repairs to any one vehicle will be more than \$1000.
☐ Unknown/Unable to Determine ☒ Yes ☐ No

Reference Marker	Coordinates (if available)	Place Where Accident Occurred:
1 7	Latitude/Northing:	County <u>ORAN</u> <input type="checkbox"/> City <input type="checkbox"/> Village <input checked="" type="checkbox"/> Town of <u>MONTGOMERY, TOWN OF</u>
8 3 1 0	Longitude/Easting:	Road on which accident occurred <u>STE RTE 17K</u> (Route Number or Street Name)
1 1 0 1		at 1) intersecting street <u>STE RTE 208</u> (Route Number or Street Name)
		or 2) <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W of _____ (Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

V1 heading north on 208 making a left turn on to ste rte 17k when he struck V2 in the rear end. V2 also heading north on 208 making a left turn on to ste rte 17K when struck by V1. Operator of V2 stated that he had to stop sudden to avoid striking a vehicle that cut him off at the intersection of 208 and 17k.

ALL INVOLVED	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	2	1	52	1	-	-	-						
B	02	1	2	1	67	1	-	-	-						
C															
D															
E															
F															

Officer's Rank and Signature	POLICE OFF	Badge/ID No.	NCIC No.	Precinct/Post Troop/Zone	Station/Beat/Sector	Reviewing Officer	Date/Time Reviewed
Print Name in Full	ANDRES ARESTIN	12	03574	PT2	2	MCNEELY, ROBER	2022/02/19 10:54

USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

39247447

Local Codes

KMWS11F4ZCN8

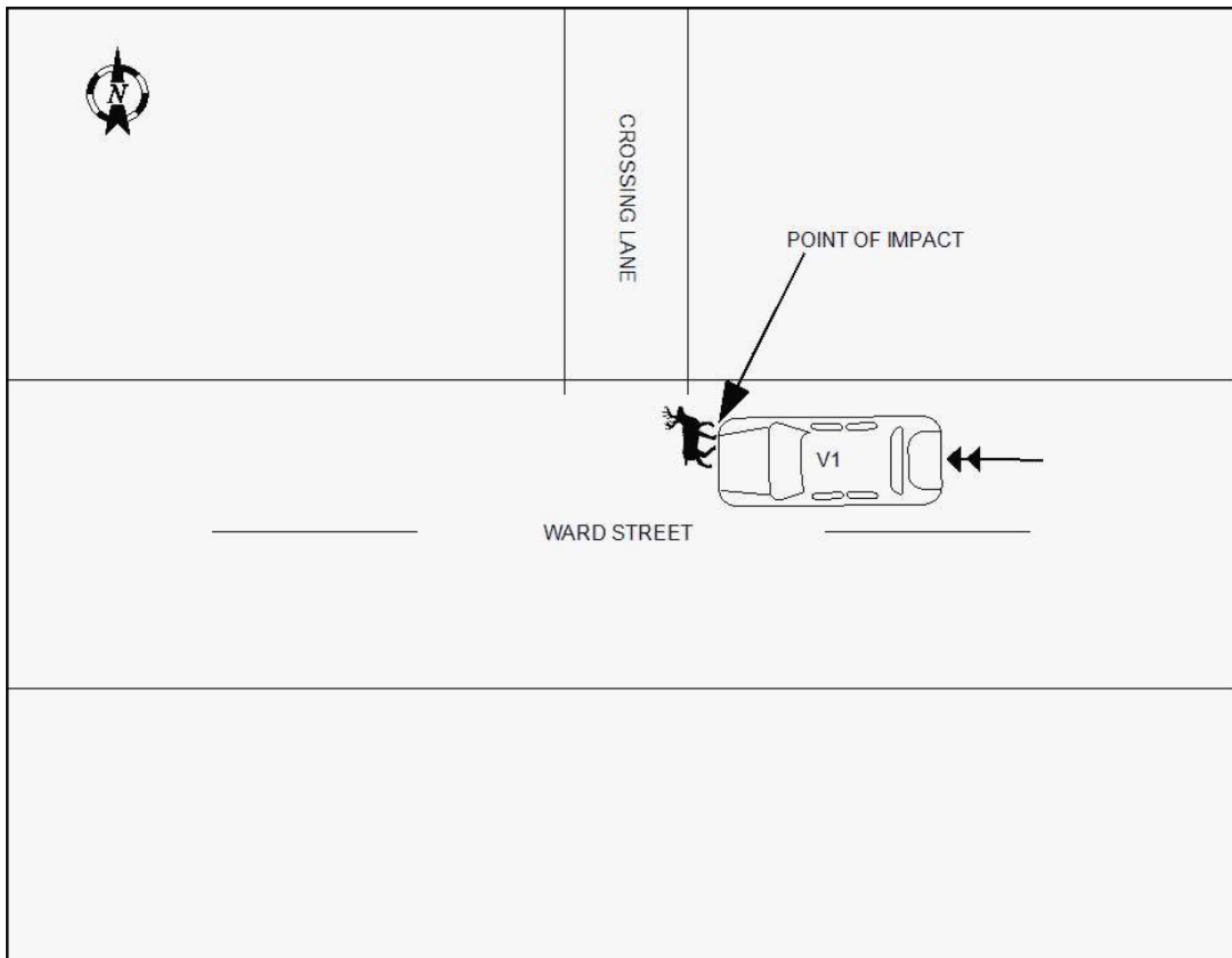
☐ AMENDED REPORT

DMV COPY

1	Accident Date Month 02 Day 18 Year 2022	Day of Week FRIDAY	Military Time 2245	No. of Vehicles 1	No. Injured 0	No. Killed 0	Not Investigated at Scene <input type="checkbox"/>	Left Scene <input type="checkbox"/>	Police Photos <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	20	
2	VEHICLE 1				<input type="checkbox"/> VEHICLE 2 <input type="checkbox"/> BICYCLIST <input type="checkbox"/> PEDESTRIAN <input type="checkbox"/> OTHER PEDESTRIAN						21
3					VEHICLE 2 - Driver License ID Number Driver Name - exactly as printed on license Address (Include Number & Street) Apt. No. City or Town State Zip Code Date of Birth Month Day Year Sex Unlicensed <input type="checkbox"/> No. of Occupants Public Property Damaged <input type="checkbox"/> Name—exactly as printed on registration Sex Date of Birth Month Day Year Address (Include Number & Street) Apt. No. Haz. Mat. Code Released <input type="checkbox"/> City or Town State Zip Code Plate Number State of Reg. Vehicle Year & Make Vehicle Type Ins. Code						22
4											23
5											24
6											25
7											26
8	Ticket/Arrest Number(s) Violation Section(s)				Ticket/Arrest Number(s) Violation Section(s)						27
9	Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.				Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.				Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.		28
10	VEHICLE 1 DAMAGE CODES Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes Vehicle By Towed: To				VEHICLE 2 DAMAGE CODES Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes Vehicle By Towed: To				ACCIDENT DIAGRAM 9. DIAGRAM IS PRINTED ON LAST PAGE Cost of repairs to any one vehicle will be more than \$1000. <input type="checkbox"/> Unknown/Unable to Determine <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		29
11	Reference Marker 1 7 K 8 3 0 1 1 1 0 7				Coordinates (if available) Latitude/Northing: 564241 Longitude/Easting: 4597419				Place Where Accident Occurred: County ORAN <input type="checkbox"/> City <input checked="" type="checkbox"/> Village <input type="checkbox"/> Town of MONTGOMERY, VILLAGE OF Road on which accident occurred WARD STREET at 1) intersecting street CROSSING LANE or 2) <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W of Feet Miles (Milepost, Nearest intersecting Route Number or Street Name)		30
12	Accident Description/Officer's Notes V1 was traveling westbound on Ward Street (State Route 17k) when a deer ran into the drivers lane, and was unavoidable. V1 came into contact with the deer causing damage. V1 driven from the scene.										31
13	ALL INVOLVED										32
14	OFFICER Print Name in Full KRISTOPHER KOLVENBACH										33
15	Badge/ID No. 042 NCIC No. 03527 Precinct/Post Troop/Zone F Station/Beat/ Sector Reviewing Officer BRIERE, B Date/Time Reviewed 2022/02/25 14:45										34

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

39280686

Local Codes

KMPAT1F75438

☐ AMENDED REPORT

DMV COPY

Accident Date

Month
03Day
12Year
2022

Day of Week

SATURD

Military Time

1035

No. of
Vehicles
2No. Injured
0No. Killed
0Not Investigated at Scene ☐Left Scene ☐Police Photos
☐ Yes ☒ NoAccident Reconstructed ☐

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIANTicket/Arrest
Number(s)Ticket/Arrest
Number(s)Violation
Section(s)Violation
Section(s)

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

Check if involved vehicle is:

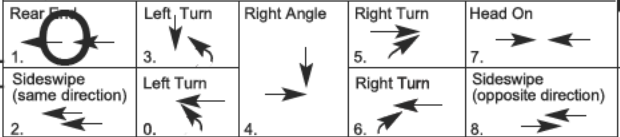
☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.



ACCIDENT DIAGRAM

DIAGRAM IS PRINTED ON LAST PAGE

Cost of repairs to any one vehicle will be more than \$1000.

☐ Unknown/Unable to Determine ☐ Yes ☒ No

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact 2 1 2

Box 2 - Most Damage 2 2

Enter up to three more Damage Codes 3 4 5

VEHICLE 2 DAMAGE CODES

Box 1 - Point of Impact 8 1 8

Box 2 - Most Damage 8 2

Enter up to three more Damage Codes 3 4 5

Vehicle By
Towed: To

Vehicle By
Towed: To

VEHICLE DAMAGE CODING:

1-13. SEE DIAGRAM ON RIGHT.

14. UNDERCARRIAGE 17. DEMOLISHED

15. TRAILER 18. NO DAMAGE

16. OVERTURNED 19. OTHER

Reference Marker

1 7 K 8

3 0 1 1

1 0 3

Coordinates (if available)

Latitude/Northing:
563671

Longitude/Easting:
4597593

Place Where Accident Occurred:

County ORAN

☐ City ☒ Village ☐ Town of MONTGOMERY, VILLAGE OF

Road on which accident occurred WARD STREET

(Route Number or Street Name)

at 1) intersecting street UNION STREET

(Route Number or Street Name)

or 2) ☐ N ☐ S ☐ E ☐ W of _____

Feet Miles (Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

Driver of V1 stated as he was attempting to slow down he skid into V2 due to the snowy road conditions. Driver of V2 stated while waiting at the red light he was hit from behind by V1. V1 sustained minor front bumper damage. V2 sustained minor damage to the plate lamps. No injuries reported by either party.

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	19	1	-	-	-						
B	02	1	4	1	74	1	-	-	-						
C															
D															
E															
F															

Officer's Rank and Signature OFFICER

Print Name in Full JEFFREY BLACKFORD

Badge/ID No. 035

NCIC No. 03527

Precinct/Post Troop/Zone

Station/Beat/ Sector

Reviewing Officer

BRIERE, B

Date/Time Reviewed

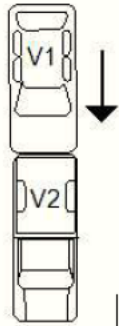
2022/03/12 13:49

USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



Union Street

Ward
Street

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

39286879

Local Codes

9KPDR3F6GJQK

☐ AMENDED REPORT

DMV COPY

1	Accident Date Month 03 Day 06 Year 2022		Day of Week SUNDAY	Military Time 0010	No. of Vehicles 1	No. Injured 0	No. Killed 0	Not Investigated at Scene <input type="checkbox"/>	Left Scene <input type="checkbox"/>	Police Photos <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	20 X		
2	VEHICLE 1					<input type="checkbox"/> VEHICLE 2 <input type="checkbox"/> BICYCLIST <input type="checkbox"/> PEDESTRIAN <input type="checkbox"/> OTHER PEDESTRIAN						21	
3						VEHICLE 2 - Driver License ID Number Driver Name - exactly as printed on license Address (Include Number & Street) Apt. No. City or Town State Zip Code Date of Birth Month Day Year Sex Unlicensed <input type="checkbox"/> No. of Occupants Public Property Damaged <input type="checkbox"/> Name - exactly as printed on registration Sex Date of Birth Month Day Year Address (Include Number & Street) Apt. No. Haz. Mat. Code Released <input type="checkbox"/> City or Town State Zip Code Plate Number State of Reg. Vehicle Year & Make Vehicle Type Ins. Code						22	
4												23 7	
5												24	
6												25 1	
7	Ticket/Arrest Number(s) PDR1F6GM60 PDR1F6GMSL PDR1F6GNF3					Ticket/Arrest Number(s)						26	
8	Violation Section(s) 11923 11922AA 1128A					Violation Section(s)						27 2	
9	Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.					Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.					Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.		28 15
10	VEHICLE 1 DAMAGE CODES Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes Vehicle By Towed: To QUALITY					VEHICLE 2 DAMAGE CODES Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes Vehicle By Towed: To					ACCIDENT DIAGRAM DIAGRAM IS PRINTED ON LAST PAGE Cost of repairs to any one vehicle will be more than \$1000. <input type="checkbox"/> Unknown/Unable to Determine <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		29 -
11	Reference Marker					Place Where Accident Occurred: County ORAN <input type="checkbox"/> City <input type="checkbox"/> Village <input checked="" type="checkbox"/> Town of MONTGOMERY, TOWN OF Road on which accident occurred 2221 STATE ROUTE 208 at 1) intersecting street 17K or 2) <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W of Feet Miles (Milepost, Nearest intersecting Route Number or Street Name)							30
12	Accident Description/Officer's Notes AT TPO PD RESPONDED TO LOCATION TO FIND SINGLE VEHICLE ACCIDENT. DRIVER OF VEHICLE STATED HE WAS PROCEEDING WESTBOUND ACROSS THE INTERSECTION WHEN THE DRIVER ALLEGES HE WAS CUT OFF BY UNINVOLVED VEHICLE THAT WAS NOT PRESENT AT TIME PD ARRIVED AT LOCATION. DRIVER THEN STATES HE HIT A TREE AT LOCATION AND LOST CONTROL OF HIS VEHICLE. PD OBSERVED DAMAGE TO THE VEHICLE AND TREE AT LOCATION WITH TIRE SKID MARKS TO AND FROM TREE LOCATION ON NORTHWESTERN CORNER. PD ARRESTED DRIVER OF VEHICLE FOR DWI IN REGARDS. DRIVER REFUSED MEDICAL ATTENTION WITH EMS ON SCENE Tickets Issued: Driver of vehicle number (1) tickets: Ticket Number: PDR1F6GM60 Violation: 11923 Ticket Number:											USE COVER SHEET N	
13	ALL INVOLVED											30	
14	Names of all involved											30	
15	Date of Death Only											30	
16	Officer's Rank and Signature PO Print Name in Full MICHAEL GALLAGHER											30	
17	Badge/ID No. 25											30	
18	NCIC No. 03574											30	
19	Precinct/Post Troop/Zone 2F2											30	
20	Station/Beat/Sector 1											30	
21	Reviewing Officer BYRNES, KEN											30	
22	Date/Time Reviewed 2022/03/06 03:15											30	

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

39286879

19

Local Codes

9KPDR3F6GJQK

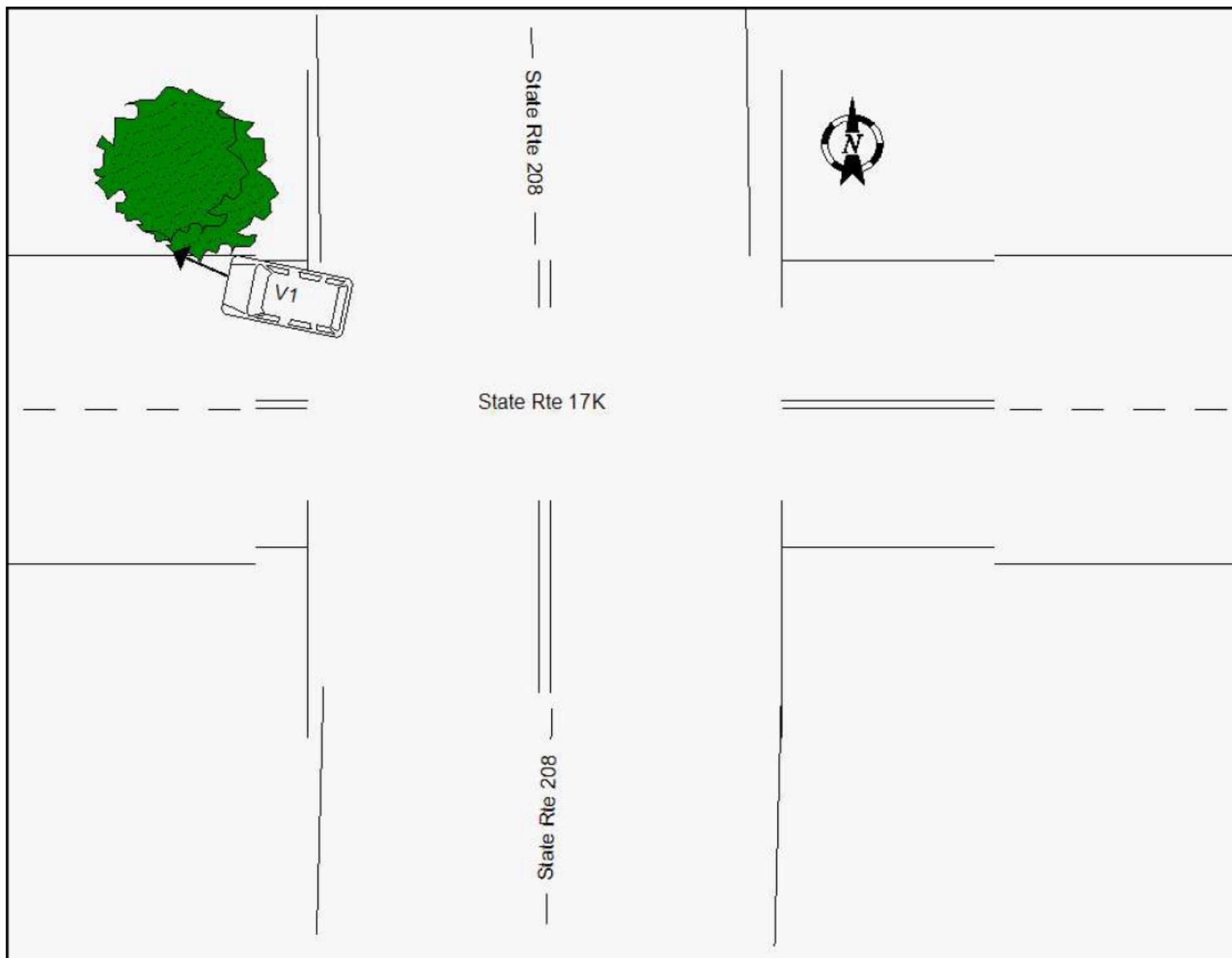
☐ AMENDED REPORT

DMV COPY

1	Accident Date Month 03 Day 06 Year 2022		Day of Week SUNDAY		Military Time 0010		No. of Vehicles 1		No. Injured 0		No. Killed 0		Not Investigated at Scene <input type="checkbox"/>		Left Scene <input type="checkbox"/>		Police Photos <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		20																			
VEHICLE 1																			VEHICLE 2 <input type="checkbox"/> BICYCLIST <input type="checkbox"/> PEDESTRIAN <input type="checkbox"/> OTHER PEDESTRIAN																			21
VEHICLE 1 - Driver License ID Number																			VEHICLE 2 - Driver License ID Number																			22
Driver Name - exactly as printed on license																			Driver Name - exactly as printed on license																			23
Address (Include Number & Street)																			Address (Include Number & Street)																			24
City or Town State Zip Code																			City or Town State Zip Code																			25
Date of Birth Month Day Year Sex Unlicensed <input type="checkbox"/> No. of Occupants Public Property Damaged <input type="checkbox"/>																			Date of Birth Month Day Year Sex Unlicensed <input type="checkbox"/> No. of Occupants Public Property Damaged <input type="checkbox"/>																			26
Name - exactly as printed on registration																			Name - exactly as printed on registration																			27
Address (Include Number & Street)																			Address (Include Number & Street)																			28
City or Town State Zip Code																			City or Town State Zip Code																			29
Plate Number State of Reg. Vehicle Year & Make Vehicle Type Ins. Code																			Plate Number State of Reg. Vehicle Year & Make Vehicle Type Ins. Code																			30
Ticket/Arrest Number(s)																			Ticket/Arrest Number(s)																			31
Violation Section(s)																			Violation Section(s)																			32
Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.																			Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.																			33
VEHICLE 1 DAMAGE CODES Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes																			VEHICLE 2 DAMAGE CODES Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes																			34
Vehicle By Towed: To																			Vehicle By Towed: To																			35
VEHICLE DAMAGE CODING: 1-13. SEE DIAGRAM ON RIGHT. 14. UNDERCARRIAGE 17. DEMOLISHED 15. TRAILER 18. NO DAMAGE 16. OVERTURNED 19. OTHER																			ACCORDING TO THE DIAGRAM BELOW THAT DESCRIBES THE ACCIDENT, OR DRAW YOUR OWN DIAGRAM IN SPACE #9. NUMBER THE VEHICLES.																			36
Reference Marker																			Coordinates (if available)																			37
2 0 8																			Latitude/Northing:																			38
8 3 0 1																			Longitude/Easting:																			39
1 1 2 6																			Place Where Accident Occurred: County ORAN <input type="checkbox"/> City <input type="checkbox"/> Village <input checked="" type="checkbox"/> Town of MONTGOMERY, TOWN OF Road on which accident occurred 2221 STATE ROUTE 208 at 1) intersecting street 17K or 2) <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W of Feet Miles (Milepost, Nearest intersecting Route Number or Street Name)																			40
Accident Description/Officer's Notes PDR1F6GNF3 Violation: 1128A Ticket Number: PDR1F6GNCX Violation: 1120A;																			Cost of repairs to any one vehicle will be more than \$1000. <input type="checkbox"/> Unknown/Unable to Determine <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No																			41
ALL INVOLVED																			USE COVER SHEET																			42
8 9 10 11 12 13 14 15 16 17 BY TO 18																			Names of all involved Date of Death Only																			43
A																																						44
B																																						45
C																																						46
D																																						47
E																																						48
F																																						49
Officer's Rank and Signature PO Print Name in Full MICHAEL GALLAGHER																			Badge/ID No. 25 NCIC No. 03574 Precinct/Post Troop/Zone 2F2 Station/Beat/Sector 1 Reviewing Officer BYRNES, KEN Date/Time Reviewed 2022/03/06 03:15																			50

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

39286897

Local Codes

9KPDR1F8NDB6

☒ **AMENDED REPORT****DMV COPY**

Accident Date

Month
03Day
22Year
2022

Day of Week

TUESDA

Military Time

0711

No. of
Vehicles
2No. Injured
0No. Killed
0Not Investigated at Scene ☐
Accident Reconstructed ☐Left Scene ☐Police Photos
☐ Yes ☒ No

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIAN

Name—exactly as printed on registration

VALLEY I HUDSON

Sex

Date of Birth

Month Day Year

Address (Include Number & Street)

PO BOX 1758

Apt. No.

Haz. Mat. Code

-

Released ☐

City or Town

PINE BUSH

State

NY

Zip Code

12566

Plate Number

30135MG

State of Reg.

NY

Vehicle Year & Make

2011 DODG

Vehicle Type

UTIL

Ins. Code

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

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact 1 1 2

Box 2 - Most Damage

Enter up to three more Damage Codes 3 4 5

Vehicle By PATS TOWING

Towed: To NEW YORK TRUCK

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 2 DAMAGE CODES

Box 1 - Point of Impact 7 1 2

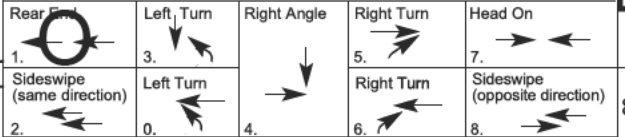
Box 2 - Most Damage

Enter up to three more Damage Codes 3 4 5

Vehicle By NYTP

Towed: To NYTP

Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.



ACCIDENT DIAGRAM

DIAGRAM IS PRINTED ON LAST PAGE

Cost of repairs to any one vehicle will be more than \$1000.

☐ Unknown/Unable to Determine ☒ Yes ☐ No

Reference Marker

2 0 8

8 3 0 1

1 1 2 6

Coordinates (if available)

Latitude/Northing:

Longitude/Easting:

Place Where Accident Occurred:

County ORAN

☐ City☐ Village☒ Town of

MONTGOMERY, TOWN OF

Road on which accident occurred STATE ROUTE 17K

(Route Number or Street Name)

at 1) intersecting street STATE ROUTE 208

(Route Number or Street Name)

or 2)

☐ N☐ S☐ E☐ W of

Feet Miles

(Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

V2 was stopped on State Route 17k at a red light when V1 rear ended V2 causing damage to both vehicles. The DR of V1 advised V2 was very hard to see due to the sun glare. Both vehicles were towed from the scene. V1 insurance information - TRAVELERS INDEMNITY COMPANY OF CONNECTICUT POLICY NUMBER [REDACTED]

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	38	1	-	-	-						
B	02	1	4	1	25	1	-	-	-						
C															
D															
E															
F															

Officer's Rank and Signature po

Print Name in Full KRIS KOLVENBACH

Badge/ID No. 33

NCIC No. 03574

Precinct/Post Troop/Zone F4

Station/Beat/Sector 4

Reviewing Officer

VANTASSEL, JON

Date/Time Reviewed

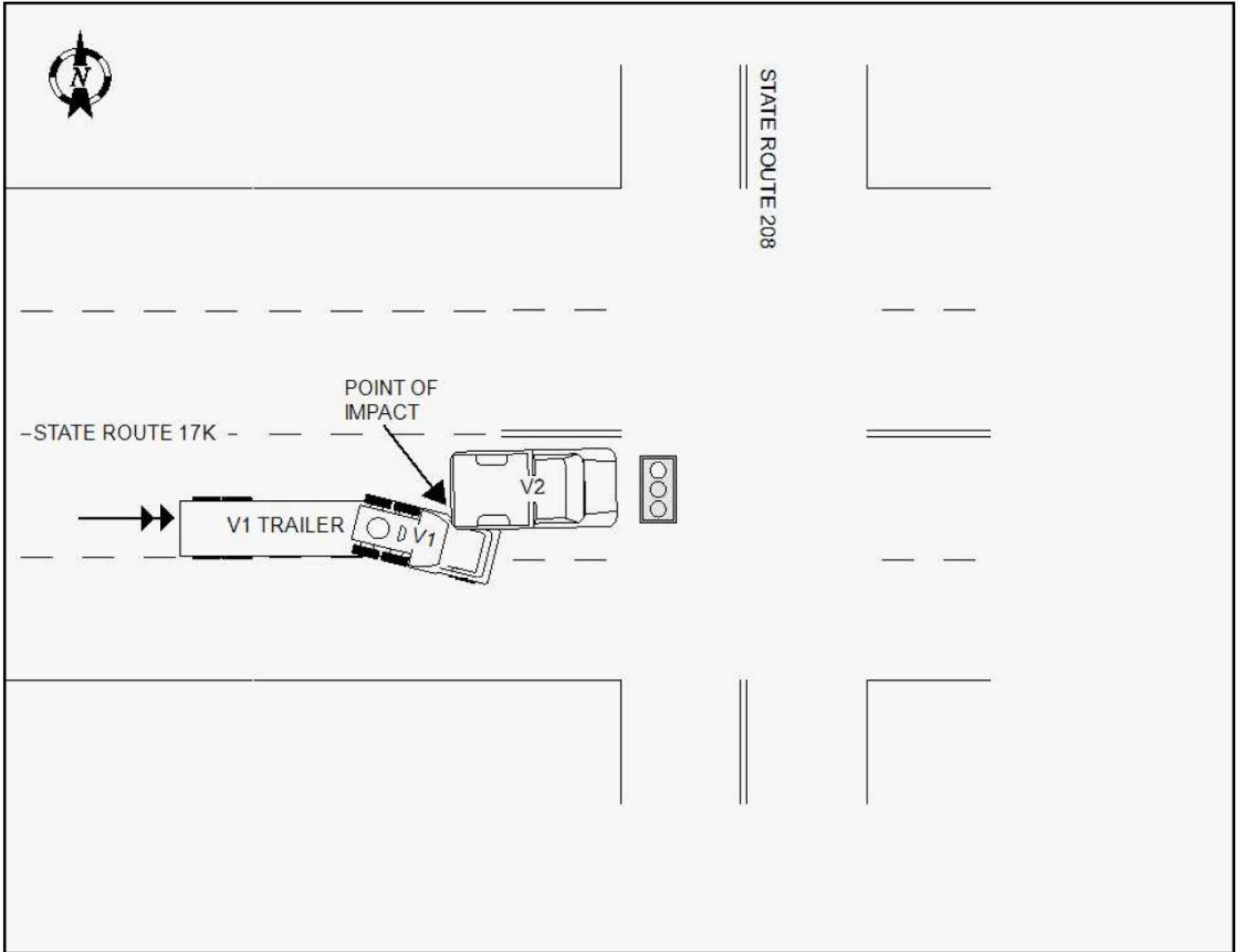
2022/03/27 14:08

USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM





TRUCK and BUS SUPPLEMENTAL POLICE ACCIDENT REPORT

MV-104S (10/05)

39286897

Mail To: NYS Dept. of Motor Vehicles, Accident Records Bureau,
PO Box 2084, Albany NY 12220-0084

Local Codes

9KPDR1F8NDB6

☐ AMENDED REPORT
INSTRUCTIONS You must complete this form:

- ◆ if at least one of the vehicles involved is:
 - a truck having a GVWR or GCWR > 10,000 lbs.; or
 - a vehicle with a Haz Mat placard; or
 - a bus designed to carry 9 or more persons, including the driver;
- ◆ AND at least one of the following conditions is met:
 - at least one person sustained fatal injuries
 - at least one person was transported for IMMEDIATE medical treatment
 - at least one vehicle is disabled and was towed/transported from the scene.

Number of:

- 2 Trucks having a GVWR or GCWR > 10,000 lbs.
- 0 Vehicles with a Haz Mat placard
- 0 Buses designed to carry 9 or more persons

Number of Vehicles:

- 2 Towed/transported from scene due to damage

Number of Persons:

- 0 Sustaining fatal injuries
- Transported for IMMEDIATE medical treatment

ACCIDENT DATE

Mo. Day Year
03 22 2022

MILITARY TIME

0711

COUNTY**CITY/TOWN/VILLAGE**

DRIVER

DRIVER**LICENSE ID #****STATE OF LIC.**

MO

DRIVER NAME - exactly as printed on license (Last, First, M.I.)

1

LICENSE CLASS

1 A
6 E

2 B
7 M

3 CDL C
8 MJ

4 D
9 OTHER

5 DJ
10 DM

DATE OF BIRTH

Mo. Day Year

SEX

1 Male
2 Female

CARRIER

CARRIER NAME

WITTE BROTHERS EXCHANGE INC

STREET OR P.O. BOX

575 WITTE INDUSTRIAL CT

CITY

TROY

STATE**ZIP CODE**

63379

TOTAL AXLES

(Includes trailers) 5

PLATE NUMBER

57KR0N

STATE OF REG.

MO

CARRIER'S IDENTIFICATION NUMBERS

US DOT

7 7 4 5 2

ICC MC

2

WEIGHT RATING OF TRUCK POWER UNIT

1 Less than or equal to 10,000 lbs.

2 10,001 - 26,000 lbs.

3 More than 26,000 lbs.

VEHICLE IDENTIFICATION NUMBER

4 V 4 N C 9 E H 1 L N 2 4 1 0 7 5

3

VEHICLE CONFIGURATION

- 1 Bus (seats for more than 15 people, including driver)
- 2 Single-unit Truck (2-axle, 6-tire)
- 3 Single-unit Truck (3 or more axles)
- 4 Truck/Trailer
- 5 Truck Tractor (bobtail)
- 6 Tractor/Semi-trailer
- 7 Tractor/Doubles
- 8 Tractor/Triples
- 9 Unknown Heavy Truck, cannot classify
- 10 Passenger Car - only record when vehicle displays a Hazardous Material placard
- 11 Light truck (van, mini-van, panel, pickup, sport utility vehicle) only record when vehicle displays an HM placard
- 12 Bus (seats for 9 - 15 people, including driver)

TRAFFIC WAY

- 1 Two-way, not divided
- 2 Two-way, divided, unprotected median
- 3 Two-way, divided, positive median barrier
- 4 One-way not divided
- 5 Not reported

4

CARGO BODY TYPE

- 1 Bus (seats for more than 15 people, including driver)
- 2 Van/Enclosed Box
- 3 Cargo Tank
- 4 Flatbed
- 5 Dump
- 6 Concrete Mixer
- 7 Auto Transporter
- 8 Garbage/Refuse
- 9 Other
- 10 Grain, Chips, Gravel
- 11 Pole
- 12 Bus (seats for 9-15 people, including driver)

ACCESS CONTROL

- 1 No Access Control
- 2 Full Access Control
- 4 Partial Access Control

5

HAZARDOUS MATERIALS INVOLVEMENT

Does vehicle have Haz Mat placard? 1 Yes 2 No

COPY FROM PLACARD:

4-digit identification number from diamond/orange panel

1 or 2-digit number from bottom of diamond:

NAME OF HAZ
MAT CLASS:

6

WAS HAZARDOUS CARGO RELEASED FROM VEHICLE (other than fuel from fuel tank)?

1 Yes 2 No

SEQUENCE OF EVENTS (FOR THIS VEHICLE)

- 1 Ran Off Road (noncollision)
- 2 Jackknife (noncollision)
- 3 Overturn/Rollover (noncollision)
- 4 Downhill Runaway (noncollision)
- 5 Cargo Loss or Shift (noncollision)
- 6 Explosion or Fire (noncollision)
- 7 Separation of Units (noncollision)
- 8 Involving Pedestrian (collision)
- 9 Involving Motor Vehicle in Transport (collision)
- 10 Involving Parked Motor Vehicle (collision)
- 11 Involving Train (collision)
- 12 Involving Pedalcycle (collision)
- 13 Involving Animal (collision)
- 14 Involving Fixed Object (collision)
- 18 Cross Median/Centerline (noncollision)
- 19 Equipment Failure (noncollision) (brake failure, blown tires, etc.)
- 20 Other (noncollision)
- 21 Unknown (noncollision)
- 22 With Work Zone Maintenance Equipment (collision)
- 23 With Other Movable Object (collision)
- 24 With Unknown Movable Object (collision)

OFFICER'S RANK AND SIGNATURE

PRINT NAME IN FULL KRIS KOLVENBACH

BADGE/ID NO.

33

NCIC NO.

03574

DATE OF REPORT

2022/03/27





TRUCK and BUS SUPPLEMENTAL POLICE ACCIDENT REPORT

MV-104S (10/05)

39286897

Mail To: NYS Dept. of Motor Vehicles, Accident Records Bureau,
PO Box 2084, Albany NY 12220-0084

Local Codes

9KPDR1F8NDB6

☐ AMENDED REPORT
INSTRUCTIONS You must complete this form:

- ◆ if at least one of the vehicles involved is:
 - a truck having a GVWR or GCWR > 10,000 lbs.; or
 - a vehicle with a Haz Mat placard; or
 - a bus designed to carry 9 or more persons, including the driver;
- ◆ AND at least one of the following conditions is met:
 - at least one person sustained fatal injuries
 - at least one person was transported for IMMEDIATE medical treatment
 - at least one vehicle is disabled and was towed/transported from the scene.

Number of:

- 2 Trucks having a GVWR or GCWR > 10,000 lbs.
- 0 Vehicles with a Haz Mat placard
- 0 Buses designed to carry 9 or more persons

Number of Vehicles:

- 2 Towed/transported from scene due to damage

Number of Persons:

- 0 Sustaining fatal injuries
- Transported for IMMEDIATE medical treatment

ACCIDENT DATE

Mo. Day Year
03 22 2022

MILITARY TIME

0711

COUNTY**CITY/TOWN/VILLAGE**

DRIVER

DRIVER**LICENSE ID #****STATE OF LIC.**

NY

DRIVER NAME - exactly as printed on license (Last, First, M.I.)

1

LICENSE CLASS

- 1 A 2 B 3 CDL C 4 D 5 DJ 6 E 7 M 8 MJ 9 OTHER 10 DM

DATE OF BIRTH

Mo. Day Year
[REDACTED]

SEX

- 1 Male 2 Female

CARRIER

CARRIER NAME

HUDSON VALLEY INC

STREET OR P.O. BOX

PO BOX 1758

CITY

PINE BUSH

STATE**ZIP CODE**

12566

TOTAL AXLES

(Includes trailers) 2

PLATE NUMBER

30135MG

STATE OF REG.

NY

CARRIER'S IDENTIFICATION NUMBERS

US DOT 2 4 6 9 9 5 5 ICC MC

2

WEIGHT RATING OF TRUCK POWER UNIT

- 1 Less than or equal to 10,000 lbs.
2 10,001 - 26,000 lbs. 3 More than 26,000 lbs.

VEHICLE IDENTIFICATION NUMBER

3 D 6 W Z 4 E L X B G 5 9 6 4 3 2

3

VEHICLE CONFIGURATION

- 1 Bus (seats for more than 15 people, including driver)
2 Single-unit Truck (2-axle, 6-tire)
3 Single-unit Truck (3 or more axles)
4 Truck/Trailer
5 Truck Tractor (bobtail)
6 Tractor/Semi-trailer
7 Tractor/Doubles
8 Tractor/Triples
9 Unknown Heavy Truck, cannot classify
10 Passenger Car - only record when vehicle displays a Hazardous Material placard
11 Light truck (van, mini-van, panel, pickup, sport utility vehicle) only record when vehicle displays an HM placard
12 Bus (seats for 9 - 15 people, including driver)

TRAFFIC WAY

- 1 Two-way, not divided
2 Two-way, divided, unprotected median
3 Two-way, divided, positive median barrier
4 One-way not divided
5 Not reported

4

CARGO BODY TYPE

- 1 Bus (seats for more than 15 people, including driver)
2 Van/Enclosed Box
3 Cargo Tank
4 Flatbed
5 Dump
6 Concrete Mixer
7 Auto Transporter
8 Garbage/Refuse
9 Other
10 Grain, Chips, Gravel
11 Pole
12 Bus (seats for 9-15 people, including driver)

ACCESS CONTROL

- 1 No Access Control
2 Full Access Control
4 Partial Access Control

5

HAZARDOUS MATERIALS INVOLVEMENT

Does vehicle have Haz Mat placard? 1 Yes 2 No

COPY FROM PLACARD:

4-digit identification number from diamond/orange panel 1 or 2-digit number from bottom of diamond:

[REDACTED]

NAME OF HAZ**MAT CLASS:**

6

2 WAS HAZARDOUS CARGO RELEASED FROM VEHICLE (other than fuel from fuel tank)?

1 Yes 2 No

SEQUENCE OF EVENTS (FOR THIS VEHICLE)

- 1 Ran Off Road (noncollision)
2 Jackknife (noncollision)
3 Overturn/Rollover (noncollision)
4 Downhill Runaway (noncollision)
5 Cargo Loss or Shift (noncollision)
6 Explosion or Fire (noncollision)
7 Separation of Units (noncollision)
8 Involving Pedestrian (collision)
9 Involving Motor Vehicle in Transport (collision)
10 Involving Parked Motor Vehicle (collision)
11 Involving Train (collision)
12 Involving Pedalcycle (collision)
13 Involving Animal (collision)
14 Involving Fixed Object (collision)
18 Cross Median/Centerline (noncollision)
19 Equipment Failure (noncollision) (brake failure, blown tires, etc.)
20 Other (noncollision)
21 Unknown (noncollision)
22 With Work Zone Maintenance Equipment (collision)
23 With Other Movable Object (collision)
24 With Unknown Movable Object (collision)

OFFICER'S RANK**AND SIGNATURE****PRINT NAME****IN FULL**

KRIS KOLVENBACH

BADGE/ID NO.

33

NCIC NO.

03574

DATE OF REPORT

2022/03/27



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

39309807

Local Codes

M259FB5CW0

☐ AMENDED REPORT

DMV COPY

Accident Date

Month
04Day
09Year
2022

Day of Week

SATURD

Military Time

1615

No. of
Vehicles
2No. Injured
0No. Killed
0Not Investigated at Scene ☐Accident Reconstructed ☐Left Scene ☐Police Photos
☐ Yes ☒ No

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIANTicket/Arrest
Number(s)Violation
Section(s)Ticket/Arrest
Number(s)Violation
Section(s)

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

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact
Box 2 - Most Damage

1	2
3	4
5	

Vehicle By
Towed: To

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

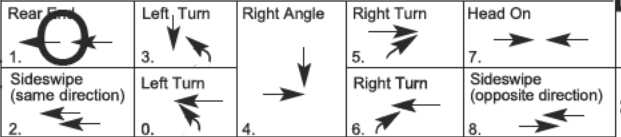
VEHICLE 2 DAMAGE CODES

Box 1 - Point of Impact
Box 2 - Most Damage

8	1	2
3	4	5

Vehicle By
Towed: To

Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.



ACCIDENT DIAGRAM

DIAGRAM IS PRINTED ON LAST PAGE

Cost of repairs to any one vehicle will be more than \$1000.

☐ Unknown/Unable to Determine ☒ Yes ☐ No

Reference Marker

1	7	K
8	3	0
1	1	2

Coordinates (if available)

Latitude/Northing:

Longitude/Easting:

Place Where Accident Occurred:

County ORAN

☐ City ☐ Village ☒ Town of MONTGOMERY, TOWN OF

Road on which accident occurred STE RTE 17K

(Route Number or Street Name)

at 1) intersecting street

(Route Number or Street Name)

or 2) 100

Feet Miles

☐ N ☐ S☐ E ☒ W of

montgomery heights

(Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

Operator of vehicle 1 was traveling westbound on State Route 17k. Operator of vehicle 2 was stopped in traffic at a red light on State Route 17k. Operator of vehicle 1 was unable to stop due to a brake malfunction causing vehicle 1 to strike the back of vehicle 2. Operator of vehicle 1 sustained front end damage from the impact. Vehicle 2 was undamaged.

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	17	1	-	-	-						
B	02	1	4	1	16	1	-	-	-						
C															
D															
E															
F															

Officer's Rank and Signature POLICE OFF

Print Name in Full ANDREW BELLOTTO

Badge/ID No.

35

NCIC No.

03574

Precinct/Post Troop/Zone

F3

Station/Beat/Sector

3

Reviewing Officer

BYRNES, KEN

Date/Time Reviewed

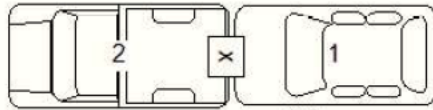
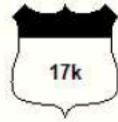
2022/04/13 21:22

USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



Valley Central High School

Montgomery Heights

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

39344201

Local Codes

9KWKs9FF2BF0

☐ AMENDED REPORT

DMV COPY

Accident Date

Month
05Day
05Year
2022

Day of Week

THURSD

Military Time

1441

No. of Vehicles

2

No. Injured

0

No. Killed

0

Not Investigated at Scene ☐Accident Reconstructed ☐Left Scene ☐☐

Police Photos

☐ Yes ☒ No

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIANTicket/Arrest
Number(s)Ticket/Arrest
Number(s)Violation
Section(s)Violation
Section(s)

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact 2 1 2

Box 2 - Most Damage

Enter up to three more Damage Codes 3 4 5

Vehicle By QUALITY

Towed: To QUALITY

VEHICLE DAMAGE CODING:

1-13. SEE DIAGRAM ON RIGHT.

14. UNDERCARRIAGE 17. DEMOLISHED

15. TRAILER 18. NO DAMAGE

16. OVERTURNED 19. OTHER

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 2 DAMAGE CODES

Box 1 - Point of Impact 8 1 8

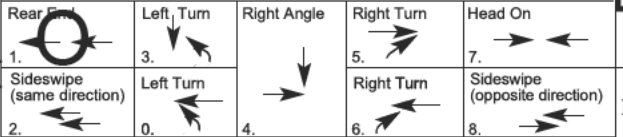
Box 2 - Most Damage

Enter up to three more Damage Codes 3 4 5

Vehicle By

Towed: To

Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.



ACCIDENT DIAGRAM

DIAGRAM IS PRINTED ON LAST PAGE

Cost of repairs to any one vehicle will be more than \$1000.

☐ Unknown/Unable to Determine ☒ Yes ☐ No

Reference Marker

Coordinates (if available)

Latitude/Northing:

Longitude/Easting:

Place Where Accident Occurred:

County ORAN

☐ City ☐ Village ☒ Town of

MONTGOMERY, TOWN OF

Road on which accident occurred STATE ROUTE 17K

at 1) intersecting street MIDDLESCHOOL LN

(Route Number or Street Name)

or 2)

☐ N ☐ S

☐ E ☐ W of

(Route Number or Street Name)

Feet Miles

(Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

D1 stated that he saw the light was green and he observed the car in front of him stopped short causing V1 to hit V2. D2 states traffic was moving slow through the green light and then he realized he was hit in the rear by the impact of V1 which was behind him.

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	17	1	-	-	-						
B	02	1	4	1	30	1	-	-	-						
C															
D															
E															
F															

Officer's Rank and Signature ZONE SERGI

Print Name in Full GINA KEHOE

Badge/ID No.

45

NCIC No.

03574

Precinct/Post

Troop/Zone

Station/Beat/

Sector

Reviewing

Officer VANTASSEL, JON

Date/Time Reviewed

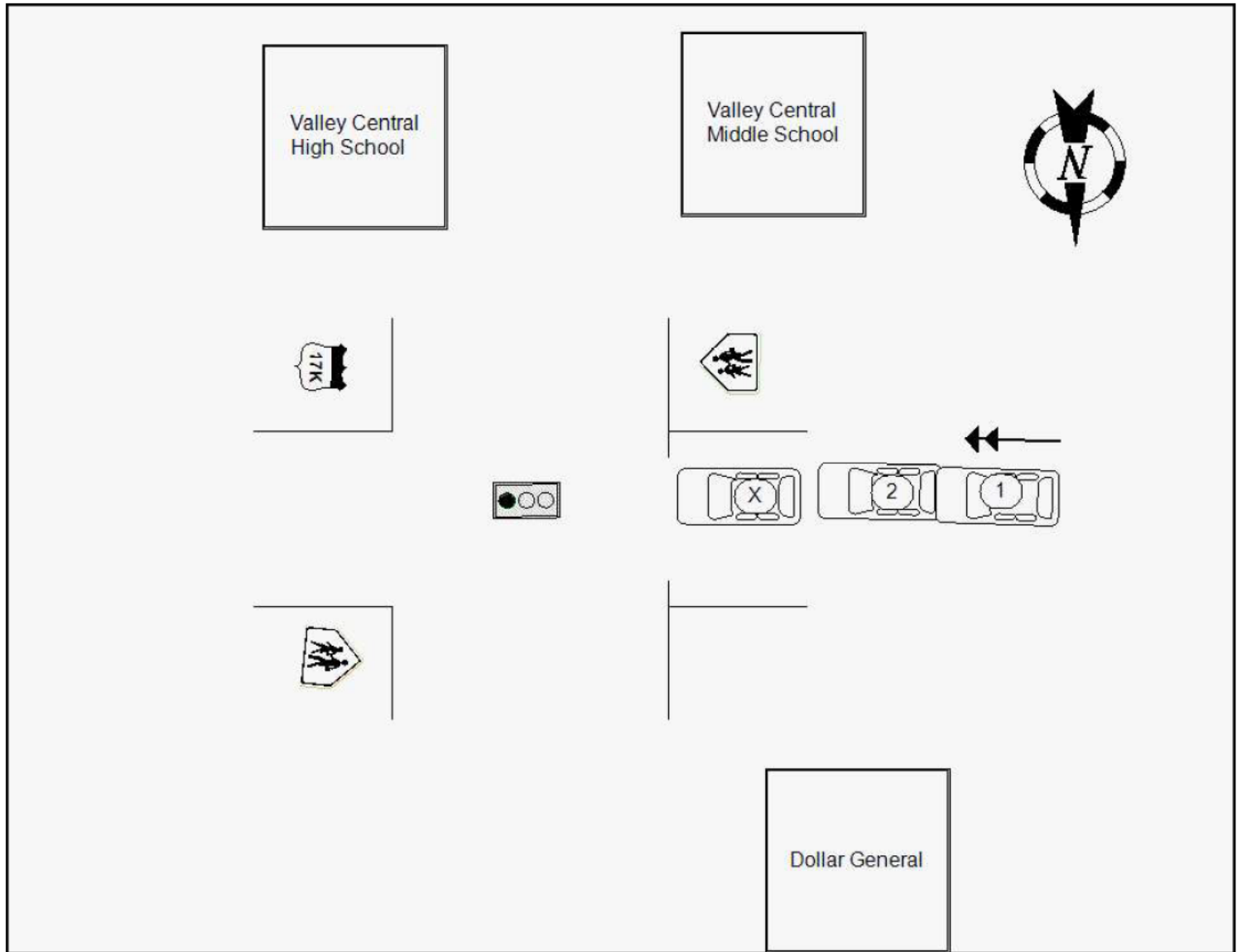
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USE
COVER
SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

39353379

Local Codes

NAWS11FF7VFF

☐ AMENDED REPORT

DMV COPY

1	Accident Date			Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene <input type="checkbox"/>	Left Scene	Police Photos	20 7
	Month 05	Day 08	Year 2022									
Accident Reconstructed <input type="checkbox"/> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No												

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIAN

2	[Redacted]												21
3	[Redacted]												22
4	[Redacted]												23
5	[Redacted]												24
6	[Redacted]												25
7	[Redacted]												26
8	[Redacted]												27
9	[Redacted]												28
10	[Redacted]												29
11	[Redacted]												30

Ticket/Arrest Number(s) C428FFN6X5

Ticket/Arrest Number(s)

Violation Section(s) 6001A

Violation Section(s)

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES

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

Vehicle Towed: By To

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 2 DAMAGE CODES

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

Vehicle Towed: By To

Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.

Rear End	Left Turn	Right Angle	Right Turn	Head On
1.	3.	4.	5.	7.
2.	6.	8.	9.	

ACCIDENT DIAGRAM

DIAGRAM IS PRINTED ON LAST PAGE

Cost of repairs to any one vehicle will be more than \$1000.

☐ Unknown/Unable to Determine ☒ Yes ☐ No

Reference Marker

1	7	K	8
3	0	1	1
1	0	3	

Coordinates (if available)

Latitude/Northing: 563657

Longitude/Easting: 4597602

Place Where Accident Occurred:

County ORAN ☐ City ☒ Village ☐ Town of MONTGOMERY, VILLAGE OF

Road on which accident occurred WARD STREET (Route Number or Street Name)

at 1) intersecting street UNION STREET (Route Number or Street Name)

or 2) ☐ N ☐ S ☐ E ☐ W of (Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

Driver of Vehicle #1 stated that while traveling in an easterly direction on Ward Street and entering the intersection of Union Street, on a green traffic signal, a collision occurred with a south bound black Dodge pickup truck that was turning off of Ward Street onto Union Street. This vehicle left the scene. The witness whom was directly behind vehicle#1, had the same account of accident. Police Investigative report (22-1495) on file. 05/09/2022 The driver of V1 was located and issued a UTT for 6001A. - WITNESS 1 [Redacted]

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	37	1	-	-	-						
B	02	1	4	1	55	1	-	-	-						
C	02	3	4	1	51	2	-	-	-						
D															
E															
F															

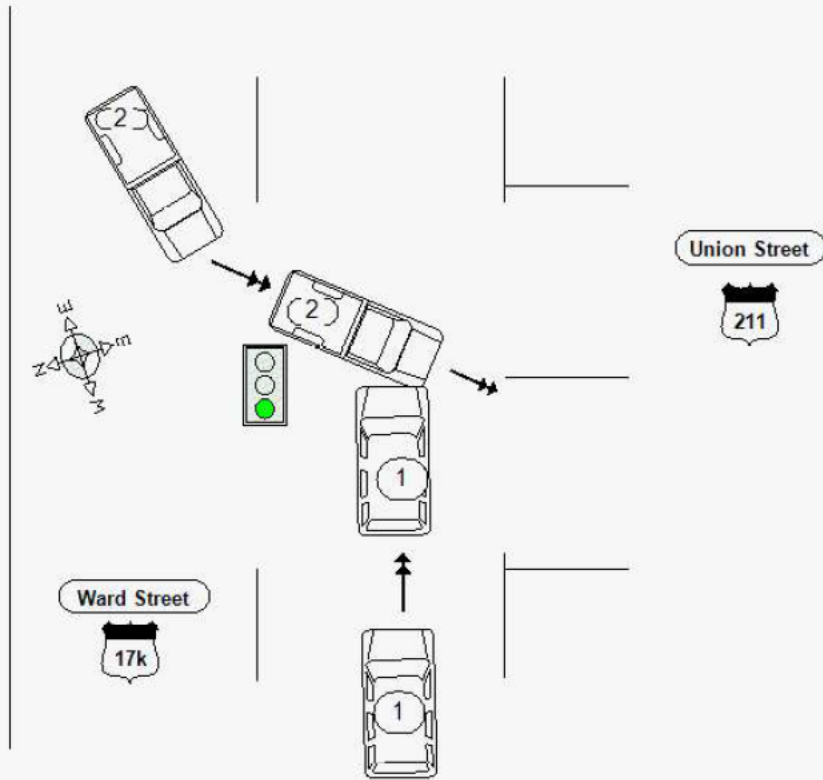
Officer's Rank and Signature	OFFICER	Badge/ID No.	002	NCIC No.	03527	Precinct/Post Troop/Zone	Station/Beat/Sector	Reviewing Officer	BRIERE, B	Date/Time Reviewed	2022/05/19 08:58
Print Name in Full	RICHARD PROCAK										

USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

39374404

Local Codes

9KPDR1FJ3Z3W

☐ AMENDED REPORT

DMV COPY

Accident Date

Month
06Day
04Year
2022

Day of Week

SATURD

Military Time

0832

No. of Vehicles

2

No. Injured

3

No. Killed

0

Not Investigated at Scene ☐Accident Reconstructed ☐Left Scene ☐

Police Photos

☐ Yes ☒ No

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIANTicket/Arrest
Number(s)Violation
Section(s)Ticket/Arrest
Number(s)Violation
Section(s)

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact
Box 2 - Most Damage

Enter up to three
more Damage Codes

Vehicle By QUALITY
Towed: To QUALITY

VEHICLE DAMAGE CODING:

1-13. SEE DIAGRAM ON RIGHT.

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

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

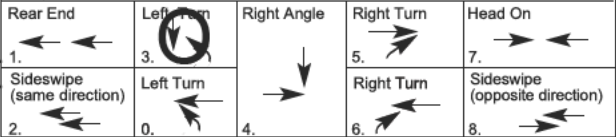
VEHICLE 2 DAMAGE CODES

Box 1 - Point of Impact
Box 2 - Most Damage

Enter up to three
more Damage Codes

Vehicle By QUALITY
Towed: To QUALITY

Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.



ACCIDENT DIAGRAM

DIAGRAM IS PRINTED ON LAST PAGE

Cost of repairs to any one vehicle will be more than \$1000.

☐ Unknown/Unable to Determine ☒ Yes ☐ No

Reference Marker

1 7 K
8 3 0 1
1 1 1 8

Coordinates (if available)

Latitude/Northing:

Longitude/Easting:

Place Where Accident Occurred:

County ORAN

☐ City ☐ Village ☒ Town of MONTGOMERY, TOWN OF

Road on which accident occurred ST RT 17K

at 1) intersecting street VCHS DRIVEWAY

or 2) ☐ N ☐ S ☐ E ☐ W of _____
Feet Miles (Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

The operator of V2 was traveling eastbound on St Rt 17k approaching the one way exit of the VCHS driveway. Operator of V1 was traveling westbound and made a left turn into the marked one way/ do not enter driveway of VCHS. Both vehicles had a steady green light as they approached the intersection at which point a collision occurred.

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	A	1	33	1	-	-	-						
B	01	3	A	1	29	2	10	12	6	472		3516			
C	01	6	A	1	10	1	12	12	6	472		3516			
D	01	4	4	1	7	1	-	-	-						
E	02	1	A	1	43	1	5	12	6	472		3516			
F															

Officer's Rank and Signature

PO

Print Name in Full DAN THORSON

Badge/ID No.

28

NCIC No.

03574

Precinct/Post Troop/Zone

2F4

Station/Beat/Sector

4

Reviewing Officer

VANTASSEL, JON

Date/Time Reviewed

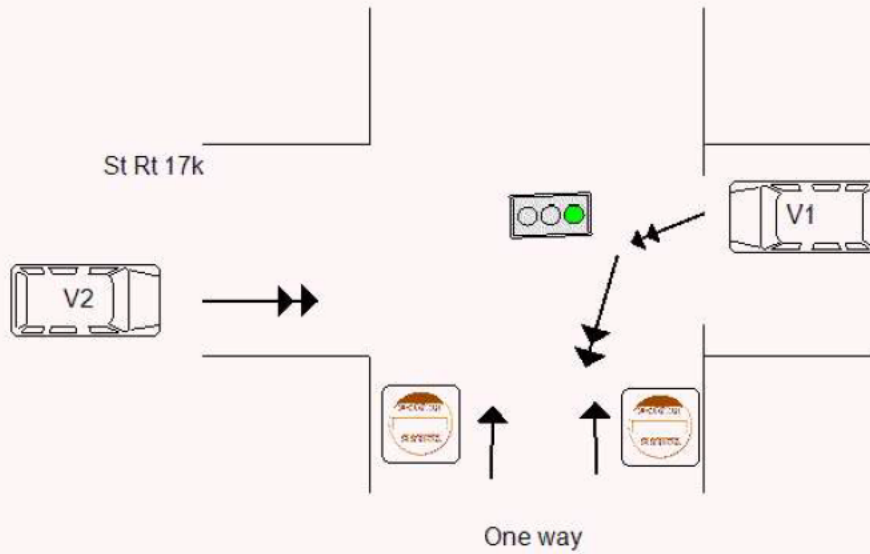
2022/06/05 11:21

USE
COVER
SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

39379659

Local Codes

9KPDR3FGZSKD

☐ AMENDED REPORT

DMV COPY

Accident Date

Month
05Day
24Year
2022

Day of Week

TUESDA

Military Time

1542

No. of Vehicles

2

No. Injured

0

No. Killed

0

Not Investigated at Scene ☐Accident Reconstructed ☐Left Scene ☐

Police Photos

☐ Yes ☒ No

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIANTicket/Arrest
Number(s)Violation
Section(s)Ticket/Arrest
Number(s)Violation
Section(s)

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact 5 1 5 2

Box 2 - Most Damage

Enter up to three more Damage Codes 3 4 5

Vehicle By Towed: To

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 2 DAMAGE CODES

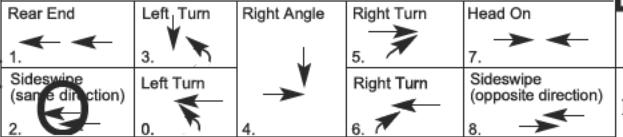
Box 1 - Point of Impact 12 1 12 2

Box 2 - Most Damage

Enter up to three more Damage Codes 3 4 5

Vehicle By Towed: To

Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.



ACCIDENT DIAGRAM

DIAGRAM IS PRINTED ON LAST PAGE

Cost of repairs to any one vehicle will be more than \$1000.

☐ Unknown/Unable to Determine ☒ Yes ☐ No

Reference Marker

1 7 K

8 3 0 1

1 1 2 7

Coordinates (if available)

Latitude/Northing:

Longitude/Easting:

Place Where Accident Occurred:

County ORAN

☐ City ☐ Village ☒ Town of

MONTGOMERY, TOWN OF

Road on which accident occurred STATE ROUTE 208

(Route Number or Street Name)

at 1) intersecting street 17K

(Route Number or Street Name)

or 2) Feet Miles

☐ N ☐ S
☐ E ☐ W of

(Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

AT T/P/O DRIVER OF VEHICLE 1 STATES WAS DRIVING NORTHBOUND IN THE CENTER LANE WHEN VEHICLE 1 WAS SIDESWIPE BY VEHICLE 2 WHICH ENTERED IN TO THE LANE OCCUPIED BY VEHICLE 1. DRIVER OF VEHICLE 2 STATES WAS PROGRESSING STRAIGHT IN RIGHTMOST LANE WHEN SOMEONE STOPPED ABRUPTLY TO TURN IN TO DRIVEWAY. DRIVER OF VEHICLE 2 STATES TO AVOID VEHICLE THAT STOPPED ABRUPTLY VEHICLE 2 SWERVED AROUND UNINVOLVED VEHICLE AND WENT INTO CENTER LANE WHICH WAS OCCUPIED BY VEHICLE 1. WHEN CHANGING LANES DRIVER OF VEHICLE 2 STATES IT SIDESWIPE VEHICLE 1 IN THE CENTER LANE. BOTH PARTIES RMA AT LOCATION/NO INJURIES. NO VEHICLES REQUIRED A TOW.

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	39	2	-	-	-						
B	02	1	4	1	52	1	-	-	-						
C															
D															
E															
F															

Officer's Rank and Signature

Print Name in Full MICHAEL GALLAGHER

Badge/ID No.

25

NCIC No.

03574

Precinct/Post Troop/Zone

2F

Station/Beat/ Sector

Reviewing Officer

VANTASSEL, JON

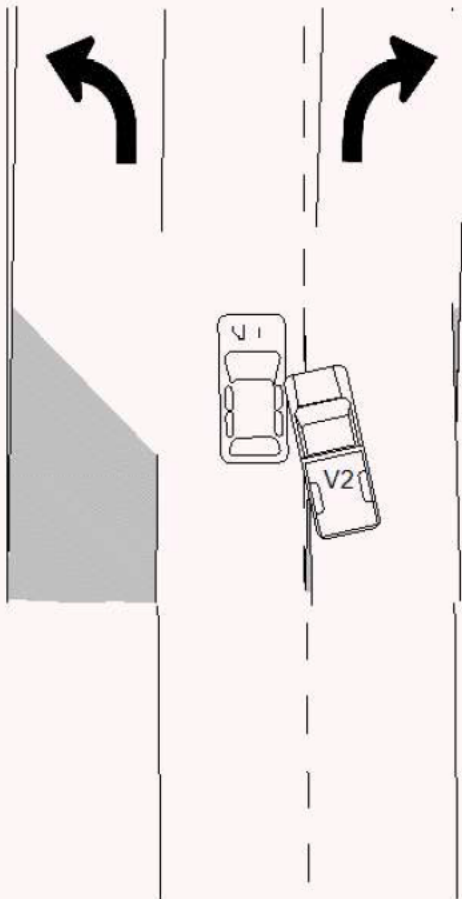
Date/Time Reviewed

2022/06/08 13:30

USE COVER SHEET
N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

39389289

Local Codes

NAWS11FK96NR

☐ AMENDED REPORT

DMV COPY

1	Accident Date		Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene <input type="checkbox"/>	Left Scene	Police Photos	20	
	Month 06	Day 03	Year 2022	FRIDAY	2210	2	0	0	Accident Reconstructed <input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
2	<div style="display: flex; justify-content: space-between;"> <div style="width: 48%;"> VEHICLE 1 <div style="background-color: black; width: 100%; height: 150px; margin-top: 5px;"></div> </div> <div style="width: 48%;"> VEHICLE 2 <input type="checkbox"/> BICYCLIST <input type="checkbox"/> PEDESTRIAN <input type="checkbox"/> OTHER PEDESTRIAN VEHICLE 2 - Driver License ID Number _____ State of Lic. _____ Driver Name - exactly as printed on license PARKED Address (Include Number & Street) _____ Apt. No. _____ City or Town _____ State _____ Zip Code _____ Date of Birth _____ Sex U Unlicensed <input type="checkbox"/> No. of Occupants 0 Public Property Damaged <input type="checkbox"/> </div> </div>											21
3												22
4												23
5												24
6												25
7												26
8												27
9												28
10												29
11												30
12												USE COVER SHEET
13												N
14												N
15												N
16												N
17												N
18												N
19												N
20												N
21												N
22												N
23												N
24												N
25												N
26												N
27												N
28												N
29												N
30												N
31												N
32												N
33												N
34												N
35												N
36												N
37												N
38												N
39												N
40												N
41												N
42												N
43												N
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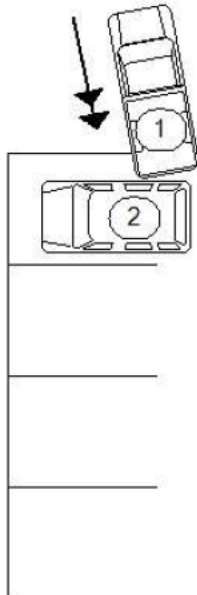
ALL INVOLVED

8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A 01	1	4	1	30	1	-	-	-						
B 02	1	-	-	X	U	-	-	-					PARKED	
C														
D														
E														
F														

Officer's Rank and Signature OFFICER Print Name in Full GURSHARN SINGH	Badge/ID No. 029	NCIC No. 03527	Precinct/Post Troop/Zone	Station/Beat/ Sector	Reviewing Officer BRIERE, B	Date/Time Reviewed 2022/06/15 12:45
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New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



Ward St.

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

39411966

Local Codes

9KPDR1FLPJ1S

☒ **AMENDED REPORT****DMV COPY**

1	Accident Date		Day of Week		Military Time		No. of Vehicles		No. Injured		No. Killed		Not Investigated at Scene <input type="checkbox"/>		Left Scene		Police Photos																																																																																																																
	Month 06	Day 28	Year 2022	TUESDA		1615		3		1		0		Accident Reconstructed <input type="checkbox"/>		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No																																																																																																																	
<div style="display: flex; justify-content: space-between;"> <div> VEHICLE 1 VEHICLE 1 - Driver License ID Number Driver Name - exactly as printed on license LSA Address (Include Number & Street) City or Town State Zip Code Date of Birth Month Day Year Sex U Unlicensed <input type="checkbox"/> No. of Occupants 1 Public Property Damaged <input type="checkbox"/> Name - exactly as printed on registration LSA Sex U Date of Birth Month Day Year Address (Include Number & Street) Apt. No. Haz. Mat Code - Released <input type="checkbox"/> City or Town State Zip Code Plate Number UNKNOWN State of Reg. Vehicle Year & Make Vehicle Type Ins. Code Ticket/Arrest Number(s) Violation Section(s) </div> <div> VEHICLE 2 <input type="checkbox"/> BICYCLIST <input type="checkbox"/> PEDESTRIAN <input type="checkbox"/> OTHER PEDESTRIAN <div style="background-color: black; width: 100%; height: 100%;"></div> </div> </div>																																																																																																																																	
<div style="display: flex; justify-content: space-between;"> <div> VEHICLE 1 DAMAGE CODES Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes Vehicle By Towed: To </div> <div> VEHICLE 2 DAMAGE CODES Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes Vehicle By Towed: To </div> <div> ACCIDENT DIAGRAM <div style="text-align: center;"> </div> </div> </div>																																																																																																																																	
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Accident Description/Officer's Notes Vehicles 2 and 3 were stopped at intersection of State rt 208 and State rt 17k. An unknown vehicle (black suv) struck vehicle 2 in the rear end driving it into vehicle 3. Unknown vehicle did then flee the scene. Operator of vehicle 3 did have a complaint of neck and back pain.																																																																																																																																	
<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th>8</th> <th>9</th> <th>10</th> <th>11</th> <th>12</th> <th>13</th> <th>14</th> <th>15</th> <th>16</th> <th>17</th> <th>BY</th> <th>TO</th> <th>18</th> <th>Names of all involved</th> <th>Date of Death Only</th> </tr> </thead> <tbody> <tr> <td>A</td> <td>01</td> <td>1</td> <td>2</td> <td>1</td> <td>X</td> <td>U</td> <td>-</td> <td>-</td> <td>-</td> <td></td> <td></td> <td></td> <td></td> <td>LSA</td> <td></td> </tr> <tr> <td>B</td> <td>02</td> <td>1</td> <td>2</td> <td>1</td> <td>42</td> <td>2</td> <td>-</td> <td>-</td> <td>-</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>C</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>D</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>E</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>F</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>																			8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only	A	01	1	2	1	X	U	-	-	-					LSA		B	02	1	2	1	42	2	-	-	-							C																D																E																F															
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Print Name in Full ANDRES ARESTIN				12	03574	TF2	2	VANTASSEL, JON	2022/07/01 13:48																																																																																																																								

ALL INVOLVED

USE COVER SHEET

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21

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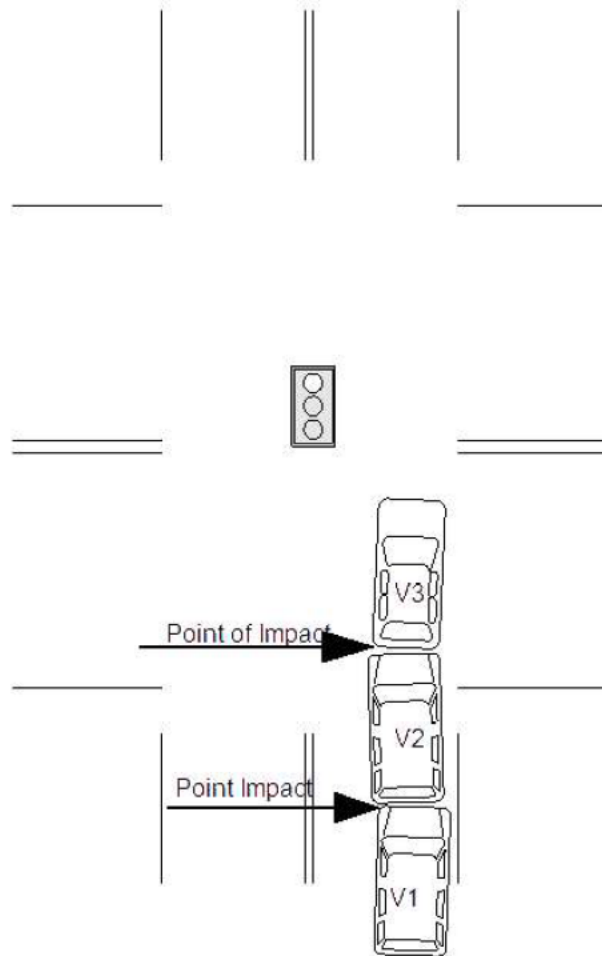
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[illegible]

1

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

39425658

Local Codes

SP2F30FN2CMW

☐ AMENDED REPORT

DMV COPY

Accident Date

Month 07 Day 11 Year 2022

Day of Week

MONDAY

Military Time

1148

No. of Vehicles

2

No. Injured

1

No. Killed

0

Not Investigated at Scene ☐Accident Reconstructed ☐Left Scene ☐☐

Police Photos

☐ Yes ☒ No

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIAN

Ticket/Arrest Number(s) 2F30FN2FPX

Violation Section(s) 1141

Ticket/Arrest Number(s)

Violation Section(s)

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact 3 1 2

Box 2 - Most Damage 3 4 5

Enter up to three more Damage Codes 3 4 5

Vehicle By Towed: To

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 2 DAMAGE CODES

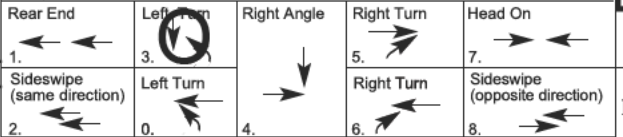
Box 1 - Point of Impact 1 1 2

Box 2 - Most Damage 3 4 5

Enter up to three more Damage Codes 3 4 5

Vehicle By Towed: To

Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.



ACCIDENT DIAGRAM

DIAGRAM IS PRINTED ON LAST PAGE

Cost of repairs to any one vehicle will be more than \$1000.

☐ Unknown/Unable to Determine ☒ Yes ☐ No

Reference Marker

1 7 K 8

3 0 1 1

1 1 2

Coordinates (if available)

Latitude/Northing: 564931

Longitude/Easting:

4597418

Place Where Accident Occurred:

County ORAN

☐ City ☐ Village ☒ Town of MONTGOMERY, TOWN OF

Road on which accident occurred STATE ROUTE 17K

(Route Number or Street Name)

at 1) intersecting street WILSON LANE

(Route Number or Street Name)

or 2) ☐ N ☐ S ☐ E ☐ W of _____

Feet Miles (Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

Unit 1 was traveling West on State Route 17K in the Town of Montgomery and made a U-turn across a double yellow regulatory markings in front of Unit 2. Unit 2 was traveling East on State Route 17K, slowed down and moved to the right but could not avoid Unit 1. Both Units came to a controlled rest on the South shoulder on State Route 17K.

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	71	1	-	-	-						
B	02	1	4	1	56	2	4	12	6						
C															
D															
E															
F															

Officer's Rank and Signature TPR

Print Name in Full DANIEL STORER

Badge/ID No. 3531

NCIC No. 14301

Precinct/Post Troop/Zone F2

Station/Beat/Sector 41

Reviewing Officer

SCHOCK, NATHAN

Date/Time Reviewed

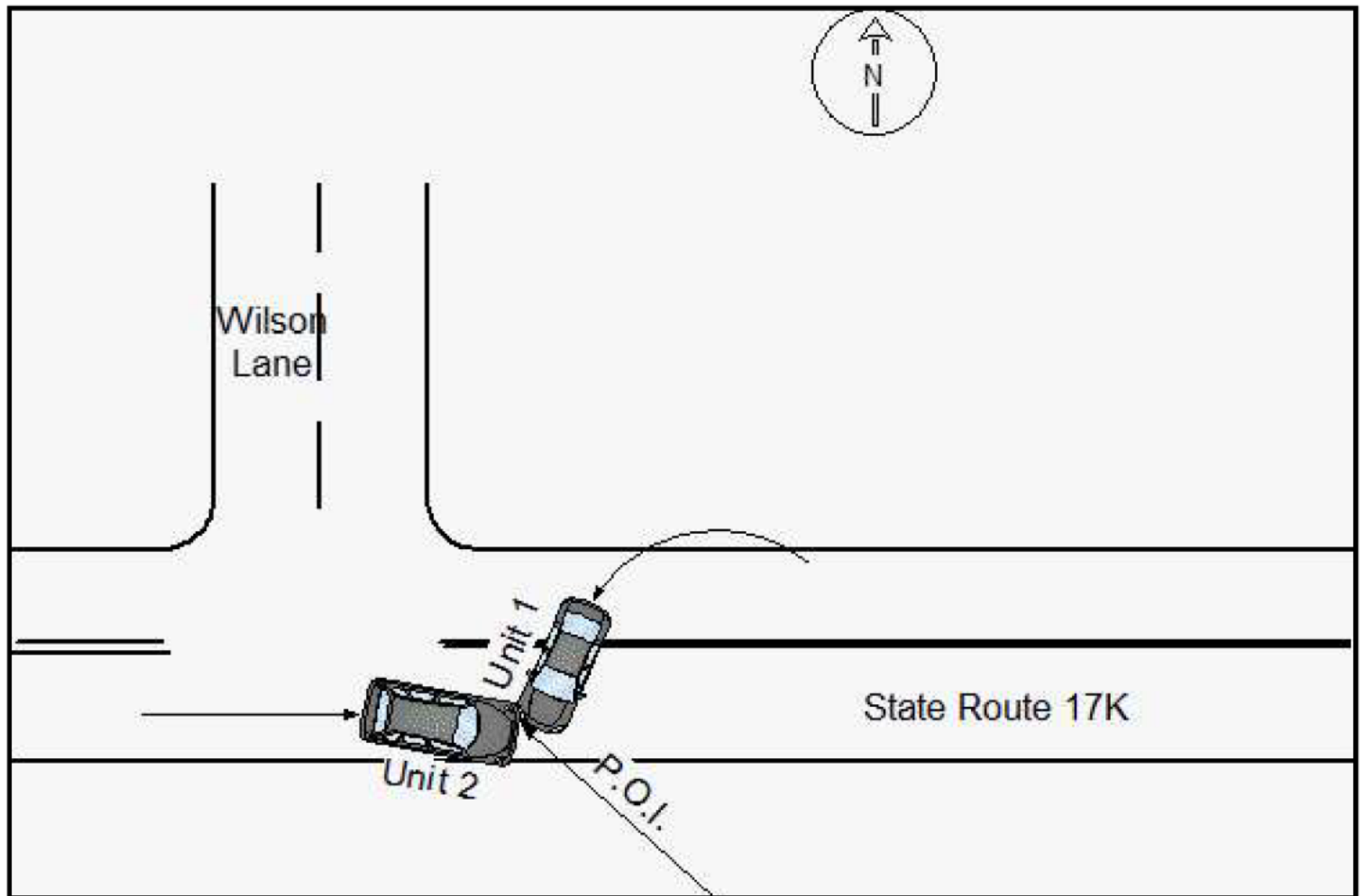
2022/07/13 16:18

USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

39477901

Local Codes

NAPAT1FS407X

☐ AMENDED REPORT

DMV COPY

Accident Date			Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene <input type="checkbox"/>	Left Scene	Police Photos
Month	Day	Year						Accident Reconstructed <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
08	12	2022	FRIDAY	1550	3	3	0			

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIAN

Ticket/Arrest Number(s)	Ticket/Arrest Number(s)
-------------------------	-------------------------

Violation Section(s)	Violation Section(s)
----------------------	----------------------

Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.	Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.	Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.
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VEHICLE 1 DAMAGE CODES Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes Vehicle Towed: By KENS TOWING To KENS TOWING	VEHICLE 2 DAMAGE CODES Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes Vehicle Towed: By QUALITY TOWING To QUALITY TOWING	ACCIDENT DIAGRAM 1. Rear End 2. Sideswipe (same direction) 3. Left Turn 4. Right Angle 5. Right Turn 6. Left Turn 7. Head On 8. Sideswipe (opposite direction)
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VEHICLE DAMAGE CODING: 1-13. SEE DIAGRAM ON RIGHT. 14. UNDERCARRIAGE 17. DEMOLISHED 15. TRAILER 18. NO DAMAGE 16. OVERTURNED 19. OTHER	9.	Cost of repairs to any one vehicle will be more than \$1000. <input type="checkbox"/> Unknown/Unable to Determine <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
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Reference Marker 1 7 K 8 3 0 1 1 1 0 8	Coordinates (if available) Latitude/Northing: 564432 Longitude/Easting: 4597419	Place Where Accident Occurred: County ORAN City Village Town of MONTGOMERY, VILLAGE OF Road on which accident occurred WARD STREET at 1) intersecting street _____ or 2) 25 Feet Miles of 25 feet east of Springhouse Lane (Milepost, Nearest intersecting Route Number or Street Name)
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Accident Description/Officer's Notes

The driver of V1 stated she remembered zoning out and then struck V2. The passenger of V1 stated he was playing on his phone and didn't see what happened. The witness of the accident stated he was approximately 2 cars behind V1 traveling east bound on Ward Street, when V1 suddenly drifted into the left oncoming lane of traffic. Causing V1 to hit V2 and continue onto the sidewalk in front of 232 Ward Street and hitting a street post which launched the street signs (Factory St/ Ward St) into V3's windshield. When V2 was hit they ended up going across the street into an embankment in front of 6 Springhouse Lane. The driver and passenger of V1 weren't able to get out until the vehicle was stabilized by Montgomery FD and pulled out by members of

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	63	2	9	12	6	9999		3509			
B	01	3	4	1	13	1	-	-	-						
C	02	1	4	1	84	2	X	X	6	9999		3516			
D	02	3	4	1	76	2	5	12	6	9999		3516			
E															
F															

Officer's Rank and Signature	OFFICER	Badge/ID No.	NCIC No.	Precinct/Post Troop/Zone	Station/Beat/ Sector	Reviewing Officer	Date/Time Reviewed
Print Name in Full	TYLER BRIERE	033	03527			BRIERE, B	2022/08/21 15:37

USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

39477901

Local Codes

NAPAT1FS407X

☐ AMENDED REPORT

DMV COPY

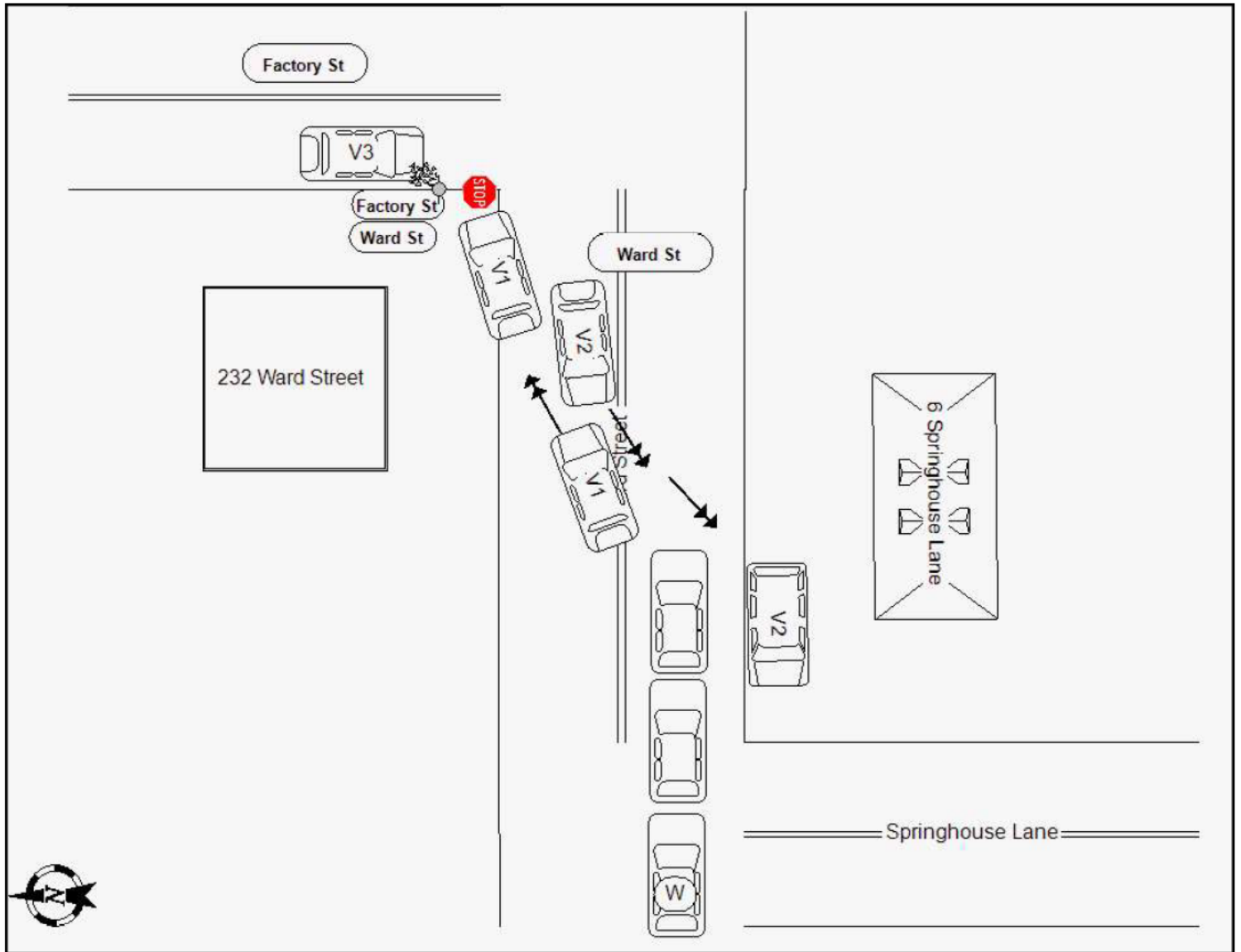
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	Month	Day	Year											<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No																																																																																																							
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2	VEHICLE 1																		VEHICLE 2		BICYCLIST		PEDESTRIAN		OTHER PEDESTRIAN																																																																																																
																			VEHICLE 2 - Driver				State of Lic.																																																																																																		
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Driver Name - exactly as printed on license																																																																																																																									
Address (Include Number & Street)																			Apt. No.																																																																																																						
City or Town																			State				Zip Code																																																																																																		
Date of Birth																			Sex		Unlicensed <input type="checkbox"/>		No. of Occupants		Public Property Damaged <input type="checkbox"/>																																																																																																
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City or Town																			State				Zip Code																																																																																																		
Plate Number				State of Reg.				Vehicle Year & Make				Vehicle Type				Ins. Code																																																																																																									
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Vehicle Towed:	By To																																																																																																																								
<p>VEHICLE DAMAGE CODING:</p> <p>1-13. SEE DIAGRAM ON RIGHT.</p> <p>14. UNDERCARRIAGE 17. DEMOLISHED</p> <p>15. TRAILER 18. NO DAMAGE</p> <p>16. OVERTURNED 19. OTHER</p>																		<p>ACCIDENT DIAGRAM</p> <p>9.</p> <p>DIAGRAM IS PRINTED ON LAST PAGE</p> <p>Cost of repairs to any one vehicle will be more than \$1000.</p> <p><input type="checkbox"/> Unknown/Unable to Determine <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>																																																																																																							
7	<table border="1" style="width:100%;"> <tr> <th>Reference Marker</th> <th colspan="2">Coordinates (if available)</th> </tr> <tr> <td>1 7 K 8</td> <td colspan="2">Latitude/Northing: 564432</td> </tr> <tr> <td>3 0 1 1</td> <td colspan="2">Longitude/Easting: 4597419</td> </tr> <tr> <td>1 0 8</td> <td colspan="2"></td> </tr> </table>																		Reference Marker	Coordinates (if available)		1 7 K 8	Latitude/Northing: 564432		3 0 1 1	Longitude/Easting: 4597419		1 0 8			<p>Place Where Accident Occurred:</p> <p>County <u>ORAN</u> <input type="checkbox"/> City <input checked="" type="checkbox"/> Village <input type="checkbox"/> Town of <u>MONTGOMERY, VILLAGE OF</u></p> <p>Road on which accident occurred <u>WARD STREET</u></p> <p style="text-align: right;">(Route Number or Street Name)</p> <p>at 1) intersecting street _____</p> <p style="text-align: right;">(Route Number or Street Name)</p> <p>or 2) <u>25</u> <input type="checkbox"/> N <input type="checkbox"/> S <input checked="" type="checkbox"/> E <input type="checkbox"/> W of <u>25 feet east of Springhouse Lane</u></p> <p style="text-align: right;">(Milepost, Nearest intersecting Route Number or Street Name)</p>																																																																																										
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3 0 1 1	Longitude/Easting: 4597419																																																																																																																								
1 0 8																																																																																																																									
<p>Accident Description/Officer's Notes</p> <p>TOMVAC. The driver of V1 was taken to St. Lukes hospital via TOMVAC 476, while the passenger RMA. The driver and passenger of V2 both went to Garnet Health via TOMVAC 472. And the driver of V3 had no injuries. - WITNESS 1 [REDACTED]</p>																																																																																																																									
ALL INVOLVED	<table border="1" style="width:100%;"> <tr> <th>8</th><th>9</th><th>10</th><th>11</th><th>12</th><th>13</th><th>14</th><th>15</th><th>16</th><th>17</th><th>BY</th><th>TO</th><th>18</th><th colspan="2">Names of all involved</th><th>Date of Death Only</th> </tr> <tr> <td>A</td><td>03</td><td>1</td><td>4</td><td>1</td><td>24</td><td>2</td><td>-</td><td>-</td><td>-</td><td></td><td></td><td></td><td colspan="2" rowspan="5" style="background-color: black;"></td><td></td> </tr> <tr><td>B</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>C</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>D</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>E</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>F</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> </table>																		8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved		Date of Death Only	A	03	1	4	1	24	2	-	-	-							B														C														D														E														F														
	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved		Date of Death Only																																																																																																									
	A	03	1	4	1	24	2	-	-	-																																																																																																															
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<p>Officer's Rank and Signature OFFICER</p> <p>Print Name in Full TYLER BRIERE</p>																		Badge/ID No. 033		NCIC No. 03527		Precinct/Post Troop/Zone		Station/Beat/Sector		Reviewing Officer BRIERE, B		Date/Time Reviewed 2022/08/21 15:37																																																																																													

USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

39482872

Local Codes

9KPDR3FSV1G0

☒ **AMENDED REPORT****DMV COPY**

Accident Date

Month
08Day
25Year
2022

Day of Week

THURSD

Military Time

0720

No. of
Vehicles
2No. Injured
0No. Killed
0Not Investigated at Scene ☐
Accident Reconstructed ☐Left Scene ☐Police Photos
☐ Yes ☒ No

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIANTicket/Arrest
Number(s)Violation
Section(s)Ticket/Arrest
Number(s)Violation
Section(s)

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

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact
Box 2 - Most Damage

Enter up to three more Damage Codes

Vehicle By PATS TOWING
Towed: To PATS TOWING

VEHICLE DAMAGE CODING:

1-13. SEE DIAGRAM ON RIGHT.

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

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

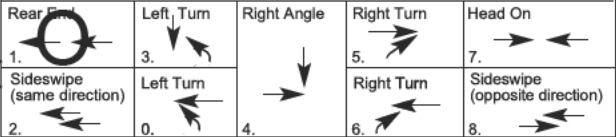
VEHICLE 2 DAMAGE CODES

Box 1 - Point of Impact
Box 2 - Most Damage

Enter up to three more Damage Codes

Vehicle By
Towed: To

Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.



ACCIDENT DIAGRAM

DIAGRAM IS PRINTED ON LAST PAGE

Cost of repairs to any one vehicle will be more than \$1000.

☐ Unknown/Unable to Determine ☒ Yes ☐ No

Reference Marker

Coordinates (if available)

1 7 K 8

Latitude/Northing:
565338

3 0 1 1

Longitude/Easting:
4597417

Place Where Accident Occurred:

County ORAN ☐ City ☐ Village ☒ Town of MONTGOMERY, TOWN OFRoad on which accident occurred STATE HIGHWAY 17K

(Route Number or Street Name)

at 1) intersecting street DOLLAR GENERAL DRIVEWAY

(Route Number or Street Name)

or 2) ☐ N ☐ S ☐ E ☐ W of _____
 Feet Miles (Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

DRIVER OF VEHICLE ONE STATES WAS HEADING WESTBOUND ON 17 K WHEN VEHICLE ONE STRUCK VEHICLE 2 IN THE REAR WHILE VEHICLE 2 WAS STOPPED AT A RED LIGHT. DRIVER OF VEHICLE 1 STATES FELT A VEHICLE TOUCH THE REAR OF HER VEHICLE FROM BEHIND THAT PROCEEDED TO LEAVE THE SCENE. DRIVER OF VEHICLE 2 STATES WAS REAR ENDED AT STOP LIGHT WHILE VEHICLE 2 WAS STATIONARY AND STOPPED AT LIGHT BY VEHICLE 1. DRIVER OF VEHICLE 2 STATES SAW NO OTHER VEHICLE INVOLVED. UPON ARRIVAL PD OBSERVED VEHICLE 1 WITH NO DAMAGE TO REAR OF VEHICLE, AND DAMAGE ONLY TO FRONT OF VEHICLE 1 AND REAR OF VEHICLE 2. VEHICLE 1 TOWED BY PATS TOWING. BOTH PARTIES RMA AT LOCATION AND CLAIMED NO INJURIES.

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	18	BY	TO	Names of all involved	Date of Death Only
A	01	1	4	1	20	2	-	-	-						
B	02	1	4	1	59	1	-	-	-						
C															
D															
E															
F															

Officer's Rank and Signature

PO

Print Name
in Full

MICHAEL GALLAGHER

Badge/ID No.

25

NCIC No.

03574

Precinct/Post
Troop/Zone

2F

Station/Beat/
Sector

1

Reviewing
Officer

MCNEELY, ROBER

Date/Time Reviewed

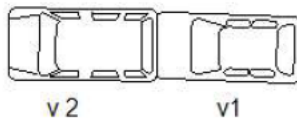
2022/08/25 16:48

USE
COVER
SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



v 2

v1

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

39542851

Local Codes

9KPDR3FZT0PH

☐ AMENDED REPORT

DMV COPY

Accident Date

Month
10Day
10Year
2022

Day of Week

MONDAY

Military Time

1800

No. of
Vehicles
2No. Injured
0No. Killed
0Not Investigated at Scene ☐Left Scene ☐Police Photos
☐ Yes ☒ NoAccident Reconstructed ☐

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIANTicket/Arrest
Number(s)Ticket/Arrest
Number(s)Violation
Section(s)Violation
Section(s)

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

Check if involved vehicle is:

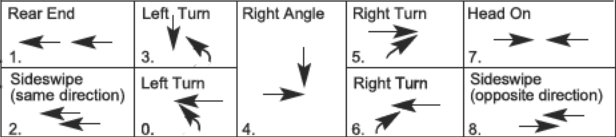
☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.



ACCIDENT DIAGRAM

DIAGRAM IS PRINTED ON LAST PAGE

Cost of repairs to any one vehicle will be more than \$1000.

☐ Unknown/Unable to Determine ☒ Yes ☐ No

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact
Box 2 - Most Damage

Enter up to three more Damage Codes

Vehicle By
Towed: To

VEHICLE 2 DAMAGE CODES

Box 1 - Point of Impact
Box 2 - Most Damage

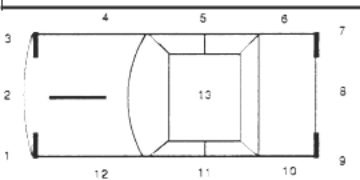
Enter up to three more Damage Codes

Vehicle By
Towed: To

VEHICLE DAMAGE CODING:

1-13. SEE DIAGRAM ON RIGHT.

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



Reference Marker

Coordinates (if available)

1 7 K

Latitude/Northing:

8 3 0 1

Longitude/Easting:

1 1 0 4

Place Where Accident Occurred:

County ORAN

☐ City ☐ Village ☒ Town of MONTGOMERY, TOWN OF

Road on which accident occurred STATE HWY 17K

at 1) intersecting street ALBANY POST RD CR14

(Route Number or Street Name)

or 2) _____

☐ N ☐ S☐ E ☐ W of _____

(Route Number or Street Name)

Feet Miles

(Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

Oper #1 stated she was making a left turn off Albany Post Rd onto Rt 17K. Stated she didn't really see Oper #2 thus striking Oper #2 as she started her turn. Oper #2 stated he was traveling Rt 17K W/B when Oper #1 pulled out striking him

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	19	2	-	-	-						
B	02	1	4	1	63	1	-	-	-						
C															
D															
E															
F															

Officer's Rank and Signature INV

Print Name in Full BRIAN TURNER

Badge/ID No. 19

NCIC No. 03574

Precinct/Post Troop/Zone F2

Station/Beat/Sector 4

Reviewing Officer

MCNEELY, ROBER

Date/Time Reviewed

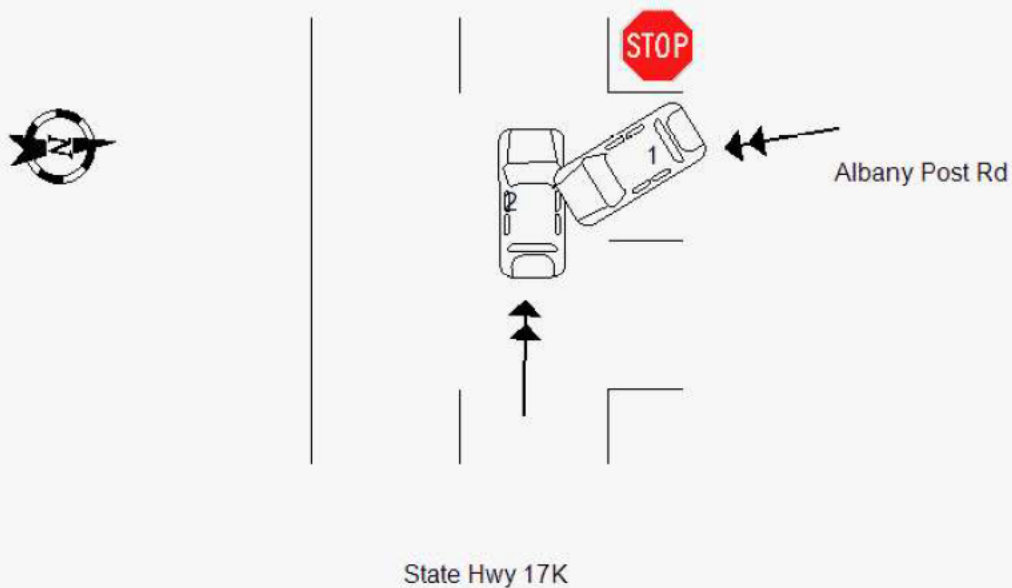
2022/10/11 17:20

USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

39565146

Local Codes

NAWS11G0ML55

☐ AMENDED REPORT

DMV COPY

Accident Date

Month
10Day
18Year
2022

Day of Week

TUESDA

Military Time

1100

No. of
Vehicles
2No. Injured
1No. Killed
0Not Investigated at Scene ☐Left Scene ☐Police Photos
☐ Yes ☒ NoAccident Reconstructed ☐

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIANTicket/Arrest
Number(s)Violation
Section(s)Ticket/Arrest
Number(s)Violation
Section(s)

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact 2¹ 2²

Box 2 - Most Damage

Enter up to three more Damage Codes 3 4 5

Vehicle By PATS TOWING

Towed: To PATS TOWING

VEHICLE DAMAGE CODING:

1-13. SEE DIAGRAM ON RIGHT.

14. UNDERCARRIAGE 17. DEMOLISHED

15. TRAILER 18. NO DAMAGE

16. OVERTURNED 19. OTHER

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 2 DAMAGE CODES

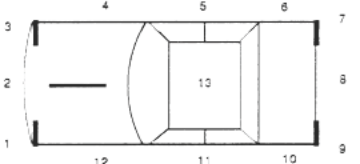
Box 1 - Point of Impact 7¹ 7²

Box 2 - Most Damage

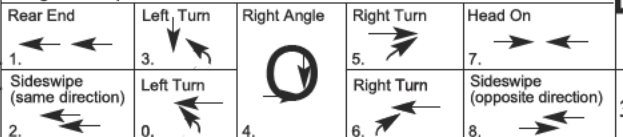
Enter up to three more Damage Codes 3 4 5

Vehicle By YOUNGS

Towed: To YOUNGS



Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.



ACCIDENT DIAGRAM

DIAGRAM IS PRINTED ON LAST PAGE

Cost of repairs to any one vehicle will be more than \$1000.

☐ Unknown/Unable to Determine ☒ Yes ☐ No

Reference Marker

1 7 K 8

3 0 1 1

1 0 3

Coordinates (if available)

Latitude/Northing:

563656

Longitude/Easting:

4597600

Place Where Accident Occurred:

County ORAN

☐ City ☒ Village ☐ Town of MONTGOMERY, VILLAGE OF

Road on which accident occurred WARD STREET

(Route Number or Street Name)

at 1) intersecting street UNION STREET

(Route Number or Street Name)

or 2)

☐ N ☐ S
☐ E ☐ W

Feet Miles

(Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

V2 was turning left from Ward Street onto Union Street while V1 was driving eastbound on Ward Street at an alleged high rate of speed according to the driver of V2 and a witness, when the front passenger side of V1 struck the rear passenger side of V2. V1 proceeded to crash into the side of 105 Ward Street, causing a sufficient amount of damage to the building. The driver of V1 [REDACTED] stated he had no pain and the driver of V2 [REDACTED] had complaint of neck pain. Both drivers RMA TOMVAC. - WITNESS 1 [REDACTED]

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	47	1	-	-	-					[REDACTED]	
B	02	1	4	1	67	1	7	12	6					[REDACTED]	
C															
D															
E															
F															

Officer's Rank and Signature OFFICER

Print Name in Full TYLER BRIERE

Badge/ID No.

033

NCIC No.

03527

Precinct/Post Troop/Zone

F

Station/Beat/Sector

Reviewing Officer

BRIERE, B

Date/Time Reviewed

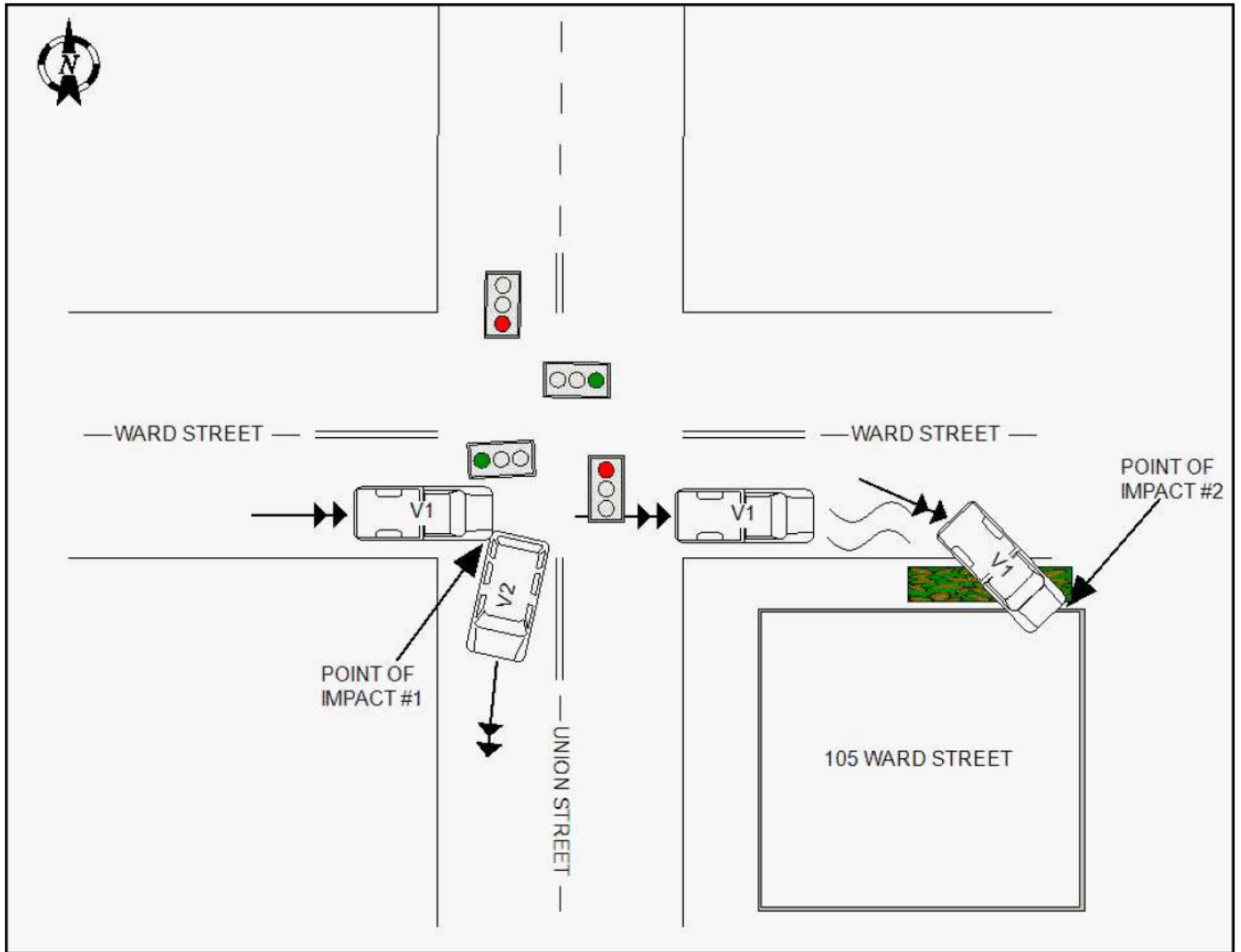
2022/10/27 12:38

USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

39567195

Local Codes

NAPATIGISIPS

☐ AMENDED REPORT

DMV COPY

Accident Date

Month
10Day
29Year
2022

Day of Week

SATURD

Military Time

0837

No. of
Vehicles
2No. Injured
1No. Killed
0Not Investigated at Scene ☐Left Scene ☐Police Photos
☐ Yes ☒ NoAccident Reconstructed ☐

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIANTicket/Arrest
Number(s)Ticket/Arrest
Number(s)Violation
Section(s)Violation
Section(s)

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact 2 1 2 2

Box 2 - Most Damage

Enter up to three more Damage Codes 3 4 5

Vehicle By
Towed: To

Check if involved vehicle is:

☐ more than 95 inches wide;

☐ more than 34 feet long;

☐ operated with an overweight permit;

☐ operated with an overdimension permit.

VEHICLE 2 DAMAGE CODES

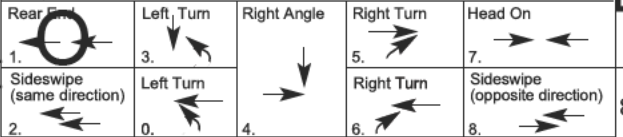
Box 1 - Point of Impact 8 1 8 2

Box 2 - Most Damage

Enter up to three more Damage Codes 3 4 5

Vehicle By
Towed: To KENS TOWING

Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.



ACCIDENT DIAGRAM

DIAGRAM IS PRINTED ON LAST PAGE

Cost of repairs to any one vehicle will be more than \$1000.

☐ Unknown/Unable to Determine ☒ Yes ☐ No

Reference Marker

Coordinates (if available)

1 7 K 8

Latitude/Northing:
563642

3 0 1 1

Longitude/Easting:
4597610

1 0 3

Place Where Accident Occurred:

County ORAN

☐ City ☒ Village ☐ Town of MONTGOMERY, VILLAGE OF

Road on which accident occurred WARD STREET

(Route Number or Street Name)

at 1) intersecting street UNION STREET

(Route Number or Street Name)

or 2) ☐ N ☐ S ☐ E ☐ W of

Feet Miles

(Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

the driver of V2 had complaint of neck and back pain and the passenger reported no injuries. The driver of V1 had no injuries. stated they were stopped at the red light on Ward Street facing eastbound when V1 crashed into the rear of the vehicle. stated she was driving east when she opened her coffee cup lid which caused the steam from the coffee to fog up the windshield so she was unable to see, ultimately crashing into the rear of V2. Member observed the sun's glare to be highly obstructing to the view of drivers traveling estbound on WArD Street. was transported to St. Lukes via Town of Newburgh EMS. V2 was towed

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	65	2	-	-	-						
B	02	1	4	1	65	1	6	12	6	9999	3509				
C	02	3	4	1	62	2	-	-	-						
D															
E															
F															

Officer's Rank and Signature OFFICER

Print Name in Full TYLER BRIERE

Badge/ID No. 033

NCIC No. 03527

Precinct/Post Troop/Zone

Station/Beat/ Sector

Reviewing Officer

BRIERE, B

Date/Time Reviewed

2022/10/29 11:45

USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

39567195

Local Codes

NAPATIGISIPS

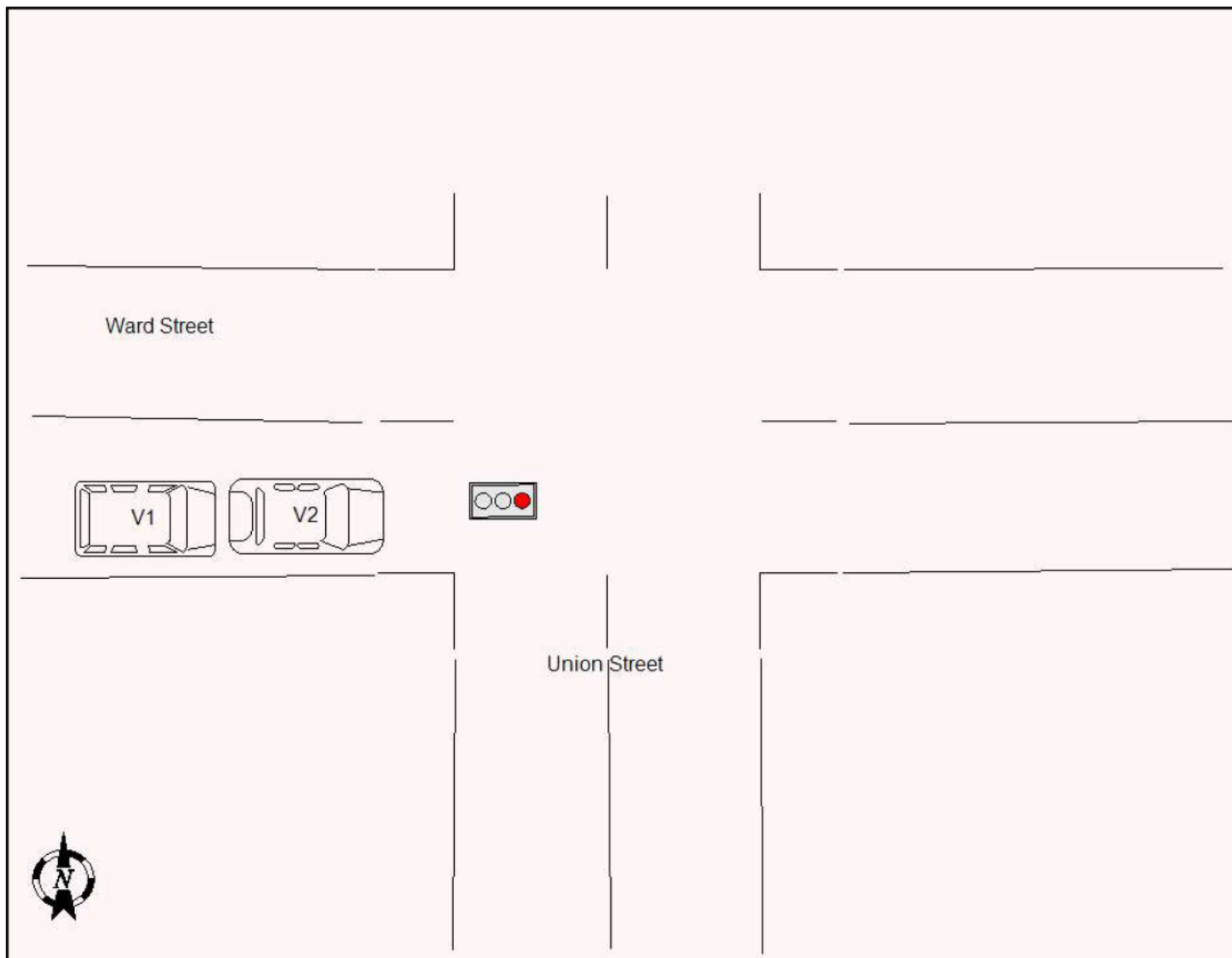
☐ AMENDED REPORT

DMV COPY

1	Accident Date Month 10 Day 29 Year 2022		Day of Week SATURD		Military Time 0837		No. of Vehicles 2	No. Injured 1	No. Killed 0	Not Investigated at Scene <input type="checkbox"/> Accident Reconstructed <input type="checkbox"/>		Left Scene <input type="checkbox"/>	Police Photos <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	19	
2	VEHICLE 1 VEHICLE 1 - Driver License ID Number Driver Name - exactly as printed on license Address (Include Number & Street) City or Town State Zip Code						VEHICLE 2 VEHICLE 2 - Driver License ID Number Driver Name - exactly as printed on license Address (Include Number & Street) City or Town State Zip Code								20
3	Date of Birth Month Day Year Sex Unlicensed <input type="checkbox"/> No. of Occupants Public Property Damaged <input type="checkbox"/>						Date of Birth Month Day Year Sex Unlicensed <input type="checkbox"/> No. of Occupants Public Property Damaged <input type="checkbox"/>								21
4	Name - exactly as printed on registration Address (Include Number & Street) City or Town State Zip Code						Name - exactly as printed on registration Address (Include Number & Street) City or Town State Zip Code								22
5	Plate Number State of Reg. Vehicle Year & Make Vehicle Type Ins. Code						Plate Number State of Reg. Vehicle Year & Make Vehicle Type Ins. Code								23
6	Ticket/Arrest Number(s) Violation Section(s)						Ticket/Arrest Number(s) Violation Section(s)								24
7	Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.						Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.						Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.		25
8	VEHICLE 1 DAMAGE CODES Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes Vehicle By Towed To						VEHICLE 2 DAMAGE CODES Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes Vehicle By Towed To						ACCIDENT DIAGRAM 9.		26
9	VEHICLE DAMAGE CODING: 1-13. SEE DIAGRAM ON RIGHT. 14. UNDERCARRIAGE 17. DEMOLISHED 15. TRAILER 18. NO DAMAGE 16. OVERTURNED 19. OTHER						Place Where Accident Occurred: County ORAN City Village Town of MONTGOMERY, VILLAGE OF Road on which accident occurred WARD STREET at 1) intersecting street UNION STREET or 2) Feet Miles						Cost of repairs to any one vehicle will be more than \$1000. <input type="checkbox"/> Unknown/Unable to Determine <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		27
10	Reference Marker 1 7 K 8 3 0 1 1 1 0 3						Coordinates (if available) Latitude/Northing: 563642 Longitude/Easting: 4597610						Date/Time Reviewed 2022/10/29 11:45		28
11	Accident Description/Officer's Notes by Kens Towing to Kens Tow yard. NFAT.														29
12	ALL INVOLVED														30
13	BY TO 18 Names of all involved Date of Death Only														USE COVER SHEET
14	OFFICER Print Name in Full TYLER BRIERE														31
15	Badge/ID No. 033 NCIC No. 03527 Precinct/Post Troop/Zone Station/Beat/ Sector Reviewing Officer BRIERE, B Date/Time Reviewed 2022/10/29 11:45														32

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

39578346

Local Codes

9KWKS8G2GG73

☒ **AMENDED REPORT****DMV COPY**

1 -	Accident Date			Day of Week FRIDAY	Military Time 1608	No. of Vehicles 2	No. Injured 0	No. Killed 0	Not Investigated at Scene <input type="checkbox"/>	Left Scene <input type="checkbox"/>	Police Photos <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	20 -
	Month 11	Day 04	Year 2022									
VEHICLE 1 <input checked="" type="checkbox"/> VEHICLE 2 <input type="checkbox"/> BICYCLIST <input type="checkbox"/> PEDESTRIAN <input type="checkbox"/> OTHER PEDESTRIAN <input type="checkbox"/>												21 -
Accident Reconstructed <input type="checkbox"/>												

2 -	[Redacted Area]												22 -
3 2	[Redacted Area]												23 3

4 1	Name—exactly as printed on registration leroy holding co inc			Sex C	Date of Birth Month Day Year			24 3
	Address (Include Number & Street) 26 MAIN ST			Apt. No.	Haz. Mat Code	Released <input type="checkbox"/>		
5 1	City or Town ALBANY			State NY	Zip Code 12204			25 1
	Plate Number 18322PF	State of Reg. NY	Vehicle Year & Make 2019 PTRB	Vehicle Type DELV	Ins. Code			

6 1	Ticket/Arrest Number(s)				Ticket/Arrest Number(s)				26 7
	Violation Section(s)				Violation Section(s)				

7 1	Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.				Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.				Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.				27 1
	VEHICLE 1 DAMAGE CODES Box 1 - Point of Impact 2 1 2 Box 2 - Most Damage Enter up to three more Damage Codes 3 4 5				VEHICLE 2 DAMAGE CODES Box 1 - Point of Impact 8 1 8 Box 2 - Most Damage Enter up to three more Damage Codes 3 4 5				ACCIDENT DIAGRAM 1. [Diagram 1] 3. [Diagram 3] 5. [Diagram 5] 7. [Diagram 7] 2. [Diagram 2] 4. [Diagram 4] 6. [Diagram 6] 8. [Diagram 8]				

8 1	Vehicle By Towed: To KENS To KENS				Vehicle By Towed: To KENS To KENS				DIAGRAM IS PRINTED ON LAST PAGE				28 1
	VEHICLE DAMAGE CODING: 1-13. SEE DIAGRAM ON RIGHT. 14. UNDERCARRIAGE 17. DEMOLISHED 15. TRAILER 18. NO DAMAGE 16. OVERTURNED 19. OTHER				9. [Diagram 9]				Cost of repairs to any one vehicle will be more than \$1000. <input type="checkbox"/> Unknown/Unable to Determine <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No				

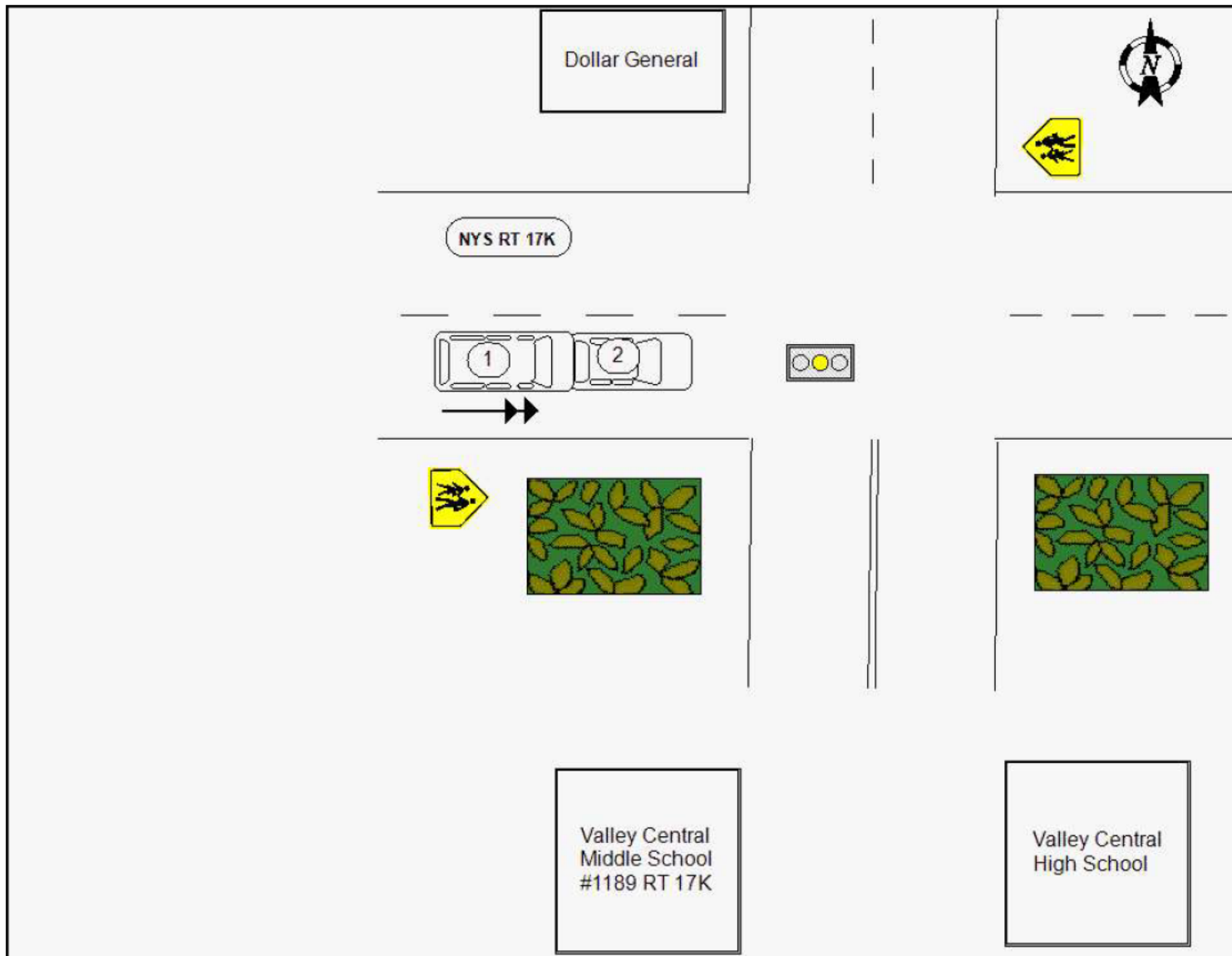
9 1	Reference Marker	Coordinates (if available)	Place Where Accident Occurred: County ORAN <input type="checkbox"/> City <input type="checkbox"/> Village <input checked="" type="checkbox"/> Town of MONTGOMERY, TOWN OF Road on which accident occurred 1189 NYS RT 17K (Route Number or Street Name) at 1) intersecting street (Route Number or Street Name) or 2) 200 <input type="checkbox"/> N <input type="checkbox"/> S <input checked="" type="checkbox"/> E <input type="checkbox"/> W of Wilson Lane (Milepost, Nearest intersecting Route Number or Street Name)												29 -
	8 3 0 1	Latitude/Northing:													
10 1	1 0 1 1	Longitude/Easting:													30 -

Accident Description/Officer's Notes Driver 1 states he was driving east on 17K behind vehicle 2 and observed a yellow light ahead. He stated that driver 2 stopped very abruptly, he thought driver 2 would go through the yellow light but he did not. Driver 1 states he attempted to stop but failed to do so striking vehicle 2. Driver 2 states that as he approached the light and got closer to it the light turned red so he stopped at which time he was struck in the rear by vehicle 1. There is no issue code listed for vehicle 1, the insurance company is Edgewood Partners Inc Center, Policy ID [Redacted] and client # [Redacted]														30 -

ALL INVOLVED	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved		Date of Death Only
	A 01	1	4	1	73	1	-	-	-						[Redacted]	
B 02	1	4	1	40	1	-	-	-						[Redacted]		
C																
D																
E																
F																
Officer's Rank and Signature PO Print Name in Full ROBERT VASTA			Badge/ID No.	NCIC No.	Precinct/Post Troop/Zone	Station/Beat/Sector	Reviewing Officer	Date/Time Reviewed								
			40	03574	F2	4	VANTASSEL, JON	2022/11/06 16:43								

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

39613850

Local Codes

SP2F12G5BQ8Z

☐ AMENDED REPORT

DMV COPY

Accident Date			Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene <input type="checkbox"/>	Left Scene	Police Photos
Month	Day	Year						Accident Reconstructed <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
12	01	2022	THURSD	1725	3	0	0			

VEHICLE 1

☒ VEHICLE 2 ☐ BICYCLIST ☐ PEDESTRIAN ☐ OTHER PEDESTRIAN

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

Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.	Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.	Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.
--	--	--

VEHICLE 1 DAMAGE CODES Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes Vehicle By QUALITY Towed To QUALITY	VEHICLE 2 DAMAGE CODES Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes Vehicle By ALVALKS Towed To ALVALKS	ACCIDENT DIAGRAM 1. Rear End 2. Sideswipe (same direction) 3. Left Turn 4. Right Angle 5. Right Turn 6. Right Turn 7. Head On 8. Sideswipe (opposite direction)
--	--	--

VEHICLE DAMAGE CODING:

1-13. SEE DIAGRAM ON RIGHT.

- | | |
|-------------------|----------------|
| 14. UNDERCARRIAGE | 17. DEMOLISHED |
| 15. TRAILER | 18. NO DAMAGE |
| 16. OVERTURNED | 19. OTHER |

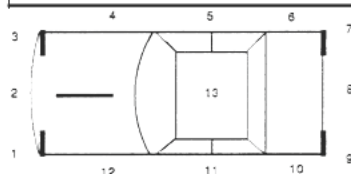


DIAGRAM IS PRINTED ON LAST PAGE

Cost of repairs to any one vehicle will be more than \$1000.

☐ Unknown/Unable to Determine ☒ Yes ☐ No

Reference Marker	Coordinates (if available)	Place Where Accident Occurred:
1 7 K 8	Latitude/Northing: 565567	County ORAN <input type="checkbox"/> City <input type="checkbox"/> Village <input checked="" type="checkbox"/> Town of MONTGOMERY, TOWN OF
3 0 1 1	Longitude/Easting: 4597419	Road on which accident occurred STATE ROUTE 17K (Route Number or Street Name)
1 1 6		at 1) intersecting street MCGOWAN DRIVE (Route Number or Street Name)
		or 2) <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W of _____ (Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

V2 and V3 stopped facing westbound on State Route 17K, Op of V1 traveling westbound strikes V2, which then strikes V3. Operators of all vehicles checked by Town of Montgomery EMS, all parties RMA treatment.

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	70	1	-	-	-						
B	02	1	4	1	70	2	-	-	-						
C															
D															
E															
F															

Officer's Rank and Signature Print Name in Full	TPR MATTHEW HANLEY	Badge/ID No. 4197	NCIC No. 13502	Precinct/Post Troop/Zone F2	Station/Beat/Sector 11	Reviewing Officer CARIDI, SETH	Date/Time Reviewed 2022/12/02 21:43
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USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

39613850

Local Codes

SP2F12G5BQ8Z

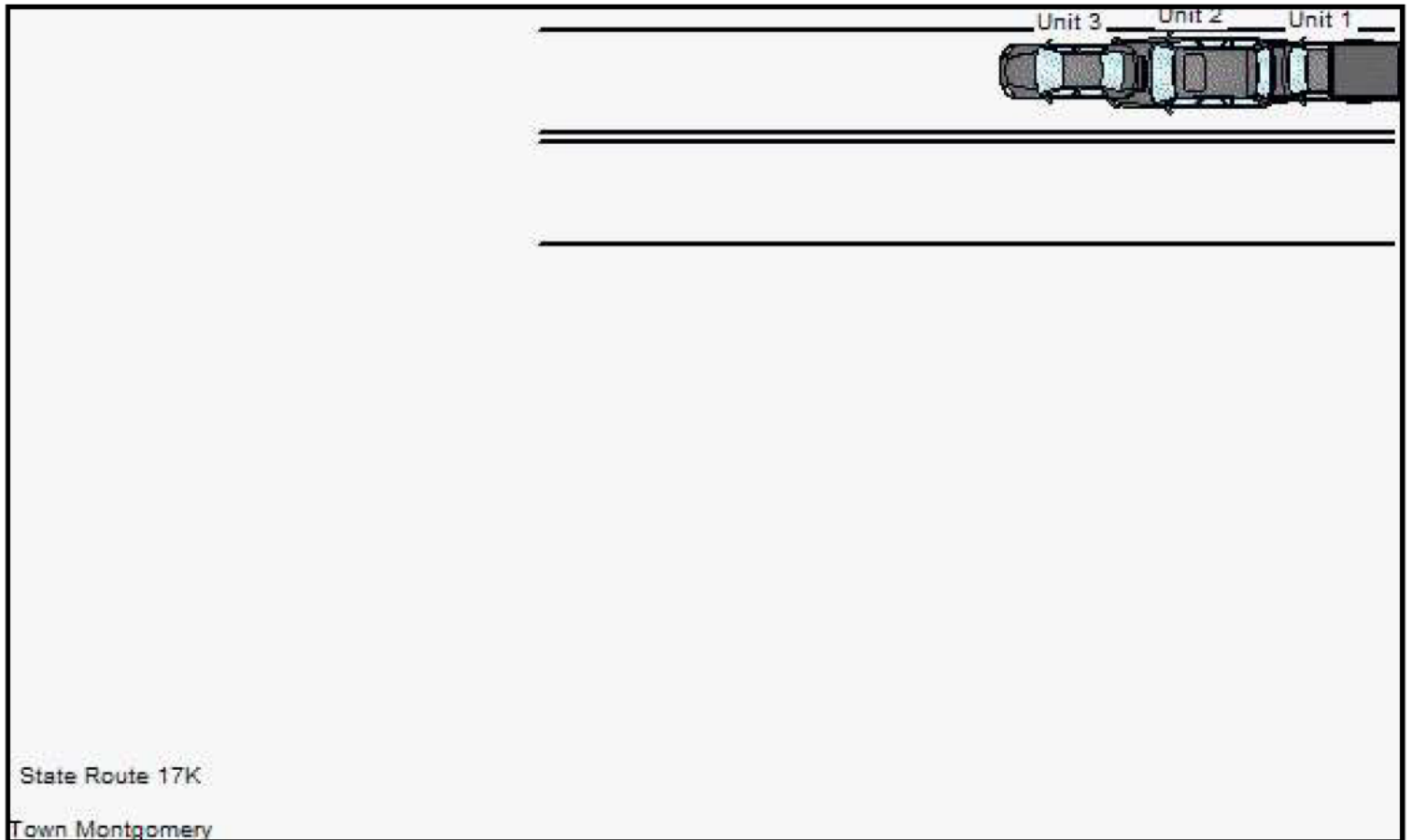
☐ AMENDED REPORT

DMV COPY

1	Accident Date Month 12 Day 01 Year 2022		Day of Week THURSD	Military Time 1725	No. of Vehicles 3	No. Injured 0	No. Killed 0	Not Investigated at Scene <input type="checkbox"/>	Left Scene <input type="checkbox"/>	Police Photos <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	20					
2	VEHICLE 1					<input type="checkbox"/> VEHICLE 2 <input type="checkbox"/> BICYCLIST <input type="checkbox"/> PEDESTRIAN <input type="checkbox"/> OTHER PEDESTRIAN						21				
3						VEHICLE 2 - Driver License ID Number Driver Name - exactly as printed on license Address (Include Number & Street) City or Town State Zip Code Date of Birth Month Day Year Sex Unlicensed <input type="checkbox"/> No. of Occupants Public Property Damaged <input type="checkbox"/> Name-exactly as printed on registration Sex Date of Birth Month Day Year Address (Include Number & Street) Apt. No. Haz. Mat. Code Released <input type="checkbox"/> City or Town State Zip Code Plate Number State of Reg. Vehicle Year & Make Vehicle Type Ins. Code					22					
4						Ticket/Arrest Number(s)					Ticket/Arrest Number(s)					23
5						Violation Section(s)					Violation Section(s)					24
6						Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.					Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.					25
7						VEHICLE 1 DAMAGE CODES Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes Vehicle By Towed: To					VEHICLE 2 DAMAGE CODES Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes Vehicle By Towed: To					26
8	VEHICLE DAMAGE CODING: 1-13. SEE DIAGRAM ON RIGHT. 14. UNDERCARRIAGE 17. DEMOLISHED 15. TRAILER 18. NO DAMAGE 16. OVERTURNED 19. OTHER					ACCORDING TO THE DIAGRAM BELOW THAT DESCRIBES THE ACCIDENT, OR DRAW YOUR OWN DIAGRAM IN SPACE #9. NUMBER THE VEHICLES. Rear End Left Turn Right Angle Right Turn Head On Sideswipe (same direction) Left Turn Right Turn Sideswipe (opposite direction) 1. 2. 3. 4. 5. 6. 7. 8. 9. DIAGRAM IS PRINTED ON LAST PAGE Cost of repairs to any one vehicle will be more than \$1000. <input type="checkbox"/> Unknown/Unable to Determine <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No					27					
9	Reference Marker Coordinates (if available) 1 7 K 8 3 0 1 1 1 1 6 4597419					Place Where Accident Occurred: County ORAN City Village Town of MONTGOMERY, TOWN OF Road on which accident occurred STATE ROUTE 17K at 1) intersecting street MCGOWAN DRIVE or 2) Feet Miles of (Milepost, Nearest intersecting Route Number or Street Name)					28					
10	Accident Description/Officer's Notes										29					
11	ALL INVOLVED										30					
12	Names of all involved Date of Death Only										USE COVER SHEET					
13	OFFICER'S RANK AND SIGNATURE TPR Print Name in Full MATTHEW HANLEY										4197					
14	Badge/ID No. NCIC No. Precinct/Post Troop/Zone Station/Beat/Sector Reviewing Officer Date/Time Reviewed										21:43					

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

39621201

Local Codes

9K0268G5P214

☐ AMENDED REPORT

DMV COPY

1	Accident Date Month 12 Day 04 Year 2022		Day of Week SUNDAY	Military Time 2249	No. of Vehicles 1	No. Injured 0	No. Killed 0	Not Investigated at Scene <input type="checkbox"/>	Left Scene <input type="checkbox"/>	Police Photos <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	20		
2	VEHICLE 1					<input type="checkbox"/> VEHICLE 2 <input type="checkbox"/> BICYCLIST <input type="checkbox"/> PEDESTRIAN <input type="checkbox"/> OTHER PEDESTRIAN						21	
3						VEHICLE 2 - Driver License ID Number Driver Name - exactly as printed on license Address (Include Number & Street) City or Town State Zip Code Date of Birth Month Day Year Sex Unlicensed <input type="checkbox"/> No. of Occupants Public Property Damaged <input type="checkbox"/> Name—exactly as printed on registration Sex Date of Birth Month Day Year Address (Include Number & Street) Apt. No. Haz. Mat. Code Released <input type="checkbox"/> City or Town State Zip Code Plate Number State of Reg. Vehicle Year & Make Vehicle Type Ins. Code						22	
4												23	
5												24	
6												25	
7												26	
8	Ticket/Arrest Number(s) Violation Section(s)					Ticket/Arrest Number(s) Violation Section(s)						27	
9	Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.					Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.					Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.		28
10	VEHICLE 1 DAMAGE CODES Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes Vehicle By Towed: To					VEHICLE 2 DAMAGE CODES Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes Vehicle By Towed: To					ACCIDENT DIAGRAM DIAGRAM IS PRINTED ON LAST PAGE Cost of repairs to any one vehicle will be more than \$1000. <input type="checkbox"/> Unknown/Unable to Determine <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		29
11	Reference Marker 1 7 K 8 3 0 1 1 1 1 1					Coordinates (if available) Latitude/Northing: 564898 Longitude/Easting: 4597418					Place Where Accident Occurred: County ORAN City Village <input checked="" type="checkbox"/> Town of MONTGOMERY, TOWN OF Road on which accident occurred STATE HIGHWAY 17K at 1) intersecting street WILSON LANE or 2) Feet Miles of (Milepost, Nearest intersecting Route Number or Street Name)		30
12	Accident Description/Officer's Notes V1 was traveling Westbound on State Route 17K when a deer entered the roadway from the South side. V1 struck said deer head on.											31	
13	ALL INVOLVED											32	
14	Officer's Rank and Signature officer Print Name in Full JOSEPH WHITE											33	
15	Badge/ID No. 54 NCIC No. 03574 Precinct/Post Troop/Zone F2 Station/Beat/Sector 4 Reviewing Officer GREANY, KEVIN Date/Time Reviewed 2022/12/06 08:51											34	

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



State Route 17K

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

39621238

Local Codes

9KM260G5VWLS

☐ AMENDED REPORT

DMV COPY

1 -	Accident Date			Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene <input type="checkbox"/>	Left Scene	Police Photos	20 9
	Month 12	Day 06	Year 2022	TUESDA	1845	2	0	0	Accident Reconstructed <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

VEHICLE 1

☒ VEHICLE 2☐ BICYCLIST☐ PEDESTRIAN☐ OTHER PEDESTRIAN

2 -													21 -
3 1													22 -
4 4													23 3
5 2													24 3

5 2	Ticket/Arrest Number(s)						Ticket/Arrest Number(s)						25 1
6 2	Violation Section(s)						Violation Section(s)						26 8

7 3	1	Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.				Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.				Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.				27 1
		VEHICLE 1 DAMAGE CODES Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes				VEHICLE 2 DAMAGE CODES Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes				ACCIDENT DIAGRAM 1. 2. 3. 4. 5. 6. 7. 8.				28 1

 Vehicle By **QUALITY**
 Towed: To **QUALITY**

VEHICLE DAMAGE CODING:

1-13. SEE DIAGRAM ON RIGHT.

- | | |
|-------------------|----------------|
| 14. UNDERCARRIAGE | 17. DEMOLISHED |
| 15. TRAILER | 18. NO DAMAGE |
| 16. OVERTURNED | 19. OTHER |

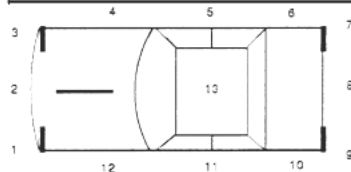


DIAGRAM IS PRINTED ON LAST PAGE

Cost of repairs to any one vehicle will be more than \$1000.

☐ Unknown/Unable to Determine ☒ Yes ☐ No

Reference Marker	Coordinates (if available)	Place Where Accident Occurred:	
1 7 K	Latitude/Northing:	County <u>ORAN</u> <input type="checkbox"/> City <input type="checkbox"/> Village <input checked="" type="checkbox"/> Town of <u>MONTGOMERY, TOWN OF</u>	
8 3 0 1	Longitude/Easting:	Road on which accident occurred <u>STATE ROUTE 17K</u> (Route Number or Street Name)	
1 1 1 8		at 1) intersecting street _____ (Route Number or Street Name)	
		or 2) <u>0.1</u> <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input checked="" type="checkbox"/> W of <u>Middleschool Road</u> (Milepost, Nearest intersecting Route Number or Street Name)	

Accident Description/Officer's Notes

V1 stated she did not see V2 stopped in the roadway and rear ended V2. V1 stated that she was not paying attention.

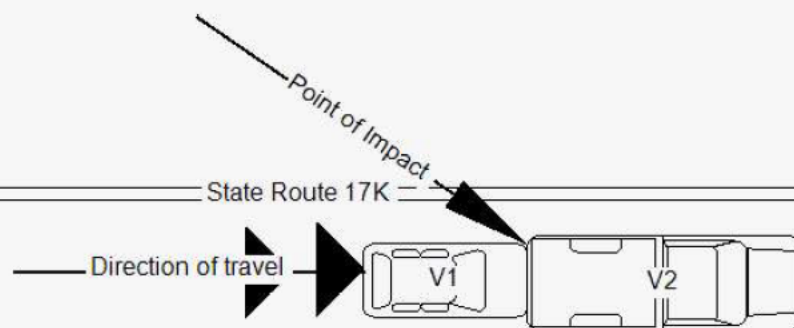
ALL INVOLVED	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
	A 01	1	4	1	43	2	-	-	-						
	B 02	1	4	1	40	1	-	-	-						
	C 02	3	4	1	17	1	-	-	-						
	D 02	4	4	1	15	1	-	-	-						
	E 02	5	4	1	13	2	-	-	-						
F 02	6	4	1	10	1	-	-	-							
Officer's Rank and Signature PO				Badge/ID No.		NCIC No.		Precinct/Post Troop/Zone		Station/Beat/Sector		Reviewing Officer		Date/Time Reviewed	
Print Name in Full FRANK BASILE				46		03574		F2		4		QUINN, MICHAEL		2022/12/06 21:18	

USE COVER SHEET

N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM





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& Design

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Infrastructure • Geotechnical/Environmental • Telecommunications • Utilities/Energy*

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