775 NORTH MAIN STREET
OFFICE EXPANSION
TRAFFIC IMPACT AND
PARKING STUDY
TOWN OF NEW HEMPSTEAD, NY

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INTRODUCTION

The existing office building located at 775 North Main Stret (Route 45) is planning an expansion of 18,554 square feet. The project is located on State Route 45 (North Main Street). The project is located on Section 42.18, Block 2, Lot 24. The current office space is 26,885 sq ft and has 114 parking spaces. With the proposed addition, the zoning requires 182 parking spaces. The plan shows a total of 135 parking spaces built. A variance for 47 parking spaces will be required. **Figure 1** shows the project location. Our parking study is based on the plan prepared by Atzl, Nasher & Zigler, P.C. dated September 23, 2024. The proposed project will use the current entrance/exit. The project Location is shown on **Figure 1**.

The purpose of this study is to determine the potential traffic impact of the proposed health center additions on the adjacent roadway network and, where necessary, make recommendations for roadway improvements necessary to serve the existing and future traffic volumes.

CURRENT OFFICE RENTERS

Tri-County Care is a Care Coordination Organization (CCO) providing care management services to eligible individuals in the State of New York. The office at 775 North Main Street is the corporate office location where members of the executive, management, and finance teams work from. Meetings and training also take place at this location. There are no direct services provided to enrollees at this location. It is an administrative office only.

Hamaspik Choice is a Managed Long Term Car Plan serving eligible individuals in the State of New York. The corporate office is located at 775 North Main Street where it houses members of the executive and management teams as well as other back office and administrative functions. Meetings and training also take place at this location. It is an administrative office only.

EXISTING ROADWAY NETWORK

The proposed health center addition would be located on Route 45 adjacent to the existing health center. A description of the existing local roadway system is provided below.

- **New York State Route 45** is a roadway under the jurisdiction of NYSDOT. In the vicinity of the site, the roadway has a north-south orientation. The roadway originates to the north at Route 202 in Mount Ivy at a signalized “T”-intersection. From this point, the roadway

Untitled Map

Write a description for your map.

Rovitz Pl

Tri-County Care

PROJECT LOCATION

Apta Blvd

Slavita Rd

Mezritch Rd

Yiddish Talent

Jessie's Bagels

Poloneya Rd

Rensselaer Dr

Rensselaer Dr

Gyambib Art Works

AM PM Environmental

N Main St

New Square EMS

Ateres Charna Wedding Hall

Reagan Rd

Floor Galaxy

Stern St

Koritz Way

PROJECT LOCATION

FIGURE 1

400 ft

N

continues southbound ending at the New Jersey border with New York in the Village of Chestnut Ridge.

In the immediate area of the site, Route 45 consists of one lane in each direction and then widens out at the intersection of Route 45/New Hempstead Road which is signalized. The main entrance to the Village of New Square is located at the intersection of Route 45/Washington Avenue. This intersection is also signalized. Development in the immediate vicinity of New Square is mixed. There is the Refuah Health Center and wedding hall located adjacent to New Square along Route 45. Further to the north, there are single family homes on both sides of Route 45. To the south, the development is mixed. While there are residential homes along Route 45, Hillcrest, there are two strip shopping centers, a gas station, bakery, and other commercial businesses. The posted speed limit on Route 45 is 45 mph in the vicinity of New Square. The speed limit changes to 30 mph as you approach Hillcrest.

- **New Hempstead Road** is also referred to as County Road 80 and runs east/west in the vicinity of the site. New Hempstead Road is a one-lane roadway in each direction beginning at Main Street in New City and continuing west. New Hempstead Road intersects with Exit 11 of the Palisades Interstate Parkway. Both the northbound and southbound ramps intersection with New Hempstead Road are signalized. In the vicinity of the Village of New Square, the development is comprised of single-family homes, an office building located on the northeast corner of Route 45 and New Hempstead Road, and Freidwald House, a nursing home. The posted speed limit is 30 mph.

- **Washington Avenue** is the main entrance/exit to the Village of New Square. Washington Avenue winds through the village providing access to the internal street system. The intersection of Route 45/Washington Avenue is signalized. Washington Avenue is one lane in each direction. Within New Square, the intersections are controlled by stop signs. The posted speed limit is 30 mph.

EXISTING TRAFFIC CONDITIONS

The existing weekday traffic volumes were based on traffic counts conducted on November 1, 2023 from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM. The following intersections have been included in the study area:

- Route 45/Washington Avenue
- Route 45/New Hempstead Road
- Route 45/775 Route 45

The 2023 balanced traffic volumes are shown in **Figure 2** for the 8:00-9:00 AM peak hour volumes. **Figure 3** shows the evening 5:00-6:00 PM peak hour volumes.

Automatic Traffic Recorder (ATR) Counts were made on North Main Street in both directions between November 2 and November 12, 2024. The summary pages are shown in Appendix C.

We also conducted vehicle class counts. These counts are summarized and shown in the Appendix C

Capacity Analysis - Existing Conditions

The Synchro 11 software (standard Highway Capacity Manual) was used to calculate the Level of Service for each intersection. The traffic analysis is performed by calculating the capacity of the facility (e.g., intersection approach roadway) to process traffic. In general, the capacity of a facility is defined as the maximum number of vehicles or pedestrians that can reasonably be expected to traverse a point or section of roadway during a given time period under prevailing roadway, traffic, and control conditions. Therefore, capacity analyses are a set of procedures used to estimate the traffic carrying capabilities of facilities over a range of defined operational conditions. They provide tools for the analysis and improvement of existing facilities and for the planning and design of future facilities.

Signalized Intersections

The operation of signalized intersections in the Study Area was analyzed by applying the Percentile Delay Methodology included in the Synchro 10 traffic signal software (latest version approved by NYSDOT). This methodology is built on the methodologies presented in the 2016 *Highway Capacity Manual* (HCM2016) for signalized intersections and evaluates signalized intersections for average control delay per vehicle and Level of Service (LOS).

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. Delays quantify the increase in travel time due to traffic signal control. It is also a surrogate 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 operation with a control delay of 10 seconds per vehicle or less and 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 operation with a control delay between 10 and 20 seconds per vehicle or less and 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. More vehicles will stop than with LOS A.

LOS C describes operation with a control delay between 20 and 35 seconds per vehicle or less and volume-to capacity ratio no greater than 1.0. This level is typically assigned when the volume-to capacity ratio is moderate. Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.

LOS D describes operation with a control delay between 35 and 55 seconds per vehicle or less and 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. Many vehicles stop and individual cycle failures are noticeable.

LOS E describes operation with a control delay between 55 and 80 seconds per vehicle or less and 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. Individual cycle failures are frequent.

LOS F describes an operation with a control delay is greater than 80 seconds per vehicle or less and 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. Most cycles fail to clear the queue.

A lane group can incur a delay less than 80 seconds per vehicle 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 a delay in excess of 80 seconds per vehicle represents failure from a delay perspective.)

The control delay criteria for the range of service levels for signalized intersections are shown in **Table 1**.

Control Delay Per Vehicle	Level of Service (LOS)	
	v/c ratio ≤ 1.0	v/c ratio ≥ 1.0
≤10.0 Seconds	A	F
>10.0 and 20.0 seconds	B	F
>20.0 and 35.0 seconds	C	F
>35.0 and 55.0 seconds	D	F
>55.0 and 80.0 seconds	E	F
>80.0 seconds	F	F
Source: Transportation Research Board 2016 *Highway Capacity Manual* Note: (1) for approach- based and intersection wide assessments, LOS is defined solely by control delay.		

Unsignalized Intersections

LOS for a two-way stop-controlled (TWSC) and all-way stop-controlled (AWSC) intersections 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 at TWSC intersections and for all movements at AWSC intersections. LOS is not defined for the intersection as a whole for TWSC and AWSC intersections.

The LOS criteria for both TWSC and AWSC unsignalized intersections are summarized in **Table 2**.

Control Delay Per Vehicle	Level of Service (LOS)	
	v/c ratio ≤ 1.0	v/c ratio ≥ 1.0
≤10.0 Seconds	A	F
>10.0 and 15.0 seconds	B	F
>15.0 and 25.0 seconds	C	F
>25.0 and 35.0 seconds	D	F
>35.0 and 50.0 seconds	E	F
>50.0 seconds	F	F
Source: Transportation Research Board 2016 *Highway Capacity Manual* Note: (1) For TWSC intersections, the LOS criteria apply to each lane on a given approach and to each approach on the minor street (for TWSC intersections.) LOS is not calculated for major-street approaches or for the		

intersection as a whole.

Note that the LOS criteria for unsignalized intersections are somewhat different from the criteria used in signalized intersections. At TWSC intersections, drivers on the stop-controlled approaches are required to select gaps in the major-street flow in order to execute crossing or turning maneuvers. In the presence of a queue, each drive on the controlled approach must also use some time to move into the front-of-queue position and prepare to evaluate gaps in the major-street flow. AWSC intersections require drivers on all approaches to stop before proceeding into the intersection.

The signal timing and phasing plans for the signalized intersections in the study area were obtained from the NYSDOT Region 8 office. These signal timings were used for the analysis of the existing conditions. The results of the capacity analysis are shown in **Table 3** for the existing weekday peak periods.
The results are as follows for the weekday peak periods:

Route 45/Washington Avenue: During both peak hours, the Route 45 northbound combination through/right-turn lane is currently operating at LOS "F." The Route 45 southbound combination left-turn/through lane is currently operating at LOS "F" during both peak hours. The overall intersection LOS is operating at LOS "F" in both peak hours.

c The Route 45 northbound exclusive left-turn lane and combination thru/right turn lane are operating at LOS "D" in the AM peak hour. The New Hempstead Road combination eastbound thru/right-turn lane is operating at LOS "D" and overall intersection is operating at LOS "D" in the AM peak hour. The northbound combination thru/right turn lane and the combination eastbound thru/right-turn lane is operating at LOS "D" in the PM peak hour.

The remainder of the approaches are currently operating at LOS "D" or better on both peak hours.

2026 NO-BUILD CONDITIONS

It is expected that the new office building expansion will open in 2026. Ther background growth rate for Route 45 is 1.01%. The growth rate was calculated by multiplying the 1.01% for three years, compounded resulting in a growth of 1.03%. The existing traffic volumes were multiplied by this factor to develop the 2026 No-Build traffic volumes. Figures 3 and 4 show the AM and PM peak hour volumes, respectively.

The results are as follows for the weekday peak periods which are shown in **Table 4**.

TABLE 3
2023 EXISTING CONDITIONS
SIGNALIZED INTERSECTIONS

Intersection	8:00 AM-9:00 AM LOS	V/C Ratio	Delay	5:00 PM- 6:00 PM LOS	V/C Ratio	Delay
Route 45/Washington Avenue						
Route 45						
Northbound Th + Rt	F	1.39	208.1	F	1.31	170.9
Southbound Lt + Th	F	1.32	180.1	F	1.20	131.2
Washington Avenue						
Westbound Lt + Rt	B	0.57	12.0	B	0.57	12.7
Overall	F		162.1	F		126.2
Route 45/New Hempstead Road						
Route 45						
Northbound Lt	C	0.32	32.2	C	0.30	31.4
Northbound Th + Rt	D	0.78	44.0	D	0.66	36.9
Southbound Lt	D	0.67	40.9	C	0.60	33.8
Southbound Th + Rt	D	0.70	37.1	C	0.68	33.3
New Hempstead Road						
Eastbound Lt	B	0.16	17.8	B	0.12	15.6
Eastbound Th + Rt	D	0.85	47.3	D	0.78	39.5
Westbound Lt	C	0.53	24.3	C	0.56	22.2
Westbound Th + Rt	C	0.68	33.3	C	0.67	30.6
Overall	D		38.4	C		33.0

TABLE 3
2023 EXISTING CONDITIONS
UNSIGNALIZED INTERSECTIONS

Intersection	8:00 AM-9:00 AM LOS	V/C Ratio	Delay	4:15 PM-5:15 PM LOS	V/C Ratio	Delay
Route 45/775 North Main Street						
Route 45						
Northbound Lt	A	0.00	8.4	A	0.01	8.4
775 North Main Street Driveway						
Eastbound Lt + Rt	B	0.00	11.4	C	0.09	17.9

TABLE 4

2026 NO-BUILD CONDITIONS
SIGNALIZED INTERSECTIONS

Intersection	8:00 AM-9:00 AM LOS	V/C Ratio	Delay	5:00 PM- 6:00 PM LOS	V/C Ratio	Delay
Route 45/Washington Avenue						
Route 45						
Northbound Th + Rt	F	1.44	229.2	F	1.37	199.7
Southbound Lt + Th	F	1.36	198.1	F	1.26	157.7
Washington Avenue						
Westbound Lt + Rt	B	0.59	12.3	B	0.62	13.4
Overall	F		178.2	F		145.6
Route 45/New Hempstead Road						
Route 45						
Northbound Lt	C	0.33	32.5	C	0.31	31.7
Northbound Th + Rt	D	0.79	44.9	D	0.66	37.4
Southbound Lt	D	0.70	43.3	D	0.63	35.8
Southbound Th + Rt	D	0.72	38.2	C	0.70	34.0
New Hempstead Road						
Eastbound Lt	B	0.18	18.4	B	0.13	16.1
Eastbound Th + Rt	D	0.86	49.0	D	0.79	40.6
Westbound Lt	C	0.57	26.4	C	0.59	23.8
Westbound Th + Rt	C	0.75	37.9	C	0.68	31.6
Overall	D		40.5	C		34.0

TABLE 4

2026 NO-BUILD CONDITIONS
UNSIGNALIZED INTERSECTIONS

Intersection	8:00 AM-9:00 AM LOS	V/C Ratio	Delay	4:15 PM-5:15 PM LOS	V/C Ratio	Delay
Route 45/775 North Main Street						
Route 45						
Northbound Lt	A	0.01	8.4	A	0.01	8.5
775 North Main Street Driveway						
Eastbound Lt + Rt	C	0.09	17.9	C	0.10	18.6

Route 45/Washington Avenue: There will be no change in the LOS. The average vehicle delays and vehicle queues will get worse in both peak hours.

Route 45/Washington Avenue: The Route 45 southbound exclusive left-turn lane is projected to change from LOS "C" to "D" in the PM peak hour.

Route 45/775 North Main Street Driveway: The 775 North Main Street driveway is projected to change from LOS "B" to "C" in the AM peak hour.

The remainder of the approaches will remain at their existing condition LOS.

2026 BUILD CONDITIONS

The existing office building located at 775 North Main Stret (Route 45) is planning an expansion of 18,554 square feet. The project is located on State Route 45 (North Main Street). The project is located on Section 42.18, Block 2, Lot 24. The current office space is 26,885 sq ft and has 114 parking spaces. With the proposed addition, the zoning requires 182 parking spaces. The plan shows a total of 135 parking spaces will be constructed. A variance for 47 parking spaces will be required.

To calculate the number of vehicular trips generated by the two clinics, we used the Institute of Transportation Engineers, 11th Edition, "Trip Generation Manual" Land Use 710 for the office. **Table 5** summarizes the number of vehicle trips that will be generated by this project.

TABLE 5- Calculation of Weekday Peak Hour Trips	
General Office – 18,554 sq. ft.	
Morning Peak Hour	Afternoon Peak Hour
Total Trips = 2.16 x 18,554 sq. ft. = 40 trips	Total Trips = 2.21 x 18,554 sq. ft.= 41 trips
Trips Entering = 0.88 x 40 trips = 35 trips	Trips Entering = 0.17 x 41 trips = 7 trips
Trips Exiting = 0.12 x 40 trips = 5 trips	Trips Exiting = 0.83 x 41 trips = 34 trips

The vehicle trips generated by the proposed addition we assigned to the street network based on the existing traffic flow. **Figure 6** shows the trip distribution. **Figures 7 and 8** show the AM and PM peak hour volumes, respectively. The results are shown in **Table 6** for the 2026 Build weekday peak periods

Route 45/Washington Avenue: There will be no change in the LOS. The average vehicle delays and vehicle queues will get worse in both peak hours.

Route 45/Washington Avenue: The New Hempstead Road westbound combination thru/right turn lane is projected to change from LOS "C" to "D" in the AM peak hour.

The remainder of the approaches will remain at their existing condition LOS.

TABLE 6
2026 BUILD CONDITIONS
SIGNALIZED INTERSECTIONS

Intersection	8:00 AM-9:00 AM LOS	V/C Ratio	Delay	5:00 PM- 6:00 PM LOS	V/C Ratio	Delay
Route 45/Washington Avenue						
Route 45						
Northbound Th + Rt	F	1.46	236.2	F	1.38	203.8
Southbound Lt + Th	F	1.38	204.7	F	1.33	187.5
Washington Avenue						
Westbound Lt + Rt	B	0.59	12.2	B	0.62	13.4
Overall	F		183.8	F		157.7
Route 45/New Hempstead Road						
Route 45						
Northbound Lt	C	0.35	33.5	C	0.31	31.8
Northbound Th + Rt	D	0.79	45.5	D	0.67	37.7
Southbound Lt	D	0.71	43.6	D	0.64	35.9
Southbound Th + Rt	D	0.74	38.9	C	0.70	34.0
New Hempstead Road						
Eastbound Lt	B	0.18	18.4	B	0.13	16.1
Eastbound Th + Rt	D	0.86	49.3	D	0.79	40.7
Westbound Lt	C	0.60	27.8	C	0.59	23.9
Westbound Th + Rt	D	0.74	37.5	C	0.68	31.6
Overall	D		40.8	C		34.1

TABLE 6
2026 BUILD CONDITIONS
UNSIGNALIZED INTERSECTIONS

Intersection	8:00 AM-9:00 AM LOS	V/C Ratio	Delay	4:15 PM-5:15 PM LOS	V/C Ratio	Delay
Route 45/775 North Main Street						
Route 45						
Northbound Lt	A	0.01	8.6	A	0.02	8.5
775 North Main Street Driveway						
Eastbound Lt + Rt	B	0.02	13.8	C	0.19	17.2

NYSDOT Letter Dated March 1, 2010

NYSDOT has declared this section of Route 45 a Priority Investigation Location (PIL) from reference marker 45 8501 1050 to 45 8501 1055 which includes the section of Route 45 in front of the health center. One aspect of the mitigation is to upgrade the existing traffic signal by replacing the existing traffic signal heads with 12" LED heads. There are two issues with this item. First is whether the existing signal pole foundations are sized properly to take these additional loadings and secondly whether the height of the traffic signals will still provide the minimum clearance required.

The operating conditions of the Route 45/Washington Avenue intersection and that of the Route 45/Refuah driveways were also discussed and vehicle queuing was the issue. The results of the 2026 Build 95% queue analysis are shown in **Table 7**.

The vehicle queues extend past the available storage length for Route 45 southbound exclusive left-turn lane for all time periods and for the New Hempstead Road westbound exclusive left-turn lane for all periods except the existing and 2026 no-build AM peak hour.

2026 BUILD CONDITIONS WITH MITIGATION

Table 8 shows a comparison of the level of service for the 2026 No-Build, 2026 Build, and 2026 Build with mitigation for the Route 45/Washington Avenue intersection. The Route 45/Washington Avenue intersection will be reconstructed with the following improvements:

- Add exclusive Route 45 southbound left-turn lane
- Add exclusive Route 45 northbound right-turn lane
- The Washington Avenue westbound approach will have exclusive left and right turn lanes.
- A new controller will be installed.

The Synchro 11 analysis has been rerun with these improvements and the results are summarized in **Table 8**.

It should be noted that NYSDOT at this time has not decided on the course of action to be taken. The mitigation shown should be designed and constructed by NYSDOT since this is a state roadway and the operational issues at the Route 45/Washington Avenue intersection pre-date this project.

TABLE 7

95 % VEHICLE QUEUE

	Distance	EXISTING AM	EXISTING PM	2026 NO-BUILD AM	2026 NO-BUILD PM	2026 BUILD AM	2026 BUILD PM
Route 45/Washington Avenue							
Route 45							
Northbound Th + Rt	500	417	389	430	422	434	405
Southbound Lt + Th	500	322	289	331	297	334	315
Washington Avenue							
Westbound Lt + Rt	200	67	73	69	85	70	85
Overall							
Route 45/New Hempstead Road							
Route 45							
Northbound Lt	100	89	83	92	83	92	85
Northbound Th + Rt	500	326	244	336	251	337	256
Southbound Lt	100	164	143	160	155	166	154
Southbound Th + Rt	500	346	330	365	342	384	343
New Hempstead Road							
Eastbound Lt	100	43	33	45	35	45	35
Eastbound Th + Rt	500	458	341	487	358	495	359
Westbound Lt	115	111	128	115	134	125	135
Westbound Th + Rt	500	441	403	470	435	470	436
Overall							
Route 45/775 North Main Street							
Route 45							
Northbound Lt	500	0	0	0	0	0	0
775 North Main Street							
Eastbound Lt + Rt	75	0	8	0	8	0	23

Queue length extends more than one block

TABLE 8

2026 BUILD CONDITIONS WITH MITIGATION
SIGNALIZED INTERSECTIONS

	2026 BUILD						2026 BUILD WITH MITIGATION					
	8:00 AM-9:00 AM			5:00 PM- 6:00 PM			8:00 AM-9:00 AM			5:00 PM- 6:00 PM		
Intersection	LOS	V/C Ratio	Delay	LOS	V/C Ratio	Delay	LOS	V/C Ratio	Delay	LOS	V/C Ratio	Delay
Route 45/Washington Avenue												
Route 45												
Northbound Th + Rt	F	1.46	236.2	F	1.38	203.8						
Southbound Lt + Th	F	1.38	204.7	F	1.33	187.5						
Northbound Th							C	0.79	26.5	C	0.71	25.3
Northbound Rt							A	0.23	1.1	A	0.34	2.2
Southbound Lt + Th							A	0.22	6.5	A	0.20	6.7
Southboubd Th							A	0.47	8.3	B	0.48	10.1
Washington Avenue												
Westbound Lt + Rt	B	0.59	12.2	B	0.62	13.4						
Westbound Lt							C	0.54	31.6	C	0.61	27.6
Westbound Rt							A	0.35	8.3	A	0.15	3.3
Overall	F		183.8	F		157.7	B		15.6	B		14.6

Route 45/Washington Avenue

With the proposed improvements, all of the approaches will operate at LOS "C or better. More importantly, the LOS "F" condition on the Route 45 northbound and southbound approached will now operate at LOS "C", "B" or "A" depending on the peak hour. The northbound and southbound 95 % vehicle queue lengths will substantially decrease. We have shown the proposed mitigation for informational purposes only. NYTSDOT needs to undertake this project to improve the traffic flow and reduce crashes.

PARKING STUDY

We conducted a parking accumulation study from 8 AM to 6 PM. For each row in the parking lot, we counted the number of cars parked once per 30 minutes. **Figure 9** shows the map of the parking lot with the ROW designations. The parking study was conducted on Tuesday, November 8, 2022, and Thursday, November 10, 2022. Both days were normal workdays.

Tables 9 and 10 summarize the Half-hour counts for the parking study. There are a total of 114 parking spaces on the side and rear of the building. The maximum capacity occurred at 1:00 PM on November 8, 2022, when 42 cars were parked. The occupancy rate was 36.84%. On November 10, 2022, the peak parking occupancy occurred at 11:00 AM, 12:30 PM, and 1:00 PM when 40 cars were parked. The occupancy rate was 35.09%.

In addition to the parking study, we have also used two other sources of information to calculate how many parking spaces are required for the office space. The first source is the ITE Parking Generation Manual, 5th Edition for Land Use 710 (Office). The formula to calculate the number of parking spaces is for the peak period parking demand which is from 10:00 AM to 3:00 PM, the formula is P=2.15 x+34.60 per 1,000 gross sq. ft. The P is the number of cars parked. The x is the square footage of the building divided by 1,000 sq. ft. Using the formula, the maximum parking spaces required would be 132 for 45,439 sq ft of office space. According to the zoning code for the Village of New Hempstead, the parking requirement would be 182 spaces.

To determine the number of vehicular trips generated by this proposed development, the Institute of Transportation Engineers "Trip Generation Manual" 11th Edition, Land Use Code 710 (General Office) was used for the office space. **Table 11** shows the calculations of the peak hour trips for the general office space.

Table 12 summarizes the total number of cars entering and exiting each 30-minute period for the proposed office space. We then added the number of existing vehicles parked each half hour from our survey to calculate parking occupancy with the construction of the 18,554 sq. ft of additional office space.

TABLE 9

EXISTING PARKING AT 775 N. MAIN STREET

November 8, 2022

	TIME																						
	7:00	7:30	8:00	8:30	9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	1:00	1:30	2:00	2:30	3:00	3:30	4:00	4:30	5:00	5:30	6:00
A	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
# of Spaces	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
% Occupancy	7.69%	7.69%	7.69%	7.69%	7.69%	7.69%	7.69%	7.69%	7.69%	7.69%	7.69%	7.69%	7.69%	7.69%	7.69%	7.69%	7.69%	7.69%	7.69%	7.69%	7.69%	7.69%	7.69%
B	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
# of Spaces	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
% Occupancy	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
C	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
# of Spaces	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
% Occupancy	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
D	0	0	0	0	2	2	4	5	5	5	5	5	6	5	3	3	3	3	3	3	2	0	0
# of Spaces	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
% Occupancy	0.00%	0.00%	0.00%	0.00%	25.00%	25.00%	50.00%	62.50%	62.50%	62.50%	62.50%	62.50%	75.00%	62.50%	37.50%	37.50%	37.50%	37.50%	37.50%	37.50%	25.00%	0.00%	0.00%
E	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
# of Spaces	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
% Occupancy	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
F	0	0	0	0	1	2	4	5	5	7	6	6	8	6	6	5	5	5	6	6	6	2	1
# of Spaces	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
% Occupancy	0.00%	0.00%	0.00%	0.00%	12.50%	25.00%	50.00%	62.50%	62.50%	87.50%	75.00%	75.00%	100.00%	75.00%	75.00%	62.50%	62.50%	62.50%	75.00%	75.00%	75.00%	25.00%	12.50%
G	1	1	1	1	1	3	3	3	3	3	4	4	3	3	4	4	3	3	1	1	1	1	1
# of Spaces	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18
% Occupancy	5.56%	5.56%	5.56%	5.56%	5.56%	16.67%	16.67%	16.67%	16.67%	16.67%	22.22%	22.22%	16.67%	16.67%	22.22%	22.22%	16.67%	16.67%	5.56%	5.56%	5.56%	5.56%	5.56%
H	0	1	2	5	10	14	23	23	23	23	23	23	22	23	23	15	15	16	19	18	15	5	4
# of Spaces	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25
% Occupancy	0.00%	4.00%	8.00%	20.00%	40.00%	56.00%	92.00%	92.00%	92.00%	92.00%	92.00%	92.00%	88.00%	92.00%	92.00%	60.00%	60.00%	64.00%	76.00%	72.00%	60.00%	20.00%	16.00%
I	0	0	0	0	0	2	2	2	3	2	2	2	2	2	2	2	2	2	2	1	2	2	1
# of Spaces	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
% Occupancy	0.00%	0.00%	0.00%	0.00%	0.00%	50.00%	50.00%	50.00%	75.00%	50.00%	50.00%	50.00%	50.00%	50.00%	50.00%	50.00%	50.00%	50.00%	50.00%	25.00%	50.00%	50.00%	25.00%
J	0	0	0	0	0	0	0	1		1	1	2	1	1	1	0	1	0	0	0	0	0	
# of Spaces	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14
% Occupancy	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	7.14%	0.00%	7.14%	7.14%	14.29%	7.14%	7.14%	7.14%	0.00%	7.14%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Parked	2	3	4	7	15	24	37	39	40	41	41	41	42	40	39	30	29	30	32	30	27	11	8
# of Spaces	114	114	114	114	114	114	114	114	114	114	114	114	114	114	114	114	114	114	114	114	114	114	114
% Occupancy	1.75%	2.63%	3.51%	6.14%	13.16%	21.05%	32.46%	34.21%	35.09%	35.96%	35.96%	35.96%	36.84%	35.09%	34.21%	26.32%	25.44%	26.32%	28.07%	26.32%	23.68%	9.65%	7.02%

TABLE 10

EXISTING PARKING AT 775 N. MAIN STREET

November 10, 2022

	TIME																						
	7:00	7:30	8:00	8:30	9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	1:00	1:30	2:00	2:30	3:00	3:30	4:00	4:30	5:00	5:30	6:00
A	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	2	2
# of Spaces	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
% Occupancy	7.69%	7.69%	7.69%	7.69%	7.69%	7.69%	7.69%	7.69%	7.69%	7.69%	7.69%	7.69%	7.69%	7.69%	7.69%	7.69%	7.69%	7.69%	7.69%	7.69%	15.38%	15.38%	15.38%
B	0	0	0	0	0	1	1	1	1	1	1	1	1	1		1	1	1	1	1	0	0	0
# of Spaces	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
% Occupancy	0.00%	0.00%	0.00%	0.00%	0.00%	12.50%	12.50%	12.50%	12.50%	12.50%	12.50%	12.50%	12.50%	12.50%	0.00%	12.50%	12.50%	12.50%	12.50%	12.50%	0.00%	0.00%	0.00%
C	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
# of Spaces	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
% Occupancy	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
D	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
# of Spaces	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
% Occupancy	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
E	0	0	0	0	0	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0
# of Spaces	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
% Occupancy	0.00%	0.00%	0.00%	0.00%	0.00%	12.50%	12.50%	12.50%	12.50%	12.50%	12.50%	12.50%	12.50%	12.50%	12.50%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
F	0	0	0	1	4	5	6	7	7	7	8	8	8	7	6	0	6	6	4	3	2	2	0
# of Spaces	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
% Occupancy	0.00%	0.00%	0.00%	12.50%	50.00%	62.50%	75.00%	87.50%	87.50%	87.50%	100.00%	100.00%	100.00%	87.50%	75.00%	0.00%	75.00%	75.00%	50.00%	37.50%	25.00%	25.00%	0.00%
G	1	1	1	1	3	4	4	4	4	4	4	4	4	4	3	3	4	4	3	3	2	0	0
# of Spaces	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18
% Occupancy	5.56%	5.56%	5.56%	5.56%	16.67%	22.22%	22.22%	22.22%	22.22%	22.22%	22.22%	22.22%	22.22%	22.22%	16.67%	16.67%	22.22%	22.22%	16.67%	16.67%	11.11%	0.00%	0.00%
H	0	0	5		12	18	23	24	25	23	23	24	24	24	24	24	24	24	22	21	15	8	4
# of Spaces	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25
% Occupancy	0.00%	0.00%	20.00%	0.00%	48.00%	72.00%	92.00%	96.00%	100.00%	92.00%	92.00%	96.00%	96.00%	96.00%	96.00%	96.00%	96.00%	96.00%	88.00%	84.00%	60.00%	32.00%	16.00%
I	0	0	0		1	1	1	1	1	1	1	1	1	1	3	2	2	2	2	3	4	0	0
# of Spaces	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
% Occupancy	0.00%	0.00%	0.00%	0.00%	25.00%	25.00%	25.00%	25.00%	25.00%	25.00%	25.00%	25.00%	25.00%	25.00%	75.00%	50.00%	50.00%	50.00%	50.00%	75.00%	100.00%	0.00%	0.00%
J	0	0	0	0	0	0	1	1	2	2	2	2	2	2	3	3	3	3	3	3	2	2	1
# of Spaces	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14
% Occupancy	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	7.14%	7.14%	14.29%	14.29%	14.29%	14.29%	14.29%	14.29%	21.43%	21.43%	21.43%	21.43%	21.43%	21.43%	14.29%	14.29%	7.14%
Total Parked	2	2	7	3	21	31	37	39	40	38	39	40	40	39	38	31	38	38	33	32	25	12	6
# of Spaces	114	114	114	114	114	114	114	114	114	114	114	114	114	114	114	114	114	114	114	114	114	114	114
% Occupancy	1.75%	1.75%	6.14%	2.63%	18.42%	27.19%	32.46%	34.21%	35.09%	33.33%	34.21%	35.09%	35.09%	34.21%	33.33%	27.19%	33.33%	33.33%	28.95%	28.07%	21.93%	10.53%	5.26%

Table 11		
Calculation of Weekday Peak Hour Trips		
General Office - 18554, sq.ft.		
Morning Peak Hour	Evening Peak Hour	
Total Trips = 2.16 x 18.554 sq. ft = 40 trips	Total Trips = 2.21 x 18.554 sq. ft = 41 trips	
Trips Entering = 0.88 x 40 trips = 35 trips	Trips Entering = 0.17 x 41 trips = 7 trips	
Trips Exiting = 0.12 x 40 trips = 5 trips	Trips Exiting = 0.83 x 41 trips = 34 trips	

TABLE 12				
OFFICE PARKING SUMMARY for 18,554 Sq. Ft.				
		Office	Office	Total
Time Period		In	Out	Parked
5:00 AM	**5:30 AM**	0	0	
5:30 AM	**6:00 AM**	0	0	
6:00 AM	**6:30 AM**	1	0	1
6:30 AM	**7:00 AM**	1	1	1
7:00 AM	**7:30 AM**	4	1	4
7:30 AM	**8:00 AM**	4	1	7
8:00 AM	**8:30 AM**	17	4	20
8:30 AM	**9:00 AM**	18	3	35
9:00 AM	**9:30 AM**	2	1	36
9:30 AM	**10:00 AM**	2	2	36
10:00 AM	**10:30 AM**	3	2	37
10:30 AM	**11:00 AM**	2	2	37
11:00 AM	**11:30 AM**	2	3	36
11:30 AM	**12:00 PM**	3	3	36
12:00 PM	**12:30 PM**	3	4	35
12:30 PM	**1:00 PM**	3	3	35
1:00 PM	**1:30 PM**	4	3	36
1:30 PM	**2:00 PM**	3	3	36
2:00 PM	**2:30 PM**	4	3	37
2:30 PM	**3:00 PM**	3	2	38
3:00 PM	**3:30 PM**	3	3	38
3:30 PM	**4:00 PM**	2	2	38
4:00 PM	**4:30 PM**	4	16	26
4:30 PM	**5:00 PM**	3	17	12
5:00 PM	**5:30 PM**	2	9	5
5:30 PM	**6:00 PM**	2	7	0

TABLE 13								
COMBINED PARKING SUMMARY								
				Office	Parked			
		Office	Office	Cars	from	Total	Totals	%
Time Period		In	Out	Parked	Study	Parked	Spaces	Occupied
5:00 AM	**5:30 AM**	0	0	0				
5:30 AM	**6:00 AM**	0	0	0				
6:00 AM	**6:30 AM**	1	0	1				
6:30 AM	**7:00 AM**	1	1	1				
7:00 AM	**7:30 AM**	4	1	4	2	6	179	3.35%
7:30 AM	**8:00 AM**	4	1	7	3	10	179	5.59%
8:00 AM	**8:30 AM**	17	4	20	4	24	179	13.41%
8:30 AM	**9:00 AM**	18	3	35	7	42	179	23.46%
9:00 AM	**9:30 AM**	2	1	36	15	51	179	28.49%
9:30 AM	**10:00 AM**	2	2	36	24	60	179	33.52%
10:00 AM	**10:30 AM**	3	2	37	37	74	179	41.34%
10:30 AM	**11:00 AM**	2	2	37	39	76	179	42.46%
11:00 AM	**11:30 AM**	2	3	36	40	76	179	42.46%
11:30 AM	**12:00 PM**	3	3	36	41	77	179	43.02%
12:00 PM	**12:30 PM**	3	4	35	41	76	179	42.46%
12:30 PM	**1:00 PM**	3	3	35	41	76	179	42.46%
1:00 PM	**1:30 PM**	4	3	36	42	78	179	43.58%
1:30 PM	**2:00 PM**	3	3	36	40	76	179	42.46%
2:00 PM	**2:30 PM**	4	3	37	39	76	179	42.46%
2:30 PM	**3:00 PM**	3	2	38	30	68	179	37.99%
3:00 PM	**3:30 PM**	3	3	38	29	67	179	37.43%
3:30 PM	**4:00 PM**	2	2	38	30	68	179	37.99%
4:00 PM	**4:30 PM**	4	16	26	32	58	179	32.40%
4:30 PM	**5:00 PM**	3	17	12	30	42	179	23.46%
5:00 PM	**5:30 PM**	2	9	5	27	32	179	17.88%
5:30 PM	**6:00 PM**	2	7	7	11	18	179	10.06%

The data in **Table 13** shows the number of vehicles entering and exiting the parking lot in 30-minute segments for the existing and proposed office building. The results of the analysis show that the peak parking was between 1:00 PM and 1:30 PM when a total of 78 vehicles were parked. The parking occupancy rate is 76.5% based on 102 parking spaces being constructed.

We have compared the parking requirements of the Village to the ITE Parking Generation Manual 5th Edition.

Development Type	Village of New Hempstead Zoning	ITE Parking Generation
Office	182	132
Total	182	132

UPDATED PARKING ANAYSIS

Based on comments received from LaBella, we conducted a new parking inventory. On Tuesday, November 29, Wednesday, November 30, and Thursday, November 31 we counted the cars in the parking lot at 10 am, 1 pm, and 3 pm. These times were chosen because they represent when we would expect the highest parking occupancy. **Table 14** summarizes the results of the survey. With this information, we then calculated the cars parked/square foot of the office building. Based on the ratio, we are now able to calculate the number of additional parking spaces that would be required with the new office addition. We then calculated the total number of parking spaces required. Knowing the number of parking spaces required, we calculated the parking occupancy percentage for each time period which is shown in the table. In the original design, the plan was to landbank 13 parking spaces. Based on this new analysis, the 13 land banked parking spaces will be constructed to provide a total of 135 parking spaces. The peak occupancy occurred at 10 am on Tuesday, November 29 at 81.38%. For the remaining of the time periods, the vehicle occupancy ranged from a low of 58.84% to the high mentioned above of 81.38%. This updated parking survey shows that there will be a sufficient number of parking spaces for this project.

CRASH ANALYSIS

We obtained the crash data from 2017 to 2022 from NYSDOT for Route 45/Washington Avenue, Route 45/775 Route 45, and Route 45/New Hempstead Road. There were no crashes at the project driveway. The following summarizes the crashes by year and location. We have included summary tables in Appendix D for each year.

Table 15 summarizes the crash data by intersection for 2017. Overall, there were 37 crashes with 9 injuries from these crashes. On New Hempstead Road at Route 45, there were a total of 9 crashes. There were 3 rear-end, 1 left tun, 1

TABLE 14

CALCULATION OF FUTURE PARKING WITH NEW BUILDING

	Tuesday 10/29/24	Wednesday 10/30/24	Thursday 10/30/24
10:00 AM	55	56	43
1:00 PM	65	63	55
3:00 PM	60	61	47
Cars Parked/SQ Ft of Exsiting Bldg			
Existing Bldg - 26,885 sq ft			
10:00 AM	0.0020	0.0021	0.0016
1:00 PM	0.0024	0.0023	0.0020
3:00 PM	0.0022	0.0023	0.0017
New Bldg 18,554 sq ft	Projected Parking		
10:00 AM	38	39	30
1:00 PM	45	43	38
3:00 PM	41	42	32
Total Parking			
10:00 AM	93	95	73
1:00 PM	110	106	93
3:00 PM	101	103	79
Total Parking Spaces Builti = 135	% Occupancy	% Occupancy	% Occupancy
10:00 AM	68.86%	70.11%	53.83%
1:00 PM	81.38%	78.87%	68.86%
3:00 PM	75.12%	76.37%	58.84%

overtaking, 1 right turn and 3 other. There was 1 left turn crash on Rensselaer at Route 45. There were 27 crashes on Route 45 between New Hempstead Road and Washington Avenue. There were 11 rear-end, 1 overtaking, 7 other, 4 right angle, 2 left turn, 1 right turn, and 1 sideswipe.

Table 16 summarizes the crash data by intersection for 2018. There was a total of 45 crashes with 13 injuries from these crashes. On New Hempstead Road at Route 45, there were a total of 3 crashes. There were 2 rear-end and one overtaking. On Washington Avenue there were a total of 3 crashes. There was 1 rear end, 1 other, and 1 left turn. There were 39 crashes on Route 45 between New Hempstead Road and Washington Avenue. There were 20 rear-end, 7 overtaking, 2 other, 2 unknown, 3 right angle, 4 left turn, and 1 head-on.

Table 17 summarizes the crash data by intersection for 2019. There was a total of 41 crashes with 13 injuries from these crashes. On New Hempstead Road at Route 45, there were a total of 5 crashes. There were 3 rear-end and one overtaking, and 1 other. On Washington Avenue there was 1 overtaking crash. There were 34 crashes on Route 45 between New Hempstead Road and Washington Avenue. There were 14 rear-end, 2 overtaking, 7 other, 1 unknown, 6 right angle, 3 left turn, and 1 right turn.

Table 18 summarizes the crash data by intersection for 2020. There was a total of 39 crashes with 8 injuries from these crashes. On New Hempstead Road at Route 45, there were a total of 5 crashes. There were 2 other, 1 right angle, 1 rear end, and 1 overtasking. and one overtaking. On Washington Avenue there was 1 other crash. There were 33 crashes on Route 45 between New Hempstead Road and Washington Avenue. There were 13 rear-end, 6 other, 7 right angle, 1 left turn, 2 right run, 2 sideswipe, 1 overtaking and 1 head-on.

Table 19 summarizes the crash data by intersection for 2021. There was a total of 34 crashes with 8 injuries from these crashes. On New Hempstead Road at Route 45, there was 1 overtaking crash. On Greenridge Way, there was 1 right angle crash. There were 32 crashes on Route 45 between New Hempstead Road and Washington Avenue. There were 16 rear-end, 4 other, 4 overtaking, 4 right angle, 1 right turn, 2 left turn, and 1 unknown.

Table 20 summarizes the crash data by intersection for 2022. There was a total of 44 crashes with 8 injuries and 1 fatality from these crashes. On New Hempstead Road at Route 45, there was 1 rear end and 1 other type crash. On Washington Avenue, there was 1 rear end crash. There was 1 crash on an unnamed street. There were 40 crashes on Route 45 between New Hempstead Road and Washington Avenue. There were 17 rear-end, 13 other, 5 left turn, and 5 right angle.

Many of these crashes are because Route 45 is one lane in each direction and drivers have to stop in traffic to wait for a gap to make a left turn causing rear-end

crashes. As noted in the NYSDOT PIL report, this section of Route 45 needs to be widened to include at a minimum a two-way left turn lane and possibly widening out to two lanes in each direction.

CALCULATION OF 85TH PERCENTILE SPEED

Automatic Traffic Recorder Counts were taken on NB and SB North Main Street to calculate the 85th percentile speed of the road. The counts were taken between November 2, 2024 and November 12, 2024. As shown in the attached **Tables 21 and 22**, the 85th percentile speed for NB North Main Street is 40.9 mph and for SB North Main Street 40.7 mph. The posted speed of the road is 40 mph. Therefore, the data shows that the vehicles are traveling slightly over the posted speed limit.

INTERSECTION AND STOPPING SIGHT DISTANCES

The intersection sight distance required based on 40 mph is 445 feet for Case B1, Left Turn from Stop. For Case B2, Right Turn from Stop, the distance is 385 feet. For Case F, Left Turn from Major Street, the distance is 325 feet. The required stopping sight distance is 305 feet. The actual field measurement distance is 550 feet is looking north and 550 feet looking south.

PUBLIC TRANSPORTATION

There are bus stops on both sides of Route 45 adjacent to the project. There is also a crosswalk for pedestrians to cross the street. While we did not assign anyone on the bus, although it would be convenient to take the bus. There is an existing crosswalk that could be repainted in a different position to shorten the walk if approved by NYSDOT.

CONCLUSIONS

1. The proposed office will generate 40 vehicle trips with 35 vehicles entering and 5 vehicles exiting in the AM peak hour. In the PM peak hour, the project will generate 41 vehicle trips with 7 vehicles entering and 34 vehicles exiting.
2. The parking study shows that the proposed 135 parking spaces will be sufficient to meet the expected future parking demand.
3. The project driveway is projected to operate at LOS “B” in the AM peak hour and “C” in the PM peak hour.

Trip Consultants U.S.A, Inc.
310 85th St, Suite #A1, Brooklyn, New York 11209
(O.) 718-833-6176

Job: 773 N. Main Street
Client: Harry Baker
RE:
Station ID:
Direction: NB

TABLE 21

Location 1: N. Main Street
Location 2:
Serial Number: 41025
Start Date: 11/2/2024
End Date: 11/12/2024

Combined Lanes 11/2/2024 to 11/12/2024

Pace Speed - MPH

Classes Excluded From Pace: None

Speed	Number	Percent
31 - 40	47,201	64.5%

Percentile Speeds

Percentile	5th	10th	15th	20th	25th	30th	35th	40th	45th	50th	55th	60th	65th	70th	75th	80th	85th	90th
Speed - MPH	25.9	28.2	29.6	30.7	31.6	32.4	33.1	33.8	34.4	35.1	35.8	36.4	37.2	37.9	38.8	39.7	40.9	42.3

Vehicles Traveling Greater Than 50.0 MPH

Total Volume	73,176
Total Greater Than 50.0	796
Percent Greater Than 50.0	1.1%

Mean, Median, and Mode Averages

Mean:	35.3
Median (50th %):	35.1
Mode:	34.7

Classification Statistics

No Class	Motorcycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
73	54	60366	8735	934	2434	175	77	266	55	7	0	0	0
0.1%	0.1%	82.5%	11.9%	1.3%	3.3%	0.2%	0.1%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%

AADT

Date	Lane	Volume	x	User	x	Daily	=	ADT	x	Season	=
11/2/2024	A to B, None Specified	3,059		1.00		1.00		3,059		1.00	
11/3/2024	A to B, None Specified	6,468		1.00		1.00		6,468		1.00	
11/4/2024	A to B, None Specified	7,731		1.00		1.00		7,731		1.00	
11/5/2024	A to B, None Specified	7,890		1.00		1.00		7,890		1.00	
11/6/2024	A to B, None Specified	7,696		1.00		1.00		7,696		1.00	
11/7/2024	A to B, None Specified	7,794		1.00		1.00		7,794		1.00	
11/8/2024	A to B, None Specified	7,196		1.00		1.00		7,196		1.00	
11/9/2024	A to B, None Specified	5,298		1.00		1.00		5,298		1.00	
11/10/2024	A to B, None Specified	6,456		1.00		1.00		6,456		1.00	
11/11/2024	A to B, None Specified	7,195		1.00		1.00		7,195		1.00	
11/12/2024	A to B, None Specified	6,393		1.00		1.00		6,393		1.00	
Total		73176						73176			
Average		6652						6652			

Trip Consultants U.S.A, Inc.
310 85th St, Suite #A1, Brooklyn, New York 11209
(O.) 718-833-6176

Job: N. Main Street
Client: Harry Baker
RE:
Station ID:
Direction: SB

TABLE 22

Location 1: 773 N. Main Street
Location 2:
Serial Number: 41022
Start Date: 11/2/2024
End Date: 11/12/2024

B to A, None Specified 11/2/2024 to 11/12/2024

Pace Speed - MPH
Classes Excluded From Pace: None

Speed	Number	Percent
30 - 39	40,461	61.9%

Percentile Speeds

Percentile	5th	10th	15th	20th	25th	30th	35th	40th	45th	50th	55th	60th	65th	70th	75th	80th	85th	90th
Speed - MPH	23.1	27	28.8	30	30.9	31.8	32.6	33.3	34	34.7	35.4	36.1	36.9	37.7	38.5	39.5	40.7	42.2

Vehicles Traveling Greater Than 50.0 MPH

Total Volume	65,354
Total Greater Than 50.0	687
Percent Greater Than 50.0	1.1%

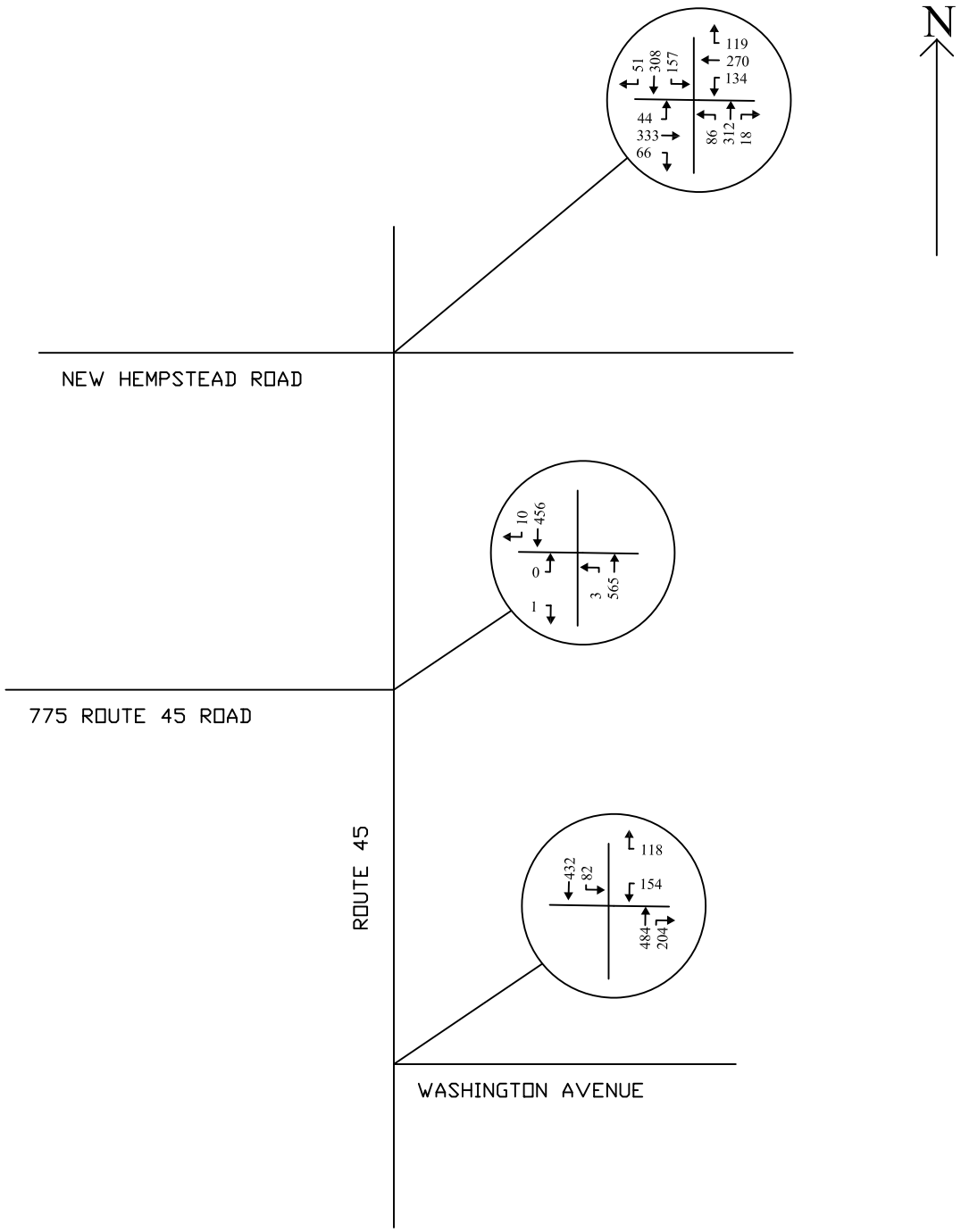
Mean, Median, and Mode Averages

Mean:	34.5
Median (50th %):	34.7
Mode:	35.0

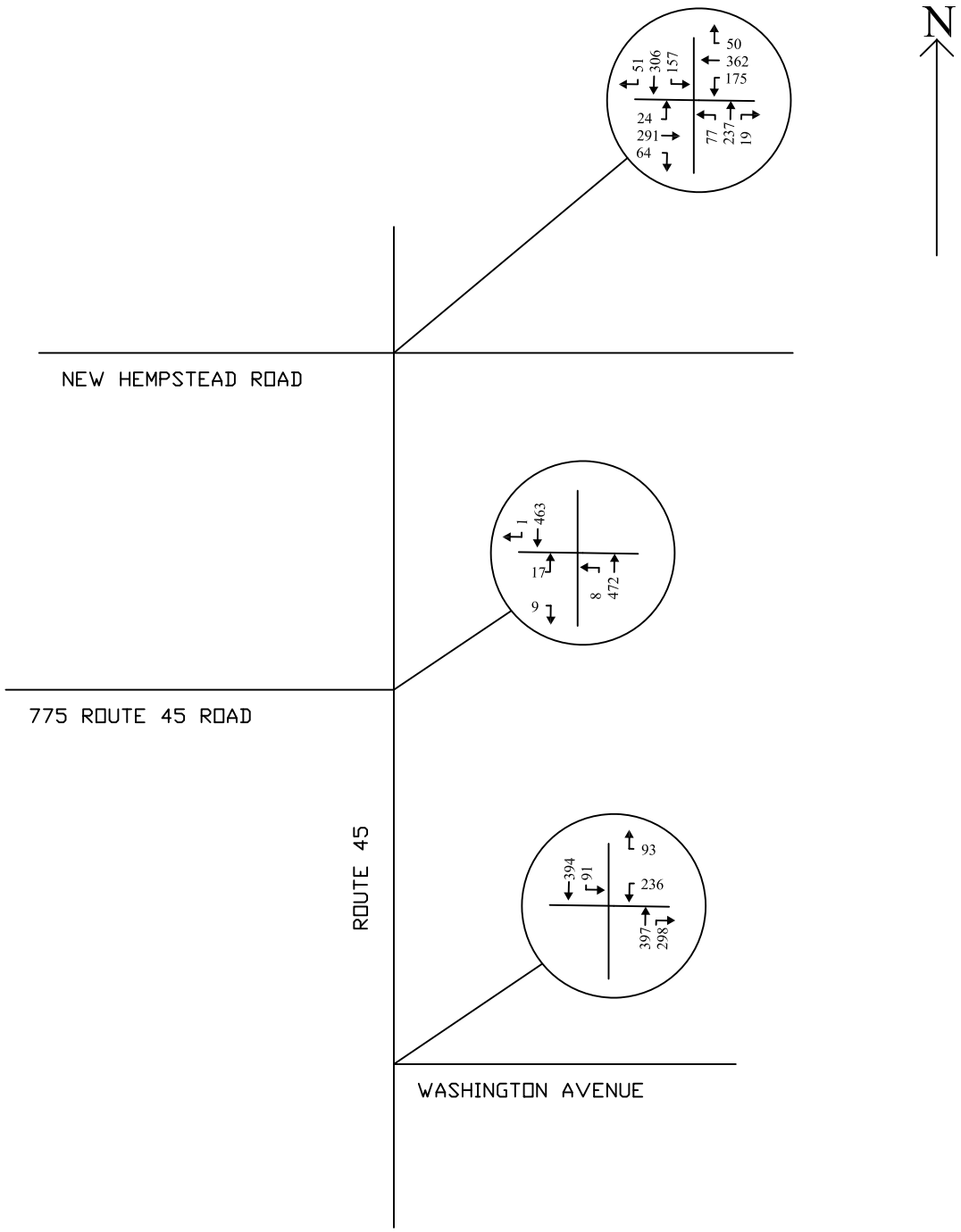
Classification Statistics

Unclassed	Motorcycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
407	124	54308	7117	797	2033	245	18	251	47	7	0	0	0
0.6%	0.2%	83.1%	10.9%	1.2%	3.1%	0.4%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%

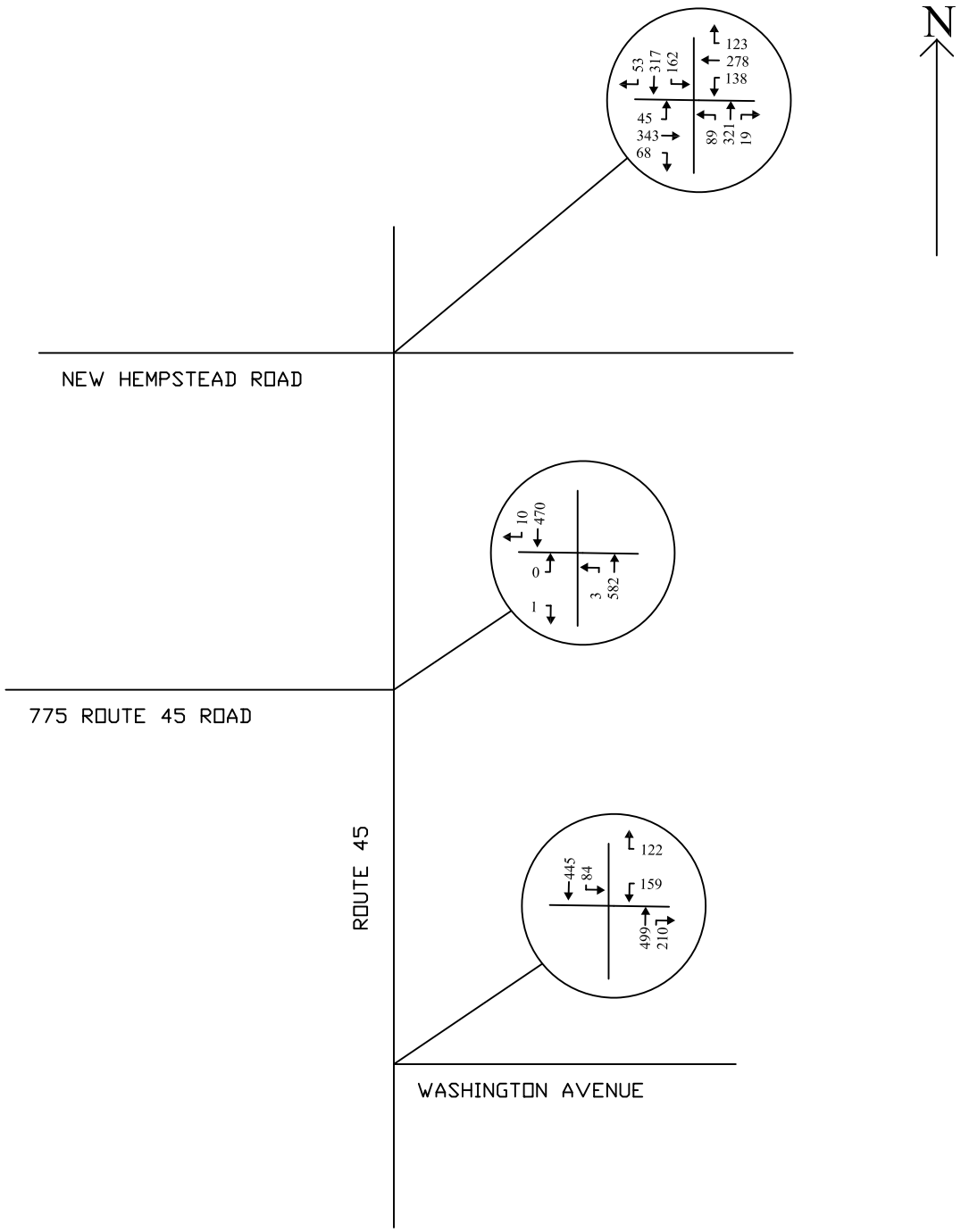
APPENDIX A
TRAFFIC VOLUME FIGURES



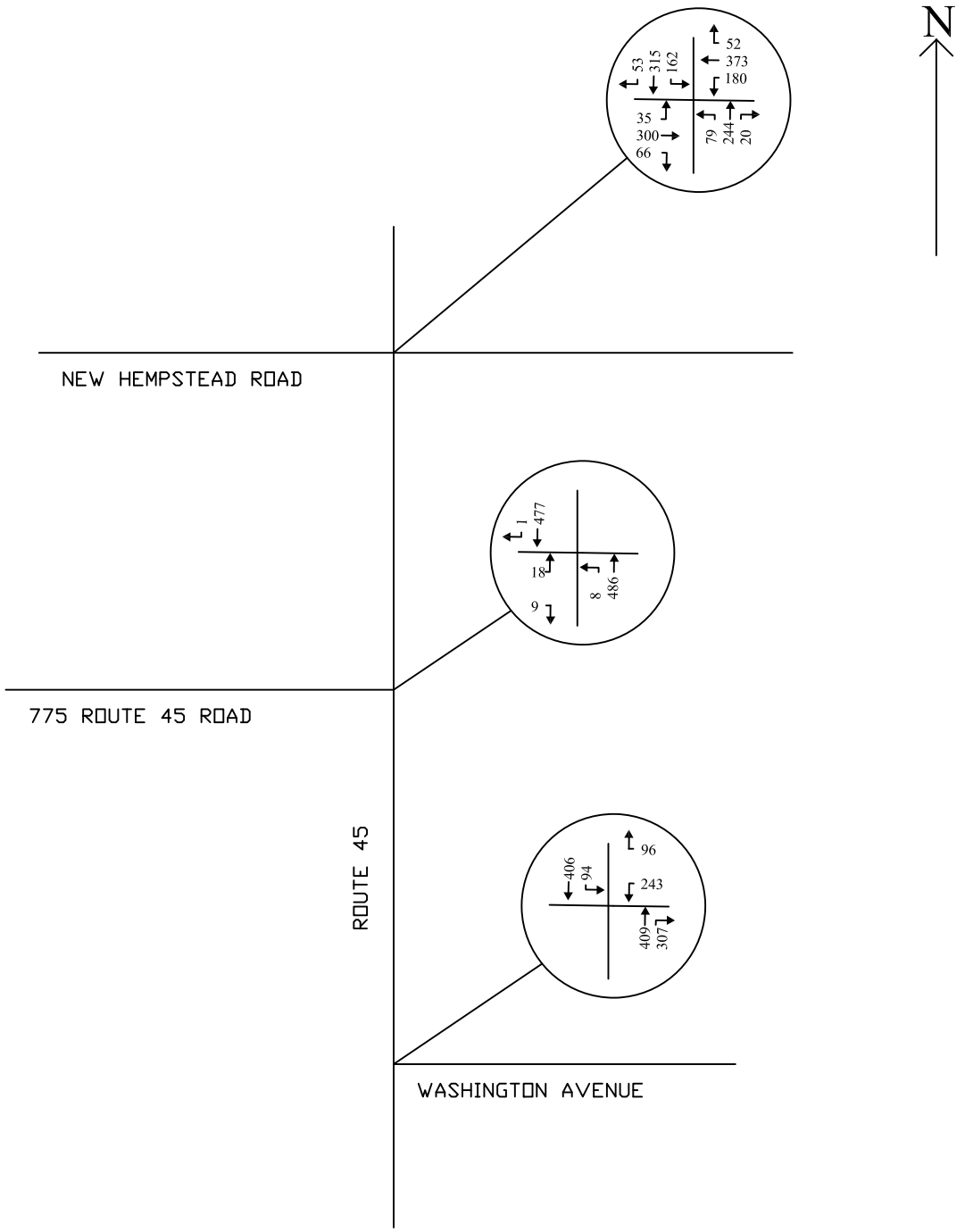
EXISTING AM PK HR
8:00 AM - 9:00 AM
FIGURE 2



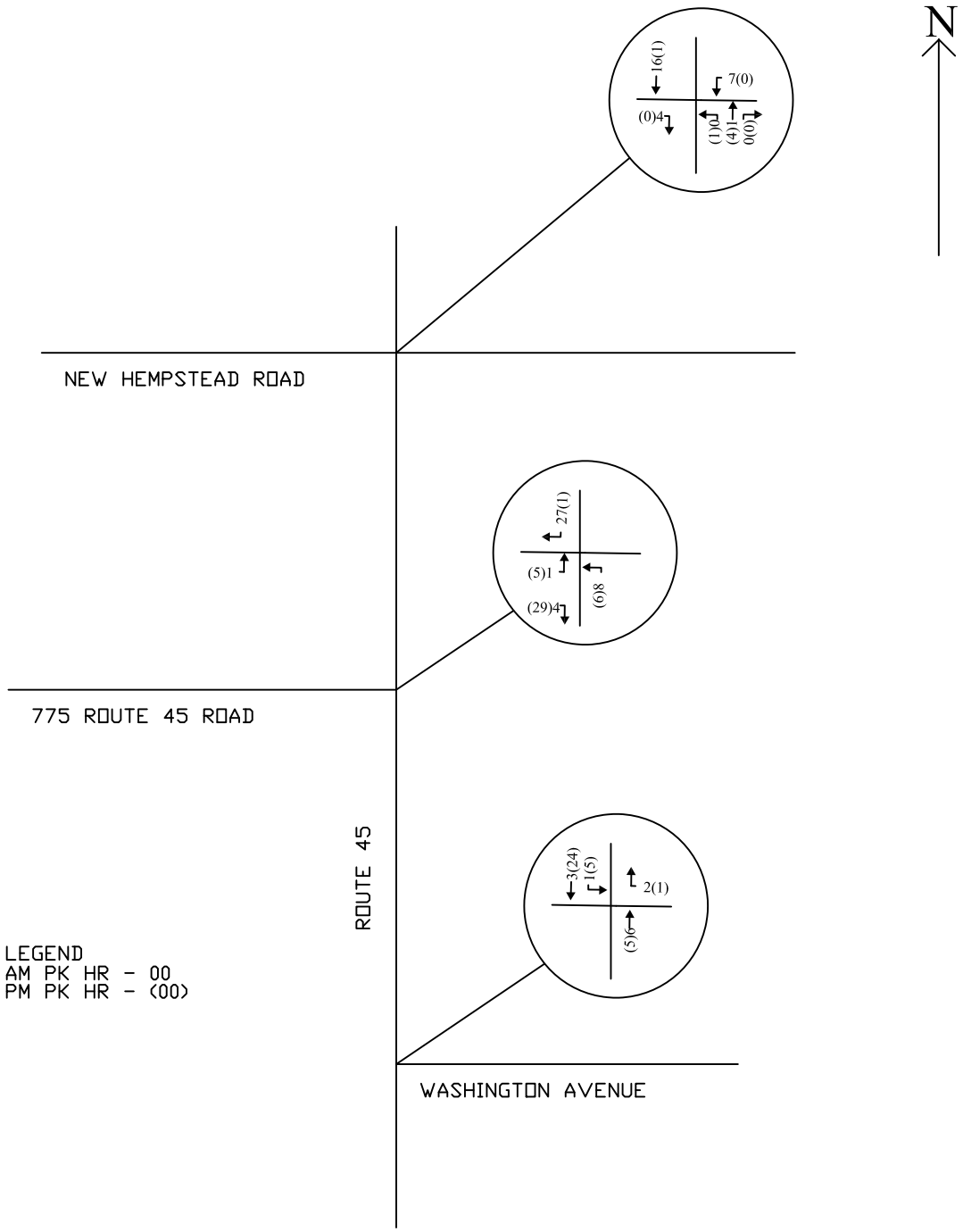
EXISTING PM PK HR
5:00 PM -6:00 PM
FIGURE 3



2026 NO-BUILD AM PK HR
8:00 AM -9:00 AM
FIGURE 4

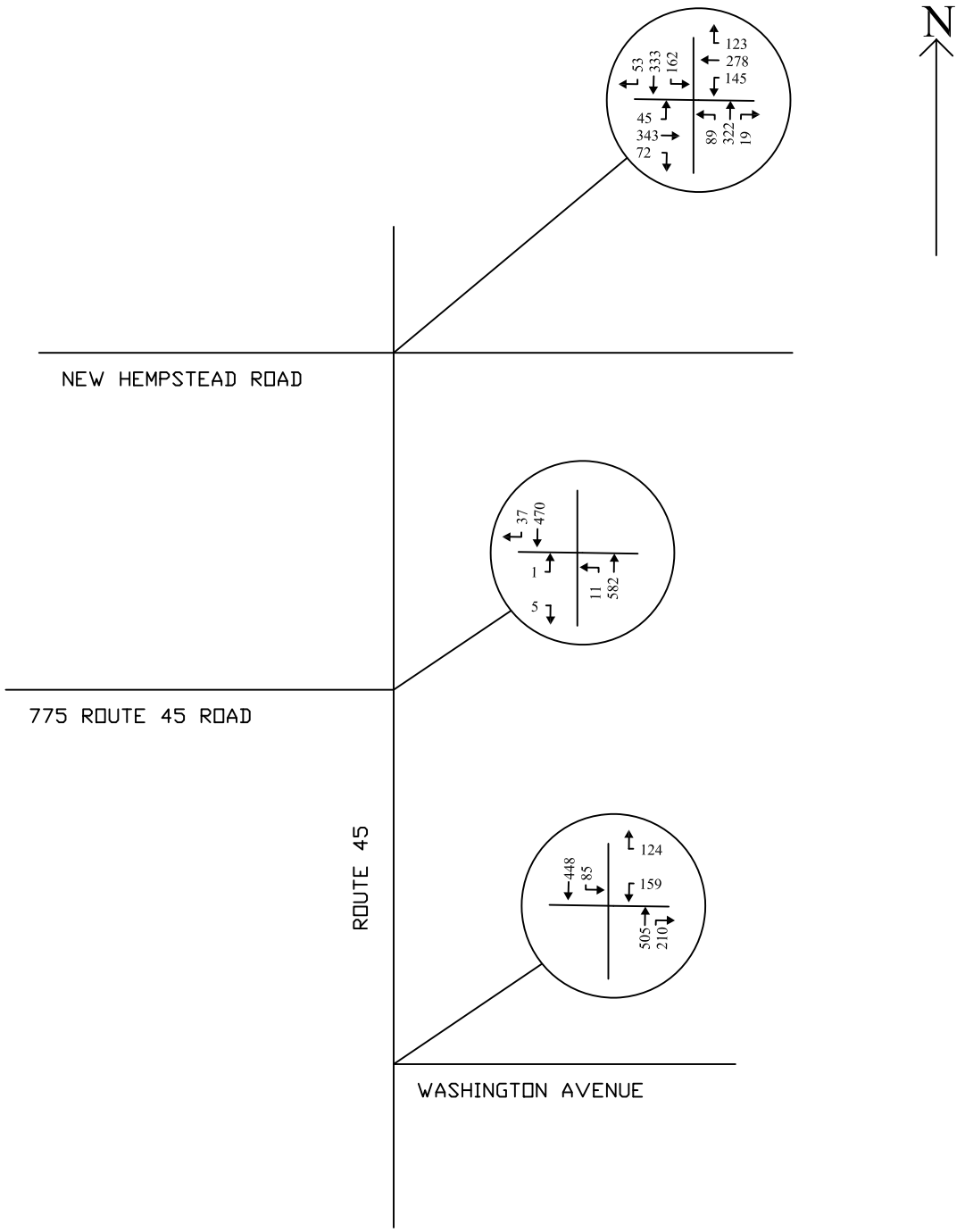


2026 NO-BUILD PM PK HR
5:00 PM -6:00 PM
FIGURE 5

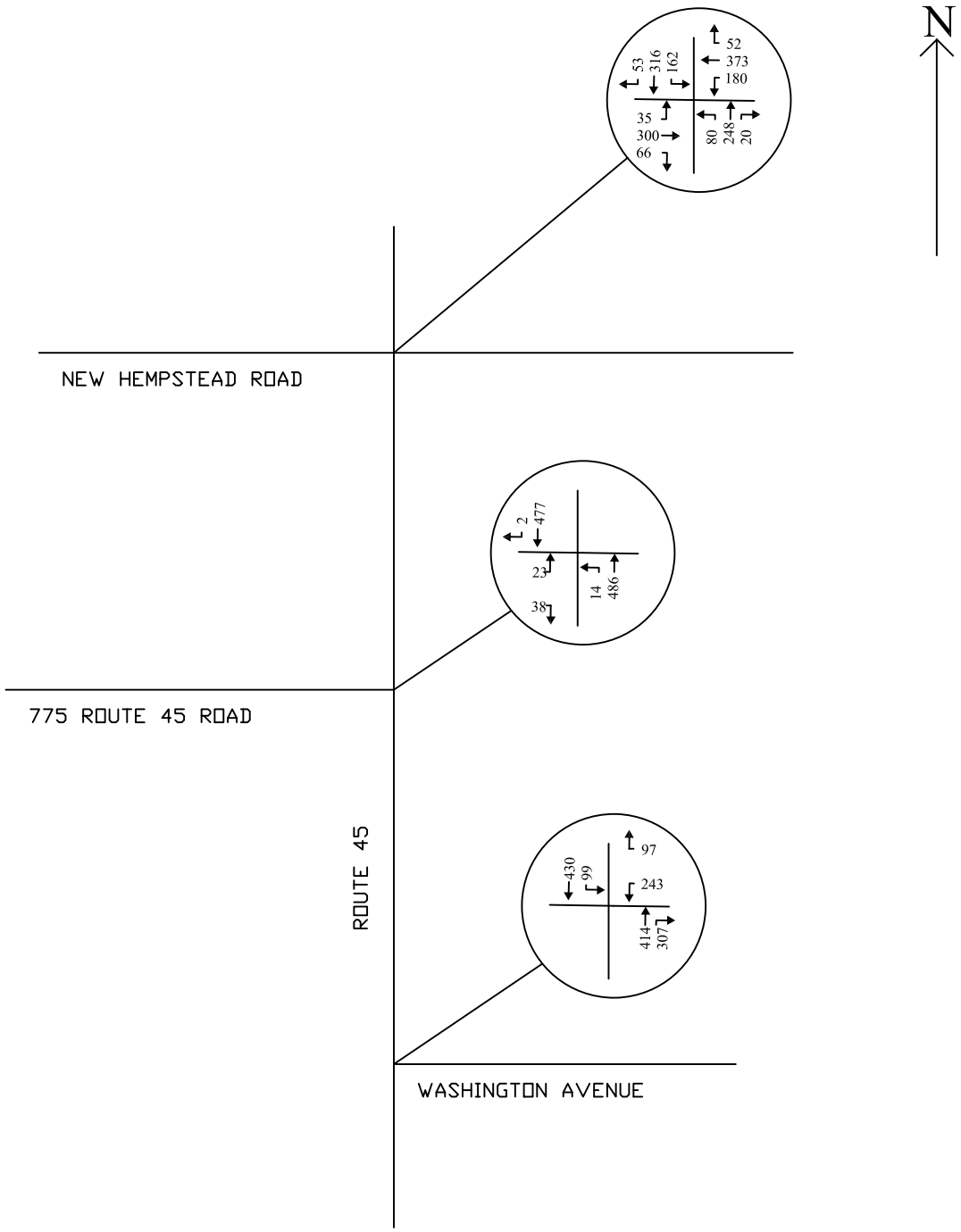


TRIP DISTRIBUTION

FIGURE 6



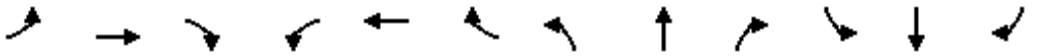
2026 BUILD AM PK HR
8:00 AM - 9:00 AM
FIGURE 7



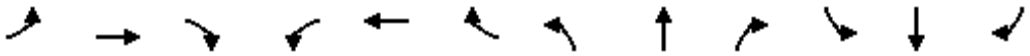
2026 BUILD PM PK HR
5:00 PM -6:00 PM
FIGURE 8

APPENDIX B
CAPACITY ANALYSIS SUMMARIES

CAPACITY ANALYSIS SUMMARY
EXISTING CONDITIONS



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	44	333	66	134	270	119	86	312	18	157	308	51
Future Volume (vph)	44	333	66	134	270	119	86	312	18	157	308	51
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	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	115		0	100		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor							1.00	1.00		1.00	1.00	
Frt		0.975			0.954			0.992			0.979	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1656	1748	0	1703	1672	0	1583	1715	0	1752	1764	0
Flt Permitted	0.345			0.192			0.525			0.195		
Satd. Flow (perm)	601	1748	0	344	1672	0	874	1715	0	359	1764	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			20			3			8	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		1028			1349			1717			604	
Travel Time (s)		23.4			30.7			39.0			13.7	
Confl. Peds. (#/hr)							1		1	1		1
Confl. Bikes (#/hr)												
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	9%	5%	11%	6%	9%	7%	14%	10%	6%	3%	5%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	49	374	74	151	303	134	97	351	20	176	346	57
Shared Lane Traffic (%)												
Lane Group Flow (vph)	49	448	0	151	437	0	97	371	0	176	403	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			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2		2	2	
Detector Template												
Leading Detector (ft)	88	88		88	88		88	88		88	88	
Trailing Detector (ft)	-6	-6		-6	-6		-6	-6		-6	-6	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	8	4		3	7		6	2		1	5	
Permitted Phases	4			7			2			5		
Detector Phase	8	4		3	7		6	2		1	5	
Switch Phase												



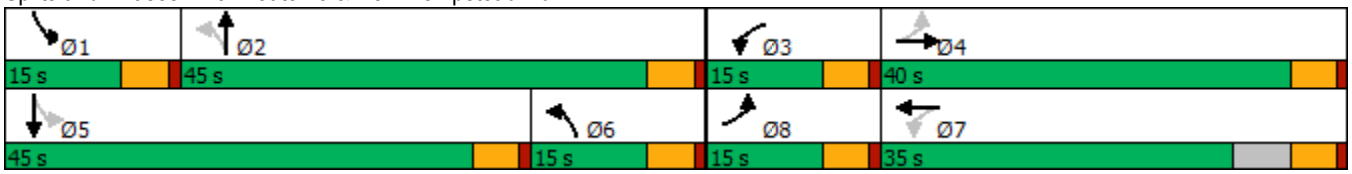
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	3.0	3.0		3.0	3.0		3.0	10.0		3.0	10.0	
Minimum Split (s)	8.0	21.0		8.0	8.0		8.0	15.0		8.0	15.0	
Total Split (s)	15.0	40.0		15.0	35.0		15.0	45.0		15.0	45.0	
Total Split (%)	13.0%	34.8%		13.0%	30.4%		13.0%	39.1%		13.0%	39.1%	
Maximum Green (s)	10.0	35.0		10.0	30.0		10.0	40.0		10.0	40.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lead	Lead	
Lead-Lag Optimize?				Yes						Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None		None	Min		None	Min	
Walk Time (s)		5.0										
Flash Dont Walk (s)		11.0										
Pedestrian Calls (#/hr)		0										
Act Effct Green (s)	35.7	28.3		41.0	35.6		26.1	26.1		30.5	30.5	
Actuated g/C Ratio	0.38	0.30		0.43	0.38		0.28	0.28		0.32	0.32	
v/c Ratio	0.16	0.85		0.53	0.68		0.32	0.78		0.67	0.70	
Control Delay	17.8	47.3		24.3	33.3		32.2	44.0		40.9	37.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	17.8	47.3		24.3	33.3		32.2	44.0		40.9	37.1	
LOS	B	D		C	C		C	D		D	D	
Approach Delay		44.4			31.0			41.5			38.3	
Approach LOS		D			C			D			D	
Queue Length 50th (ft)	16	248		53	227		46	210		86	225	
Queue Length 95th (ft)	43	#458		111	#441		89	326		#164	346	
Internal Link Dist (ft)		948			1269			1637			524	
Turn Bay Length (ft)	100			115			100			100		
Base Capacity (vph)	361	675		298	674		329	752		268	776	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.14	0.66		0.51	0.65		0.29	0.49		0.66	0.52	

Intersection Summary			
Area Type:	Other		
Cycle Length: 115			
Actuated Cycle Length: 94.3			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.85			
Intersection Signal Delay: 38.4		Intersection LOS: D	
Intersection Capacity Utilization 71.8%		ICU Level of Service C	
Analysis Period (min) 15			

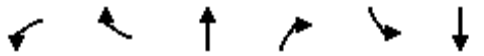
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 9: Route 45 & New Hempstead Rd



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	154	118	484	204	82	432
Future Volume (vph)	154	118	484	204	82	432
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.98		0.99			1.00
Frt	0.941		0.960			
Flt Protected	0.973					0.992
Satd. Flow (prot)	1588	0	1678	0	0	1778
Flt Permitted	0.973					*0.770
Satd. Flow (perm)	1588	0	1678	0	0	1380
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	45		30			
Link Speed (mph)	30		45			45
Link Distance (ft)	248		1019			721
Travel Time (s)	5.6		15.4			10.9
Confl. Peds. (#/hr)		8		2	2	
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	7%	8%	8%	6%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	164	126	515	217	87	460
Shared Lane Traffic (%)						
Lane Group Flow (vph)	290	0	732	0	0	547
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
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)	15	9		9	15	
Number of Detectors	2		0		1	0
Detector Template					Left	
Leading Detector (ft)	86		0		20	0
Trailing Detector (ft)	-5		0		0	0
Turn Type	Perm		NA		Perm	NA
Protected Phases			2			2
Permitted Phases	3		2		2	
Detector Phase	3					
Switch Phase						



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	2.0		9.0		9.0	9.0
Minimum Split (s)	24.0		15.0		15.0	15.0
Total Split (s)	45.0		55.0		55.0	55.0
Total Split (%)	45.0%		55.0%		55.0%	55.0%
Maximum Green (s)	39.0		49.0		49.0	49.0
Yellow Time (s)	5.0		5.0		5.0	5.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	6.0		6.0			6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	1.0		1.0		1.0	1.0
Minimum Gap (s)	1.0		1.0		1.0	1.0
Time Before Reduce (s)	0.0		0.0		0.0	0.0
Time To Reduce (s)	0.0		0.0		0.0	0.0
Recall Mode	None		Min		Min	Min
Walk Time (s)	7.0					
Flash Dont Walk (s)	11.0					
Pedestrian Calls (#/hr)	5					
Act Effct Green (s)	9.1		9.2			9.2
Actuated g/C Ratio	0.30		0.30			0.30
v/c Ratio	0.57		1.39			1.32
Control Delay	12.0		208.1			180.1
Queue Delay	0.0		0.0			0.0
Total Delay	12.0		208.1			180.1
LOS	B		F			F
Approach Delay	12.0		208.1			180.1
Approach LOS	B		F			F
Queue Length 50th (ft)	30		~162			~116
Queue Length 95th (ft)	67		#417			#322
Internal Link Dist (ft)	168		939			641
Turn Bay Length (ft)						
Base Capacity (vph)	1588		525			414
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.18		1.39			1.32

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 30.5	
Natural Cycle: 60	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 1.39	
Intersection Signal Delay: 162.1	Intersection LOS: F
Intersection Capacity Utilization 96.4%	ICU Level of Service F
Analysis Period (min) 15	

* User Entered Value

~ 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: 24: Route 45 & Washington Ave

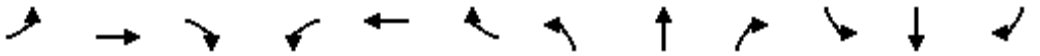
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1	3	565	456	10
Future Vol, veh/h	0	1	3	565	456	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	9	6	0
Mvmt Flow	0	1	3	635	512	11

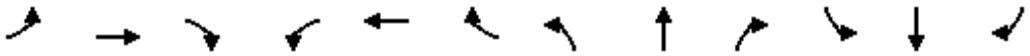
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1159	518	523	0	-	0
Stage 1	518	-	-	-	-	-
Stage 2	641	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	218	562	1054	-	-	-
Stage 1	602	-	-	-	-	-
Stage 2	528	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	217	562	1054	-	-	-
Mov Cap-2 Maneuver	217	-	-	-	-	-
Stage 1	600	-	-	-	-	-
Stage 2	528	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1054	-	562	-	-
HCM Lane V/C Ratio	0.003	-	0.002	-	-
HCM Control Delay (s)	8.4	0	11.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-



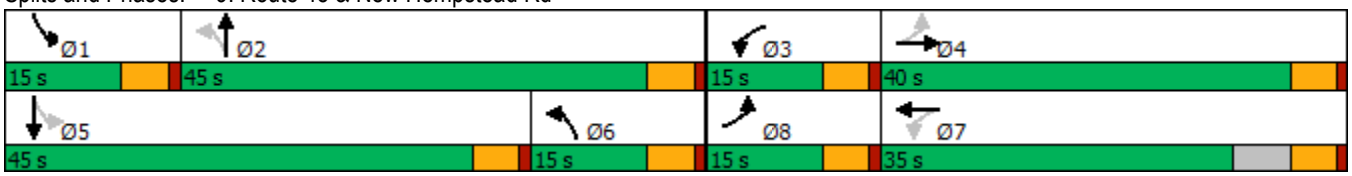
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	34	291	64	175	362	50	77	237	19	157	306	51
Future Volume (vph)	34	291	64	175	362	50	77	237	19	157	306	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	115		0	100		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor							1.00	1.00		1.00	1.00	
Frt		0.973			0.982			0.989			0.978	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1656	1771	0	1770	1805	0	1719	1787	0	1752	1786	0
Flt Permitted	0.339			0.240			0.528			0.230		
Satd. Flow (perm)	591	1771	0	447	1805	0	955	1787	0	424	1786	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			6			4			8	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		1028			1349			1717			604	
Travel Time (s)		23.4			30.7			39.0			13.7	
Confl. Peds. (#/hr)							1		1	1		1
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	9%	4%	6%	2%	3%	6%	5%	5%	5%	3%	3%	8%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	38	323	71	194	402	56	86	263	21	174	340	57
Shared Lane Traffic (%)												
Lane Group Flow (vph)	38	394	0	194	458	0	86	284	0	174	397	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			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2		2	2	
Detector Template												
Leading Detector (ft)	88	88		88	88		88	88		88	88	
Trailing Detector (ft)	-6	-6		-6	-6		-6	-6		-6	-6	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	8	4		3	7		6	2		1	5	
Permitted Phases	4			7			2			5		
Detector Phase	8	4		3	7		6	2		1	5	
Switch Phase												



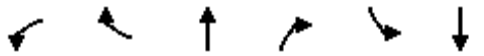
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	3.0	3.0		3.0	3.0		3.0	10.0		3.0	10.0	
Minimum Split (s)	8.0	21.0		8.0	8.0		8.0	15.0		8.0	15.0	
Total Split (s)	15.0	40.0		15.0	35.0		15.0	45.0		15.0	45.0	
Total Split (%)	13.0%	34.8%		13.0%	30.4%		13.0%	39.1%		13.0%	39.1%	
Maximum Green (s)	10.0	35.0		10.0	30.0		10.0	40.0		10.0	40.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lead	Lead	
Lead-Lag Optimize?				Yes						Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None		None	Min		None	Min	
Walk Time (s)		5.0										
Flash Dont Walk (s)		11.0										
Pedestrian Calls (#/hr)		0										
Act Effct Green (s)	30.8	23.8		37.2	31.8		20.3	20.3		27.1	27.1	
Actuated g/C Ratio	0.37	0.28		0.44	0.38		0.24	0.24		0.32	0.32	
v/c Ratio	0.12	0.78		0.56	0.67		0.30	0.66		0.60	0.68	
Control Delay	15.6	39.5		22.2	30.6		31.4	36.9		33.8	33.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	15.6	39.5		22.2	30.6		31.4	36.9		33.8	33.3	
LOS	B	D		C	C		C	D		C	C	
Approach Delay		37.4			28.1			35.7			33.5	
Approach LOS		D			C			D			C	
Queue Length 50th (ft)	11	184		59	212		37	135		72	187	
Queue Length 95th (ft)	33	341		128	403		83	244		143	330	
Internal Link Dist (ft)		948			1269			1637			524	
Turn Bay Length (ft)	100			115			100			100		
Base Capacity (vph)	371	772		360	789		374	886		300	888	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.10	0.51		0.54	0.58		0.23	0.32		0.58	0.45	

Intersection Summary			
Area Type:	Other		
Cycle Length: 115			
Actuated Cycle Length: 84.2			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay: 33.0		Intersection LOS: C	
Intersection Capacity Utilization 69.0%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 9: Route 45 & New Hempstead Rd



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	236	59	397	298	91	394
Future Volume (vph)	236	59	397	298	91	394
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99		0.99			1.00
Frt	0.973		0.942			
Flt Protected	0.962					0.991
Satd. Flow (prot)	1676	0	1682	0	0	1775
Flt Permitted	0.962					*0.770
Satd. Flow (perm)	1676	0	1682	0	0	1379
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	15		53			
Link Speed (mph)	30		45			45
Link Distance (ft)	248		1019			721
Travel Time (s)	5.6		15.4			10.9
Confl. Peds. (#/hr)		8		2	2	
Confl. Bikes (#/hr)						
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	2%	5%	6%	2%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	238	60	401	301	92	398
Shared Lane Traffic (%)						
Lane Group Flow (vph)	298	0	702	0	0	490
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
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)	15	9		9	15	
Number of Detectors	2		0		1	0
Detector Template					Left	
Leading Detector (ft)	86		0		20	0
Trailing Detector (ft)	-5		0		0	0
Turn Type	Perm		NA		Perm	NA
Protected Phases			2			2
Permitted Phases	3		2		2	
Detector Phase	3					
Switch Phase						



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	2.0		9.0		9.0	9.0
Minimum Split (s)	24.0		15.0		15.0	15.0
Total Split (s)	45.0		55.0		55.0	55.0
Total Split (%)	45.0%		55.0%		55.0%	55.0%
Maximum Green (s)	39.0		49.0		49.0	49.0
Yellow Time (s)	5.0		5.0		5.0	5.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	6.0		6.0			6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	1.0		1.0		1.0	1.0
Minimum Gap (s)	1.0		1.0		1.0	1.0
Time Before Reduce (s)	0.0		0.0		0.0	0.0
Time To Reduce (s)	0.0		0.0		0.0	0.0
Recall Mode	None		Min		Min	Min
Walk Time (s)	7.0					
Flash Dont Walk (s)	11.0					
Pedestrian Calls (#/hr)	5					
Act Effct Green (s)	9.5		9.1			9.1
Actuated g/C Ratio	0.31		0.30			0.30
v/c Ratio	0.57		1.31			1.20
Control Delay	12.7		170.9			131.2
Queue Delay	0.0		0.0			0.0
Total Delay	12.7		170.9			131.2
LOS	B		F			F
Approach Delay	12.7		170.9			131.2
Approach LOS	B		F			F
Queue Length 50th (ft)	36		~147			~99
Queue Length 95th (ft)	73		#389			#289
Internal Link Dist (ft)	168		939			641
Turn Bay Length (ft)						
Base Capacity (vph)	1676		536			409
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.18		1.31			1.20

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 30.8	
Natural Cycle: 60	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 1.31	
Intersection Signal Delay: 126.2	Intersection LOS: F
Intersection Capacity Utilization 96.8%	ICU Level of Service F
Analysis Period (min) 15	

* User Entered Value

~ 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: 24: Route 45 & Washington Ave

Intersection	
Int Delay, s/veh	0.5

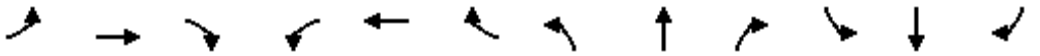
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	17	9	8	472	463	1
Future Vol, veh/h	17	9	8	472	463	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	5	5	0
Mvmt Flow	19	10	9	524	514	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1057	515	515	0	-	0
Stage 1	515	-	-	-	-	-
Stage 2	542	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	251	564	1061	-	-	-
Stage 1	604	-	-	-	-	-
Stage 2	587	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	248	564	1061	-	-	-
Mov Cap-2 Maneuver	248	-	-	-	-	-
Stage 1	597	-	-	-	-	-
Stage 2	587	-	-	-	-	-

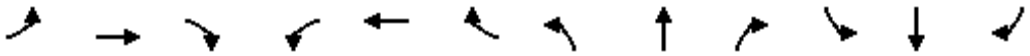
Approach	EB	NB	SB
HCM Control Delay, s	17.9	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1061	-	308	-	-
HCM Lane V/C Ratio	0.008	-	0.094	-	-
HCM Control Delay (s)	8.4	0	17.9	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

CAPACITY ANALYSIS SUMMARY
2026 NO-BUILD CONDITIONS



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	343	68	138	278	123	89	321	19	162	317	53
Future Volume (vph)	45	343	68	138	278	123	89	321	19	162	317	53
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	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	115		0	100		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor							1.00	1.00		1.00	1.00	
Frt		0.975			0.954			0.992			0.978	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1656	1748	0	1703	1672	0	1583	1715	0	1752	1762	0
Flt Permitted	0.288			0.179			0.519			0.188		
Satd. Flow (perm)	502	1748	0	321	1672	0	864	1715	0	347	1762	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			20			3			8	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		1028			1349			1717			604	
Travel Time (s)		23.4			30.7			39.0			13.7	
Confl. Peds. (#/hr)							1		1	1		1
Confl. Bikes (#/hr)												
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	9%	5%	11%	6%	9%	7%	14%	10%	6%	3%	5%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	51	385	76	155	312	138	100	361	21	182	356	60
Shared Lane Traffic (%)												
Lane Group Flow (vph)	51	461	0	155	450	0	100	382	0	182	416	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			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2		2	2	
Detector Template												
Leading Detector (ft)	88	88		88	88		88	88		88	88	
Trailing Detector (ft)	-6	-6		-6	-6		-6	-6		-6	-6	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	8	4		3	7		6	2		1	5	
Permitted Phases	4			7			2			5		
Detector Phase	8	4		3	7		6	2		1	5	
Switch Phase												



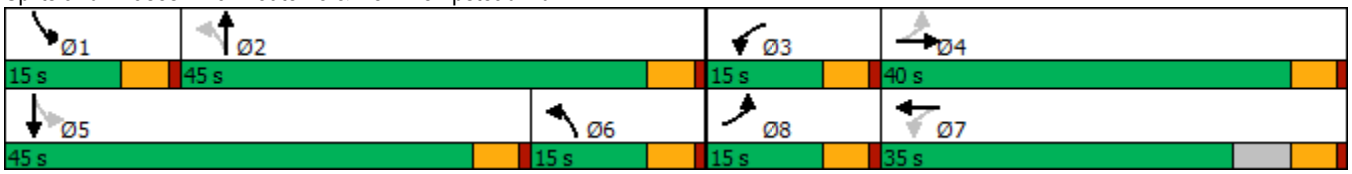
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	3.0	3.0		3.0	3.0		3.0	10.0		3.0	10.0	
Minimum Split (s)	8.0	21.0		8.0	8.0		8.0	15.0		8.0	15.0	
Total Split (s)	15.0	40.0		15.0	35.0		15.0	45.0		15.0	45.0	
Total Split (%)	13.0%	34.8%		13.0%	30.4%		13.0%	39.1%		13.0%	39.1%	
Maximum Green (s)	10.0	35.0		10.0	30.0		10.0	40.0		10.0	40.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lead	Lead	
Lead-Lag Optimize?				Yes						Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None		None	Min		None	Min	
Walk Time (s)		5.0										
Flash Dont Walk (s)		11.0										
Pedestrian Calls (#/hr)		0										
Act Effct Green (s)	36.6	29.2		41.3	33.9		27.0	27.0		31.4	31.4	
Actuated g/C Ratio	0.38	0.30		0.43	0.35		0.28	0.28		0.33	0.33	
v/c Ratio	0.18	0.86		0.57	0.75		0.33	0.79		0.70	0.72	
Control Delay	18.4	49.0		26.4	37.9		32.5	44.9		43.3	38.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	18.4	49.0		26.4	37.9		32.5	44.9		43.3	38.2	
LOS	B	D		C	D		C	D		D	D	
Approach Delay		46.0			35.0			42.4			39.7	
Approach LOS		D			C			D			D	
Queue Length 50th (ft)	17	262		55	240		49	223		92	241	
Queue Length 95th (ft)	45	#487		115	#470		92	336		#160	365	
Internal Link Dist (ft)		948			1269			1637			524	
Turn Bay Length (ft)	100			115			100			100		
Base Capacity (vph)	329	659		286	644		327	734		263	757	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.16	0.70		0.54	0.70		0.31	0.52		0.69	0.55	

Intersection Summary			
Area Type:	Other		
Cycle Length: 115			
Actuated Cycle Length: 96.2			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.86			
Intersection Signal Delay: 40.5		Intersection LOS: D	
Intersection Capacity Utilization 73.5%		ICU Level of Service D	
Analysis Period (min) 15			

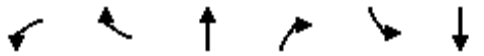
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 9: Route 45 & New Hempstead Rd



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	159	122	499	210	84	445
Future Volume (vph)	159	122	499	210	84	445
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.98		0.99			1.00
Frt	0.941		0.960			
Flt Protected	0.973					0.992
Satd. Flow (prot)	1588	0	1678	0	0	1778
Flt Permitted	0.973					*0.770
Satd. Flow (perm)	1588	0	1678	0	0	1380
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	45		30			
Link Speed (mph)	30		45			45
Link Distance (ft)	248		1019			721
Travel Time (s)	5.6		15.4			10.9
Confl. Peds. (#/hr)		8		2	2	
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	7%	8%	8%	6%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	169	130	531	223	89	473
Shared Lane Traffic (%)						
Lane Group Flow (vph)	299	0	754	0	0	562
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
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)	15	9		9	15	
Number of Detectors	2		0		1	0
Detector Template					Left	
Leading Detector (ft)	86		0		20	0
Trailing Detector (ft)	-5		0		0	0
Turn Type	Perm		NA		Perm	NA
Protected Phases			2			2
Permitted Phases	3		2		2	
Detector Phase	3					
Switch Phase						



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	2.0		9.0		9.0	9.0
Minimum Split (s)	24.0		15.0		15.0	15.0
Total Split (s)	45.0		55.0		55.0	55.0
Total Split (%)	45.0%		55.0%		55.0%	55.0%
Maximum Green (s)	39.0		49.0		49.0	49.0
Yellow Time (s)	5.0		5.0		5.0	5.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	6.0		6.0			6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	1.0		1.0		1.0	1.0
Minimum Gap (s)	1.0		1.0		1.0	1.0
Time Before Reduce (s)	0.0		0.0		0.0	0.0
Time To Reduce (s)	0.0		0.0		0.0	0.0
Recall Mode	None		Min		Min	Min
Walk Time (s)	7.0					
Flash Dont Walk (s)	11.0					
Pedestrian Calls (#/hr)	5					
Act Effct Green (s)	9.2		9.2			9.2
Actuated g/C Ratio	0.30		0.30			0.30
v/c Ratio	0.59		1.44			1.36
Control Delay	12.3		229.2			198.1
Queue Delay	0.0		0.0			0.0
Total Delay	12.3		229.2			198.1
LOS	B		F			F
Approach Delay	12.3		229.2			198.1
Approach LOS	B		F			F
Queue Length 50th (ft)	32		~172			~123
Queue Length 95th (ft)	69		#430			#331
Internal Link Dist (ft)	168		939			641
Turn Bay Length (ft)						
Base Capacity (vph)	1588		522			412
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.19		1.44			1.36

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 30.6			
Natural Cycle: 60			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 1.44			
Intersection Signal Delay: 178.2		Intersection LOS: F	
Intersection Capacity Utilization 98.8%		ICU Level of Service F	
Analysis Period (min) 15			

* User Entered Value

~ 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: 24: Route 45 & Washington Ave

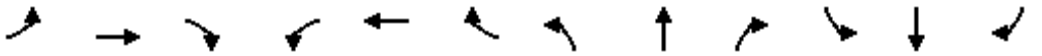
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1	3	582	470	10
Future Vol, veh/h	0	1	3	582	470	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	9	6	0
Mvmt Flow	0	1	3	654	528	11

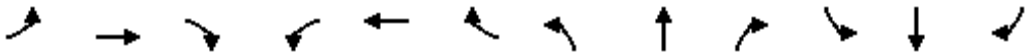
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1194	534	539	0	-	0
Stage 1	534	-	-	-	-	-
Stage 2	660	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	208	550	1040	-	-	-
Stage 1	592	-	-	-	-	-
Stage 2	518	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	207	550	1040	-	-	-
Mov Cap-2 Maneuver	207	-	-	-	-	-
Stage 1	589	-	-	-	-	-
Stage 2	518	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.6	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1040	-	550	-	-
HCM Lane V/C Ratio	0.003	-	0.002	-	-
HCM Control Delay (s)	8.5	0	11.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	300	66	180	373	52	79	244	20	162	315	53
Future Volume (vph)	35	300	66	180	373	52	79	244	20	162	315	53
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	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	115		0	100		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor							1.00	1.00		1.00	1.00	
Frt		0.973			0.982			0.989			0.978	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1656	1771	0	1770	1805	0	1719	1787	0	1752	1786	0
Flt Permitted	0.322			0.230			0.522			0.219		
Satd. Flow (perm)	561	1771	0	428	1805	0	944	1787	0	404	1786	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			6			4			8	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		1028			1349			1717			604	
Travel Time (s)		23.4			30.7			39.0			13.7	
Confl. Peds. (#/hr)							1		1	1		1
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	9%	4%	6%	2%	3%	6%	5%	5%	5%	3%	3%	8%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	39	333	73	200	414	58	88	271	22	180	350	59
Shared Lane Traffic (%)												
Lane Group Flow (vph)	39	406	0	200	472	0	88	293	0	180	409	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			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2		2	2	
Detector Template												
Leading Detector (ft)	88	88		88	88		88	88		88	88	
Trailing Detector (ft)	-6	-6		-6	-6		-6	-6		-6	-6	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	8	4		3	7		6	2		1	5	
Permitted Phases	4			7			2			5		
Detector Phase	8	4		3	7		6	2		1	5	
Switch Phase												



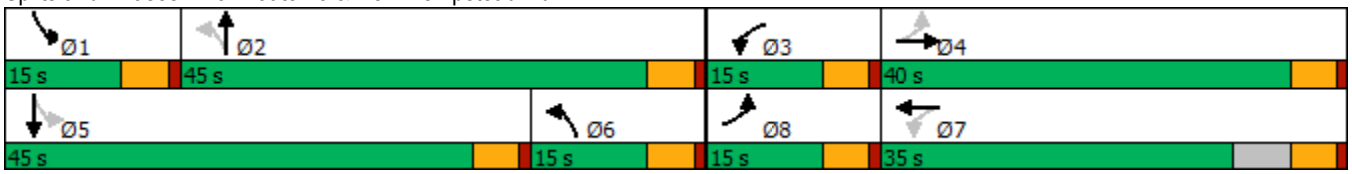
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	3.0	3.0		3.0	3.0		3.0	10.0		3.0	10.0	
Minimum Split (s)	8.0	21.0		8.0	8.0		8.0	15.0		8.0	15.0	
Total Split (s)	15.0	40.0		15.0	35.0		15.0	45.0		15.0	45.0	
Total Split (%)	13.0%	34.8%		13.0%	30.4%		13.0%	39.1%		13.0%	39.1%	
Maximum Green (s)	10.0	35.0		10.0	30.0		10.0	40.0		10.0	40.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lead	Lead	
Lead-Lag Optimize?				Yes						Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None		None	Min		None	Min	
Walk Time (s)		5.0										
Flash Dont Walk (s)		11.0										
Pedestrian Calls (#/hr)		0										
Act Effct Green (s)	31.8	24.7		38.2	32.9		21.2	21.2		28.1	28.1	
Actuated g/C Ratio	0.37	0.29		0.44	0.38		0.25	0.25		0.33	0.33	
v/c Ratio	0.13	0.79		0.59	0.68		0.31	0.66		0.63	0.70	
Control Delay	16.1	40.6		23.8	31.6		31.7	37.4		35.8	34.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	16.1	40.6		23.8	31.6		31.7	37.4		35.8	34.0	
LOS	B	D		C	C		C	D		D	C	
Approach Delay		38.5			29.3			36.1			34.6	
Approach LOS		D			C			D			C	
Queue Length 50th (ft)	11	195		62	226		39	144		77	200	
Queue Length 95th (ft)	35	358		134	#435		83	251		#155	342	
Internal Link Dist (ft)		948			1269			1637			524	
Turn Bay Length (ft)	100			115			100			100		
Base Capacity (vph)	360	753		351	770		374	864		294	866	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.11	0.54		0.57	0.61		0.24	0.34		0.61	0.47	

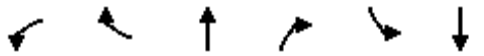
Intersection Summary			
Area Type:	Other		
Cycle Length: 115			
Actuated Cycle Length: 86.2			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay: 34.0		Intersection LOS: C	
Intersection Capacity Utilization 70.6%		ICU Level of Service C	
Analysis Period (min) 15			

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

Queue shown is maximum after two cycles.

Splits and Phases: 9: Route 45 & New Hempstead Rd





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	2.0		9.0		9.0	9.0
Minimum Split (s)	24.0		15.0		15.0	15.0
Total Split (s)	45.0		55.0		55.0	55.0
Total Split (%)	45.0%		55.0%		55.0%	55.0%
Maximum Green (s)	39.0		49.0		49.0	49.0
Yellow Time (s)	5.0		5.0		5.0	5.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	6.0		6.0			6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	1.0		1.0		1.0	1.0
Minimum Gap (s)	1.0		1.0		1.0	1.0
Time Before Reduce (s)	0.0		0.0		0.0	0.0
Time To Reduce (s)	0.0		0.0		0.0	0.0
Recall Mode	None		Min		Min	Min
Walk Time (s)	7.0					
Flash Dont Walk (s)	11.0					
Pedestrian Calls (#/hr)	5					
Act Effct Green (s)	10.1		9.1			9.1
Actuated g/C Ratio	0.32		0.29			0.29
v/c Ratio	0.62		1.37			1.26
Control Delay	13.4		199.7			157.7
Queue Delay	0.0		0.0			0.0
Total Delay	13.4		199.7			157.7
LOS	B		F			F
Approach Delay	13.4		199.7			157.7
Approach LOS	B		F			F
Queue Length 50th (ft)	41		~163			~109
Queue Length 95th (ft)	85		#402			#297
Internal Link Dist (ft)	168		939			641
Turn Bay Length (ft)						
Base Capacity (vph)	1662		526			400
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.21		1.37			1.26

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 31.4	
Natural Cycle: 60	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 1.37	
Intersection Signal Delay: 145.6	Intersection LOS: F
Intersection Capacity Utilization 101.5%	ICU Level of Service G
Analysis Period (min) 15	

* User Entered Value

~ 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: 24: Route 45 & Washington Ave

Intersection	
Int Delay, s/veh	0.6

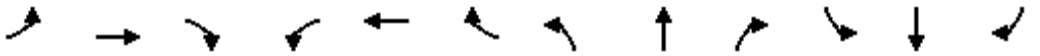
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	18	9	8	486	477	1
Future Vol, veh/h	18	9	8	486	477	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	5	5	0
Mvmt Flow	20	10	9	540	530	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1089	531	531	0	-	0
Stage 1	531	-	-	-	-	-
Stage 2	558	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	241	552	1047	-	-	-
Stage 1	594	-	-	-	-	-
Stage 2	577	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	238	552	1047	-	-	-
Mov Cap-2 Maneuver	238	-	-	-	-	-
Stage 1	587	-	-	-	-	-
Stage 2	577	-	-	-	-	-

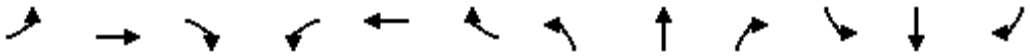
Approach	EB	NB	SB
HCM Control Delay, s	18.6	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1047	-	294	-	-
HCM Lane V/C Ratio	0.008	-	0.102	-	-
HCM Control Delay (s)	8.5	0	18.6	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

CAPACITY ANALYSIS SUMMARY
2026 BUILD CONDITIONS



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	343	72	145	278	123	89	322	19	162	333	53
Future Volume (vph)	45	343	72	145	278	123	89	322	19	162	333	53
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	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	115		0	100		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor							1.00	1.00		1.00	1.00	
Frt		0.974			0.954			0.992			0.979	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1656	1745	0	1703	1672	0	1583	1715	0	1752	1764	0
Flt Permitted	0.294			0.176			0.483			0.181		
Satd. Flow (perm)	512	1745	0	315	1672	0	804	1715	0	334	1764	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			20			3			8	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		1028			1349			1717			604	
Travel Time (s)		23.4			30.7			39.0			13.7	
Confl. Peds. (#/hr)							1		1	1		1
Confl. Bikes (#/hr)												
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	9%	5%	11%	6%	9%	7%	14%	10%	6%	3%	5%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	51	385	81	163	312	138	100	362	21	182	374	60
Shared Lane Traffic (%)												
Lane Group Flow (vph)	51	466	0	163	450	0	100	383	0	182	434	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			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2		2	2	
Detector Template												
Leading Detector (ft)	88	88		88	88		88	88		88	88	
Trailing Detector (ft)	-6	-6		-6	-6		-6	-6		-6	-6	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	8	4		3	7		6	2		1	5	
Permitted Phases	4			7			2			5		
Detector Phase	8	4		3	7		6	2		1	5	
Switch Phase												



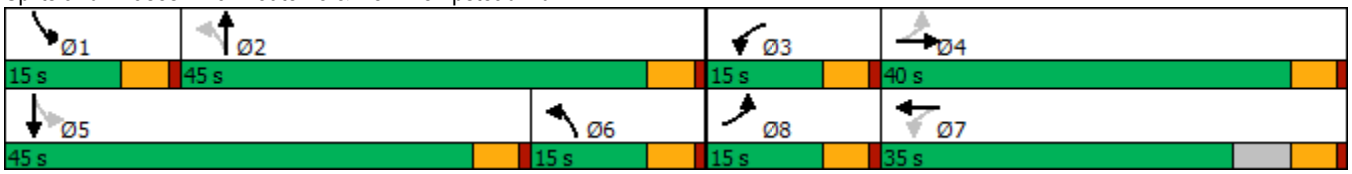
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	3.0	3.0		3.0	3.0		3.0	10.0		3.0	10.0	
Minimum Split (s)	8.0	21.0		8.0	8.0		8.0	15.0		8.0	15.0	
Total Split (s)	15.0	40.0		15.0	35.0		15.0	45.0		15.0	45.0	
Total Split (%)	13.0%	34.8%		13.0%	30.4%		13.0%	39.1%		13.0%	39.1%	
Maximum Green (s)	10.0	35.0		10.0	30.0		10.0	40.0		10.0	40.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lead	Lead	
Lead-Lag Optimize?				Yes						Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None		None	Min		None	Min	
Walk Time (s)		5.0										
Flash Dont Walk (s)		11.0										
Pedestrian Calls (#/hr)		0										
Act Effct Green (s)	37.2	29.7		42.2	34.6		27.2	27.2		32.1	32.1	
Actuated g/C Ratio	0.38	0.31		0.44	0.36		0.28	0.28		0.33	0.33	
v/c Ratio	0.18	0.86		0.60	0.74		0.35	0.79		0.71	0.74	
Control Delay	18.4	49.3		27.8	37.5		33.5	45.5		43.6	38.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	18.4	49.3		27.8	37.5		33.5	45.5		43.6	38.9	
LOS	B	D		C	D		C	D		D	D	
Approach Delay		46.3			34.9			43.0			40.3	
Approach LOS		D			C			D			D	
Queue Length 50th (ft)	17	267		59	240		50	227		92	255	
Queue Length 95th (ft)	45	#495		#125	#470		92	337		#166	384	
Internal Link Dist (ft)		948			1269			1637			524	
Turn Bay Length (ft)	100			115			100			100		
Base Capacity (vph)	331	651		283	639		321	726		260	750	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.15	0.72		0.58	0.70		0.31	0.53		0.70	0.58	

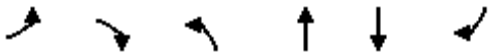
Intersection Summary			
Area Type:	Other		
Cycle Length: 115			
Actuated Cycle Length: 97			
Natural Cycle: 65			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.86			
Intersection Signal Delay: 40.8		Intersection LOS: D	
Intersection Capacity Utilization 74.2%		ICU Level of Service D	
Analysis Period (min) 15			

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

Queue shown is maximum after two cycles.

Splits and Phases: 9: Route 45 & New Hempstead Rd

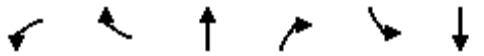




Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	5	11	582	470	37
Future Volume (vph)	1	5	11	582	470	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.884				0.990	
Flt Protected	0.993			0.999		
Satd. Flow (prot)	1668	0	0	1744	1782	0
Flt Permitted	0.993			0.999		
Satd. Flow (perm)	1668	0	0	1744	1782	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	173			457	225	
Travel Time (s)	3.9			10.4	5.1	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	9%	6%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	1	6	12	654	528	42
Shared Lane Traffic (%)						
Lane Group Flow (vph)	7	0	0	666	570	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
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)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	49.4%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	159	124	505	210	85	448
Future Volume (vph)	159	124	505	210	85	448
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.98		0.99			1.00
Frt	0.941		0.960			
Flt Protected	0.973					0.992
Satd. Flow (prot)	1588	0	1678	0	0	1778
Flt Permitted	0.973					*0.770
Satd. Flow (perm)	1588	0	1678	0	0	1380
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	46		29			
Link Speed (mph)	30		45			45
Link Distance (ft)	248		1019			721
Travel Time (s)	5.6		15.4			10.9
Confl. Peds. (#/hr)		8		2	2	
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	7%	8%	8%	6%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	169	132	537	223	90	477
Shared Lane Traffic (%)						
Lane Group Flow (vph)	301	0	760	0	0	567
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
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)	15	9		9	15	
Number of Detectors	2		0		1	0
Detector Template					Left	
Leading Detector (ft)	86		0		20	0
Trailing Detector (ft)	-5		0		0	0
Turn Type	Perm		NA		Perm	NA
Protected Phases			2			2
Permitted Phases	3		2		2	
Detector Phase	3					
Switch Phase						



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	2.0		9.0		9.0	9.0
Minimum Split (s)	24.0		15.0		15.0	15.0
Total Split (s)	45.0		55.0		55.0	55.0
Total Split (%)	45.0%		55.0%		55.0%	55.0%
Maximum Green (s)	39.0		49.0		49.0	49.0
Yellow Time (s)	5.0		5.0		5.0	5.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	6.0		6.0			6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	1.0		1.0		1.0	1.0
Minimum Gap (s)	1.0		1.0		1.0	1.0
Time Before Reduce (s)	0.0		0.0		0.0	0.0
Time To Reduce (s)	0.0		0.0		0.0	0.0
Recall Mode	None		Min		Min	Min
Walk Time (s)	7.0					
Flash Dont Walk (s)	11.0					
Pedestrian Calls (#/hr)	5					
Act Effct Green (s)	9.3		9.2			9.2
Actuated g/C Ratio	0.30		0.30			0.30
v/c Ratio	0.59		1.46			1.38
Control Delay	12.2		236.2			204.7
Queue Delay	0.0		0.0			0.0
Total Delay	12.2		236.2			204.7
LOS	B		F			F
Approach Delay	12.2		236.2			204.7
Approach LOS	B		F			F
Queue Length 50th (ft)	32		~174			~124
Queue Length 95th (ft)	70		#434			#334
Internal Link Dist (ft)	168		939			641
Turn Bay Length (ft)						
Base Capacity (vph)	1588		521			411
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.19		1.46			1.38

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 30.7			
Natural Cycle: 60			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 1.46			
Intersection Signal Delay: 183.8		Intersection LOS: F	
Intersection Capacity Utilization 99.5%		ICU Level of Service F	
Analysis Period (min) 15			

* User Entered Value

~ 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: 24: Route 45 & Washington Ave

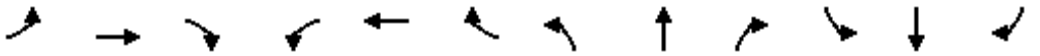
Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	5	11	582	470	37
Future Vol, veh/h	1	5	11	582	470	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	9	6	0
Mvmt Flow	1	6	12	654	528	42

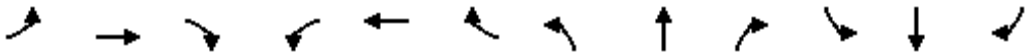
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1227	549	570	0	-	0
Stage 1	549	-	-	-	-	-
Stage 2	678	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	199	539	1013	-	-	-
Stage 1	583	-	-	-	-	-
Stage 2	508	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	195	539	1013	-	-	-
Mov Cap-2 Maneuver	195	-	-	-	-	-
Stage 1	572	-	-	-	-	-
Stage 2	508	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.8	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1013	-	417	-	-
HCM Lane V/C Ratio	0.012	-	0.016	-	-
HCM Control Delay (s)	8.6	0	13.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	300	66	180	373	52	80	248	20	162	316	53
Future Volume (vph)	35	300	66	180	373	52	80	248	20	162	316	53
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	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	115		0	100		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor							1.00	1.00		1.00	1.00	
Frt		0.973			0.982			0.989			0.978	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1656	1771	0	1770	1805	0	1719	1787	0	1752	1786	0
Flt Permitted	0.321			0.230			0.522			0.217		
Satd. Flow (perm)	560	1771	0	428	1805	0	944	1787	0	400	1786	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			6			4			8	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		1028			1349			1717			604	
Travel Time (s)		23.4			30.7			39.0			13.7	
Confl. Peds. (#/hr)							1		1	1		1
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	9%	4%	6%	2%	3%	6%	5%	5%	5%	3%	3%	8%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	39	333	73	200	414	58	89	276	22	180	351	59
Shared Lane Traffic (%)												
Lane Group Flow (vph)	39	406	0	200	472	0	89	298	0	180	410	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			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2		2	2	
Detector Template												
Leading Detector (ft)	88	88		88	88		88	88		88	88	
Trailing Detector (ft)	-6	-6		-6	-6		-6	-6		-6	-6	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	8	4		3	7		6	2		1	5	
Permitted Phases	4			7			2			5		
Detector Phase	8	4		3	7		6	2		1	5	
Switch Phase												



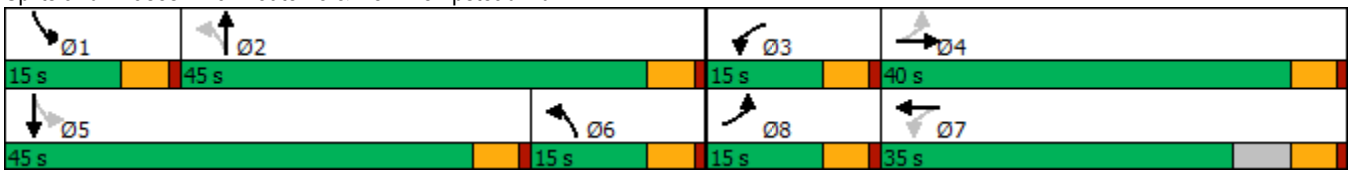
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	3.0	3.0		3.0	3.0		3.0	10.0		3.0	10.0	
Minimum Split (s)	8.0	21.0		8.0	8.0		8.0	15.0		8.0	15.0	
Total Split (s)	15.0	40.0		15.0	35.0		15.0	45.0		15.0	45.0	
Total Split (%)	13.0%	34.8%		13.0%	30.4%		13.0%	39.1%		13.0%	39.1%	
Maximum Green (s)	10.0	35.0		10.0	30.0		10.0	40.0		10.0	40.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lead	Lead	
Lead-Lag Optimize?				Yes						Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None		None	Min		None	Min	
Walk Time (s)		5.0										
Flash Dont Walk (s)		11.0										
Pedestrian Calls (#/hr)		0										
Act Effct Green (s)	31.8	24.7		38.2	32.9		21.3	21.3		28.2	28.2	
Actuated g/C Ratio	0.37	0.29		0.44	0.38		0.25	0.25		0.33	0.33	
v/c Ratio	0.13	0.79		0.59	0.68		0.31	0.67		0.64	0.70	
Control Delay	16.1	40.7		23.9	31.6		31.8	37.7		35.9	34.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	16.1	40.7		23.9	31.6		31.8	37.7		35.9	34.0	
LOS	B	D		C	C		C	D		D	C	
Approach Delay		38.5			29.3			36.4			34.6	
Approach LOS		D			C			D			C	
Queue Length 50th (ft)	11	195		62	226		39	147		77	201	
Queue Length 95th (ft)	35	359		135	#436		85	256		#154	343	
Internal Link Dist (ft)		948			1269			1637			524	
Turn Bay Length (ft)	100			115			100			100		
Base Capacity (vph)	360	752		351	769		374	863		293	864	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.11	0.54		0.57	0.61		0.24	0.35		0.61	0.47	

Intersection Summary			
Area Type:	Other		
Cycle Length: 115			
Actuated Cycle Length: 86.3			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay: 34.1		Intersection LOS: C	
Intersection Capacity Utilization 70.7%		ICU Level of Service C	
Analysis Period (min) 15			

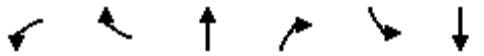
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 9: Route 45 & New Hempstead Rd



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	243	97	414	307	99	430
Future Volume (vph)	243	97	414	307	99	430
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99		0.99			1.00
Frt	0.961		0.943			
Flt Protected	0.966					0.991
Satd. Flow (prot)	1662	0	1684	0	0	1775
Flt Permitted	0.966					*0.770
Satd. Flow (perm)	1662	0	1684	0	0	1379
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	24		52			
Link Speed (mph)	30		45			45
Link Distance (ft)	248		1019			721
Travel Time (s)	5.6		15.4			10.9
Confl. Peds. (#/hr)		8		2	2	
Confl. Bikes (#/hr)						
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	2%	5%	6%	2%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	245	98	418	310	100	434
Shared Lane Traffic (%)						
Lane Group Flow (vph)	343	0	728	0	0	534
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
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)	15	9		9	15	
Number of Detectors	2		0		1	0
Detector Template					Left	
Leading Detector (ft)	86		0		20	0
Trailing Detector (ft)	-5		0		0	0
Turn Type	Perm		NA		Perm	NA
Protected Phases			2			2
Permitted Phases	3		2		2	
Detector Phase	3					
Switch Phase						



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	2.0		9.0		9.0	9.0
Minimum Split (s)	24.0		15.0		15.0	15.0
Total Split (s)	45.0		55.0		55.0	55.0
Total Split (%)	45.0%		55.0%		55.0%	55.0%
Maximum Green (s)	39.0		49.0		49.0	49.0
Yellow Time (s)	5.0		5.0		5.0	5.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	6.0		6.0			6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	1.0		1.0		1.0	1.0
Minimum Gap (s)	1.0		1.0		1.0	1.0
Time Before Reduce (s)	0.0		0.0		0.0	0.0
Time To Reduce (s)	0.0		0.0		0.0	0.0
Recall Mode	None		Min		Min	Min
Walk Time (s)	7.0					
Flash Dont Walk (s)	11.0					
Pedestrian Calls (#/hr)	5					
Act Effct Green (s)	10.1		9.1			9.1
Actuated g/C Ratio	0.32		0.29			0.29
v/c Ratio	0.62		1.38			1.33
Control Delay	13.4		203.8			187.5
Queue Delay	0.0		0.0			0.0
Total Delay	13.4		203.8			187.5
LOS	B		F			F
Approach Delay	13.4		203.8			187.5
Approach LOS	B		F			F
Queue Length 50th (ft)	41		~165			~120
Queue Length 95th (ft)	85		#405			#315
Internal Link Dist (ft)	168		939			641
Turn Bay Length (ft)						
Base Capacity (vph)	1662		526			400
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.21		1.38			1.33

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 31.4			
Natural Cycle: 60			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 1.38			
Intersection Signal Delay: 157.7		Intersection LOS: F	
Intersection Capacity Utilization 103.4%		ICU Level of Service G	
Analysis Period (min) 15			

* User Entered Value

~ 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: 24: Route 45 & Washington Ave

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	23	38	14	486	477	2
Future Vol, veh/h	23	38	14	486	477	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	5	5	0
Mvmt Flow	26	42	16	540	530	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1103	531	532	0	-	0
Stage 1	531	-	-	-	-	-
Stage 2	572	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	236	552	1046	-	-	-
Stage 1	594	-	-	-	-	-
Stage 2	569	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	231	552	1046	-	-	-
Mov Cap-2 Maneuver	231	-	-	-	-	-
Stage 1	581	-	-	-	-	-
Stage 2	569	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17.2	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1046	-	362	-	-
HCM Lane V/C Ratio	0.015	-	0.187	-	-
HCM Control Delay (s)	8.5	0	17.2	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.7	-	-

CAPACITY ANALYSIS SUMMARY
2026 BUILD CONDITIONS WITH MITIGATION

APPENDIX C
TRAFFIC COUNTS

COUNT TYPE: Turning Movement
NODE ID:
LOCATION 1: Route 45 & Washington Ave
LOCATION 2:
BOROUGH CODE:
COLLECT DATE: 07:00:00
START DATE: 11/01/2023
START TIME: 07:00:00
END DATE: 11/01/2023
END TIME: 18:00:01
PERIOD:
INTERVAL (Min): 15
COMMENT:

From	To	DIR / Vehicle Class	SB L	SB T	SB U	WB L	WB R	WB U	NB T	NB R	NB U			
07:00:00	07:15:00	Auto	7	76	0	17	8	0	81	37	0	226		
		Trucks	0	2	0	3	0	0	1	1	0	7		
		Bus	0	10	0	2	0	0	3	0	0	15	248	
07:15:00	07:30:00	Auto	9	79	0	18	10	0	83	24	0	223		
		Trucks	1	2	0	2	1	0	2	1	0	9		
		Bus	0	7	0	2	1	0	7	0	0	17	249	
07:30:00	07:45:00	Auto	14	72	0	18	17	0	83	24	0	228		
		Trucks	1	4	0	5	1	0	3	1	0	15		
		Bus	3	3	0	0	3	0	7	1	0	17	260	
07:45:00	08:00:00	Auto	10	92	0	23	15	0	102	45	0	287		
		Trucks	0	1	0	1	0	0	3	3	0	8		
		Bus	0	3	0	5	0	0	10	1	0	19	314	1071
08:00:00	08:15:00	Auto	19	78	0	29	30	0	118	47	0	321		
		Trucks	1	6	0	2	1	0	3	3	0	16		
		Bus	1	4	0	1	2	0	9	3	0	20	357	1180
08:15:00	08:30:00	Auto	15	99	0	31	30	0	115	37	0	327		
		Trucks	0	3	0	1	1	0	3	2	0	10		
		Bus	0	6	0	1	0	0	4	0	0	11	348	1279
08:30:00	08:45:00	Auto	17	130	0	25	26	0	108	47	0	353		
		Trucks	0	1	0	3	2	0	3	0	0	9		
		Bus	3	2	0	1	1	0	8	2	0	17	379	1398
08:45:00	09:00:00	Auto	26	97	0	56	24	0	103	57	0	363		
		Trucks	0	2	0	0	1	0	4	2	0	9		
		Bus	0	4	0	4	0	0	6	4	0	18	390	1474 0.94
16:00:00	16:15:00	Auto	21	94	0	55	24	0	83	48	0	325		
		Trucks	1	0	0	4	1	0	2	2	0	10		
		Bus	1	7	0	5	0	0	4	0	0	17	352	
16:15:00	16:30:00	Auto	25	87	0	50	19	0	85	47	0	313		
		Trucks	2	1	0	0	0	0	2	1	0	6		
		Bus	0	4	0	3	2	0	7	3	0	19	338	
16:30:00	16:45:00	Auto	23	79	0	48	23	0	99	48	0	320		
		Trucks	0	2	0	2	1	0	2	1	0	8		
		Bus	0	3	0	3	0	0	1	4	0	11	339	
16:45:00	17:00:00	Auto	14	78	0	62	29	0	77	51	0	311		
		Trucks	0	1	0	2	0	0	3	2	0	8		
		Bus	0	2	0	4	0	0	5	7	0	18	337	1366
17:00:00	17:15:00	Auto	20	90	0	50	22	0	106	72	0	360		
		Trucks	0	4	0	0	0	0	1	1	0	6		
		Bus	0	4	0	1	0	0	4	4	0	13	379	1393
17:15:00	17:30:00	Auto	21	105	0	55	29	0	86	59	0	355		
		Trucks	0	3	0	2	0	0	2	3	0	10		
		Bus	0	3	0	6	0	0	6	1	0	16	381	1436
17:30:00	17:45:00	Auto	19	88	0	57	15	0	101	83	0	363		
		Trucks	0	1	0	1	1	0	0	1	0	4		
		Bus	1	3	0	2	1	0	1	6	0	14	381	1478
17:45:00	18:00:00	Auto	29	85	0	60	25	0	83	65	0	347		
		Trucks	0	4	0	1	0	0	4	1	0	10		
		Bus	1	4	0	1	0	0	3	2	0	11	368	1509 0.99

8:00-9:00	SBLT	SBST		WBLT	WBRT		NBST	NBRT		Totals
Auto	77	404		141	110		444	188		1364
Trucks	1	12		6	5		13	7		44
Bus	4	16		7	3		27	9		66
Totals	82	432		154	118		484	204		1474
%HV	6%	6%		8%	7%		8%	8%		7%
PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94

5:00-6:00	SBST	SBRT		NBLT	NBRT		EBLT	EBTH		Totals
Auto	89	368		222	91		376	279		1425
Trucks	0	12		4	1		7	6		30
Bus	2	14		10	1		14	13		54
Totals	91	394		236	93		397	298		1509
%HV	2%	7%		6%	2%		5%	6%		6%
PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99

COUNT TYPE: Turning Movement
NODE ID:
LOCATION 1: Route 45 & New Hempstead Rd.
LOCATION 2:
BOROUGH CODE:
COLLECT DATE: 07:00:00
START DATE: 11/01/2023
START TIME: 07:00:00
END DATE: 11/01/2023
END TIME: 18:00:02
PERIOD:
INTERVAL (Min): 15
COMMENT:

From	To	DIR / Vehicle Class	SB L	SB T	SB R	SB U	WB L	WB T	WB R	WB U	NB L	NB T	NB R	NB U	EB L	EB T	EB R	EB U				
07:00:00	07:15:00	Auto	12	43	9	0	27	44	10	0	5	39	8	0	4	60	2	0	263			
		Trucks	1	1	0	0	0	3	0	0	0	1	1	0	1	2	1	0	11			
		Bus	1	2	2	0	2	4	1	0	1	3	0	0	1	8	1	0	26	300		
07:15:00	07:30:00	Auto	7	50	10	0	22	97	13	0	6	55	2	0	5	55	4	0	326			
		Trucks	1	0	0	0	0	1	2	0	0	2	0	0	0	2	1	0	9			
		Bus	1	0	1	0	2	5	0	0	2	3	0	0	2	6	9	0	31	366		
07:30:00	07:45:00	Auto	14	61	13	0	20	81	24	0	10	47	3	0	8	76	8	0	365			
		Trucks	1	4	0	0	1	1	1	0	2	1	0	0	0	5	2	0	18			
		Bus	2	0	0	0	2	3	0	0	3	1	1	0	3	7	2	0	24	407		
07:45:00	08:00:00	Auto	21	67	12	0	24	92	15	0	17	68	2	0	5	79	12	0	414			
		Trucks	1	1	1	0	1	1	0	0	0	3	0	0	0	0	0	0	8			
		Bus	2	3	2	0	1	2	1	0	1	6	1	0	0	1	1	0	21	443	1516	
08:00:00	08:15:00	Auto	14	49	15	0	32	66	24	0	17	71	6	0	11	65	16	0	386			
		Trucks	0	3	0	0	0	2	1	0	2	2	1	0	1	3	0	0	15			
		Bus	2	2	1	0	5	8	2	0	1	9	0	0	0	2	1	0	33	434	1650	
08:15:00	08:30:00	Auto	32	78	15	0	31	44	28	0	17	71	5	0	6	96	9	0	432			
		Trucks	0	2	0	0	0	1	0	0	1	4	0	0	0	1	1	0	10			
		Bus	1	3	1	0	0	3	2	0	2	2	0	0	0	1	1	0	16	458	1742	
08:30:00	08:45:00	Auto	81	83	6	0	29	64	26	0	20	70	5	0	12	87	18	0	501			
		Trucks	0	2	0	0	0	2	1	0	2	4	0	0	0	0	1	0	12			
		Bus	0	1	0	0	2	5	1	0	3	1	0	0	0	6	0	0	19	532	1867	
08:45:00	09:00:00	Auto	26	82	12	0	34	72	33	0	20	69	1	0	11	68	16	0	444			
		Trucks	1	1	0	0	0	1	0	0	0	4	0	0	2	2	3	0	14			
		Bus	0	2	1	0	1	2	1	0	1	5	0	0	1	2	0	0	16	474	1898	0.89
16:00:00	16:15:00	Auto	40	63	22	0	37	88	12	0	16	52	6	0	18	72	11	0	437			
		Trucks	0	0	0	0	1	4	0	0	0	0	1	0	0	0	0	0	6			
		Bus	0	3	2	0	4	3	1	0	1	3	1	0	2	2	0	0	22	465		
16:15:00	16:30:00	Auto	32	64	18	0	34	93	9	0	18	57	8	0	8	67	9	0	417			
		Trucks	2	1	0	0	1	2	0	0	1	3	0	0	0	1	1	0	12			
		Bus	2	3	4	0	1	4	1	0	3	6	1	0	0	3	1	0	29	458		
16:30:00	16:45:00	Auto	32	57	9	0	33	73	21	0	34	52	5	0	6	70	8	0	400			
		Trucks	1	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	4			
		Bus	0	2	2	0	2	4	0	0	0	0	0	0	0	7	1	0	18	422		
16:45:00	17:00:00	Auto	39	58	10	0	37	84	12	0	19	52	4	0	14	73	7	0	409			
		Trucks	1	2	0	0	1	0	0	0	0	2	0	0	1	0	0	0	7			
		Bus	0	1	3	0	3	4	1	0	1	2	0	0	1	3	1	0	20	436	1781	
17:00:00	17:15:00	Auto	69	78	13	0	45	79	8	0	13	68	9	0	6	83	21	0	492			
		Trucks	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	3			
		Bus	2	2	0	0	0	1	0	0	0	3	0	0	1	1	0	0	10	505	1821	
17:15:00	17:30:00	Auto	37	71	10	0	43	84	15	0	24	49	3	0	8	65	10	0	419			
		Trucks	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3			
		Bus	1	1	0	0	1	3	1	0	1	2	0	0	1	3	1	0	15	437	1800	
17:30:00	17:45:00	Auto	16	71	10	0	41	91	11	0	15	63	4	0	7	60	17	0	406			
		Trucks	1	1	0	0	0	0	0	0	0	1	0	0	1	0	0	0	4			
		Bus	1	4	3	0	0	2	1	0	0	1	0	0	0	2	0	0	14	424	1802	
17:45:00	18:00:00	Auto	30	76	14	0	43	97	13	0	21	46	2	0	10	72	12	0	436			
		Trucks	0	0	0	0	0	2	1	0	0	1	0	0	0	0	0	0	4			
		Bus	0	1	1	0	2	3	0	0	3	1	0	0	0	4	2	0	17	457	1823	0.90

8:00-9:00	SBLT	SBST	SBRT		WBLT	WBST	WBRT		NBLT	NBST	NBRT		EBLT	EBST	EBRT	Totals
Auto	153	292	48	0	126	246	111	0	74	281	17	0	40	316	59	1763
Trucks	1	8	0		0	6	2		5	14	1		3	6	5	51
Bus	3	8	3		8	18	6		7	17	0		1	11	2	84
Totals	157	308	51		134	270	119		86	312	18		44	333	66	1898
%HV	3%	5%	6%		6%	9%	7%		14%	10%	6%		9%	5%	11%	7%
PHF	0.89	0.89	0.89		0.89	0.89	0.89		0.89	0.89	0.89		0.89	0.89	0.89	0.89

5:00-6:00	SBLT	SBST	SBRT		WBLT	WBST	WBRT		NBLT	NBST	NBRT		EBLT	EBST	EBRT	Totals
Auto	152	296	47		172	351	47		73	226	18		31	280	60	1753
Trucks	1	2	0		0	2	1		0	4	1		1	1	1	14
Bus	4	8	4		3	9	2		4	7	0		2	10	3	56
Totals	157	306	51		175	362	50		77	237	19		34	291	64	1823
%HV	3%	3%	8%		2%	3%	6%		5%	5%	5%		9%	4%	6%	4%
PHF	0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90	0.90

COUNT TYPE: Turning Movement
NODE ID:
LOCATION 1: 775 N. Main Street
LOCATION 2: Route 45
BOROUGH CODE:
COLLECT DATE: 07:00:00
START DATE: 11/01/2023
START TIME: 07:00:00
END DATE: 11/01/2023
END TIME: 18:00:02
PERIOD:
INTERVAL (Min): 15
COMMENT:

From	To	DIR Vehicle Class	SB T	SB R	SB U	NB L	NB T	NB U	EB L	EB R	EB U				
07:00:00	07:15:00	Auto	73	0	0	0	82	0	0	0	0	155			
		Trucks	2	0	0	0	1	0	0	0	0	3			
		Bus	7	0	0	0	2	0	0	0	0	9	167		
07:15:00	07:30:00	Auto	84	0	0	1	88	0	0	0	0	173			
		Trucks	3	0	0	0	2	0	0	0	0	5			
		Bus	10	0	0	0	8	0	0	0	0	18	196		
07:30:00	07:45:00	Auto	80	1	0	0	105	0	0	0	0	186			
		Trucks	6	0	0	0	4	0	0	0	0	10			
		Bus	5	0	0	0	9	0	0	0	0	14	210		
07:45:00	08:00:00	Auto	106	1	0	1	117	0	0	0	0	225			
		Trucks	2	0	0	0	3	0	0	0	0	5			
		Bus	3	0	0	0	9	0	0	0	0	12	242	815	
08:00:00	08:15:00	Auto	76	1	0	0	132	0	0	0	0	209			
		Trucks	7	0	0	0	3	0	0	0	0	10			
		Bus	4	0	0	0	10	0	0	0	0	14	233	881	
08:15:00	08:30:00	Auto	106	2	0	0	132	0	0	0	0	240			
		Trucks	0	0	0	0	4	0	0	0	0	4			
		Bus	7	0	0	0	8	0	0	0	0	15	259	944	
08:30:00	08:45:00	Auto	144	3	0	1	125	0	0	0	0	273			
		Trucks	2	0	0	0	5	0	0	0	0	7			
		Bus	4	0	0	0	8	0	0	0	0	12	292	1026	
08:45:00	09:00:00	Auto	101	4	0	2	125	0	0	1	0	233			
		Trucks	2	0	0	0	5	0	0	0	0	7			
		Bus	3	0	0	0	8	0	0	0	0	11	251	1035	0.89
16:00:00	16:15:00	Auto	107	0	0	0	109	0	1	1	0	218			
		Trucks	0	0	0	0	2	0	0	0	0	2			
		Bus	8	0	0	0	7	0	0	0	0	15	235		
16:15:00	16:30:00	Auto	105	1	0	0	107	0	1	1	0	215			
		Trucks	2	0	0	0	5	0	0	0	0	7			
		Bus	5	0	0	0	10	0	0	0	0	15	237		
16:30:00	16:45:00	Auto	82	0	0	1	110	0	1	2	0	196			
		Trucks	2	0	0	0	1	0	0	0	0	3			
		Bus	5	0	0	0	2	0	0	0	0	7	206		
16:45:00	17:00:00	Auto	93	2	0	3	103	0	4	1	0	206			
		Trucks	1	0	0	0	3	0	0	0	0	4			
		Bus	5	0	0	0	4	0	0	0	0	9	219	897	
17:00:00	17:15:00	Auto	116	0	0	5	117	0	15	6	0	259			
		Trucks	6	0	0	0	1	0	0	0	0	7			
		Bus	0	0	0	0	4	0	0	0	0	4	270	932	
17:15:00	17:30:00	Auto	107	1	0	1	109	0	0	1	0	219			
		Trucks	2	0	0	0	3	0	0	0	0	5			
		Bus	4	0	0	0	6	0	0	0	0	10	234	929	
17:30:00	17:45:00	Auto	104	0	0	0	120	0	2	2	0	228			
		Trucks	2	0	0	0	3	0	0	0	0	5			
		Bus	2	0	0	0	1	0	0	0	0	3	236	959	
17:45:00	18:00:00	Auto	112	0	0	2	103	0	0	0	0	217			
		Trucks	5	0	0	0	2	0	0	0	0	7			
		Bus	3	0	0	0	3	0	0	0	0	6	230	970	0.90

8:00-9:00	SBST	SBRT		NBLT	NBRT		EBLT	EBTH		Totals
Auto	427	10		3	514		0	1		955
Trucks	11	0		0	17		0	0		28
Bus	18	0		0	34		0	0		52
Totals	456	10		3	565		0	1		1035
%HV	6%	0%		0%	9%		#####	0%		8%
PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89

5:00-6:00	SBST	SBRT		NBLT	NBRT		EBLT	EBTH		Totals
Auto	439	1		8	449		17	9		923
Trucks	15	0		0	9		0	0		24
Bus	9	0		0	14		0	0		23
Totals	463	1		8	472		17	9		970
%HV	5%	0%		0%	5%		0%	0%		5%
PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90

NORTHBOUND VEHICLE CLASS BREAKDOWN

	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
11/2/2024	3	2717	270	14	41	2	0	5	1	0	0	0	0	6	3059
11/3/2024	2	5611	679	33	130	1	0	7	2	0	0	0	0	3	6468
11/4/2024	8	6237	942	131	338	24	6	31	9	0	0	0	0	5	7731
11/5/2024	6	6409	1012	103	271	26	16	30	8	1	0	0	0	8	7890
11/6/2024	9	6160	990	127	330	19	14	30	5	2	0	0	0	10	7696
11/7/2024	6	6251	1013	122	321	17	5	41	8	1	0	0	0	9	7794
11/8/2024	5	5901	849	97	281	13	1	36	4	2	0	0	0	7	7196
11/9/2024	5	4548	585	22	112	8	1	13	0	0	0	0	0	4	5298
11/10/2024	2	5583	677	50	125	2	0	9	2	0	0	0	0	6	6456
11/11/2024	3	5868	909	118	203	33	16	31	6	1	0	0	0	7	7195
11/12/2024	5	5081	809	117	282	30	18	33	10	0	0	0	0	8	6393
Totals	54	60366	8735	934	2434	175	77	266	55	7	0	0	0	73	73176
Percent	0.07%	82.49%	11.94%	1.28%	3.33%	0.24%	0.11%	0.36%	0.08%	0.01%	0.00%	0.00%	0.00%	0.10%	100.00%

SOUTHBOUND VEHICLE CLASS BREAKDOWN

	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
11/2/2024	3	2627	266	10	49	1	0	4	1	0	0	0	0	3	2964
11/3/2024	3	5282	602	32	96	1	0	8	0	0	0	0	0	3	6027
11/4/2024	11	5670	757	106	252	30	2	32	4	0	0	0	0	28	6892
11/5/2024	22	5462	795	89	223	43	1	33	6	3	0	0	0	122	6799
11/6/2024	15	5379	763	107	259	40	2	20	5	1	0	0	0	23	6614
11/7/2024	13	5413	774	118	264	22	1	34	9	0	0	0	0	101	6749
11/8/2024	9	5320	743	93	271	19	3	29	6	1	0	0	0	40	6534
11/9/2024	12	4275	502	22	102	2	3	8	1	0	0	0	0	7	4934
11/10/2024	8	5189	571	32	97	6	0	11	1	0	0	0	0	6	5921
11/11/2024	8	5271	709	86	167	36	2	31	7	2	0	0	0	8	6327
11/12/2024	9	4131	596	96	243	44	4	40	7	0	0	0	0	60	5230
Totals	113	54019	7078	791	2023	244	18	250	47	7	0	0	0	401	64991
Percent	0.17%	83.12%	10.89%	1.22%	3.11%	0.38%	0.03%	0.38%	0.07%	0.01%	0.00%	0.00%	0.00%	0.62%	100.00%

North Main Street NB

	11/2/2024	11/3/2024	11/4/2024	11/5/2024	11/6/2024	11/7/2024	11/8/2024	11/9/2024	11/10/2024	11/11/2024	11/12/2024
12:00		54	57	67	77	71	85	52	70	61	60
12:15		34	57	68	55	60	72	44	67	54	46
12:30		32	26	47	46	57	45	41	56	60	35
12:45		28	28	39	47	40	45	36	34	28	25
1:00		22	36	38	41	30	53	37	53	39	24
1:15		21	20	36	28	25	42	20	46	23	20
1:30		20	18	20	29	24	24	16	35	32	22
1:45		14	15	17	11	16	16	23	24	17	26
2:00		16	11	10	15	16	16	17	26	13	12
2:15		18	8	12	8	8	7	15	25	7	14
2:30		13	6	20	13	21	8	11	10	7	8
2:45		15	5	7	7	8	15	15	21	7	10
3:00		12	8	11	9	6	18	9	21	12	5
3:15		3	13	10	14	14	5	8	20	3	5
3:30		10	6	5	10	9	10	7	17	7	8
3:45		8	4	8	9	7	4	7	12	8	6
4:00		14	5	9	8	7	9	7	15	3	4
4:15		6	6	7	8	6	3	7	8	8	8
4:30		10	8	7	8	5	11	5	12	1	7
4:45		22	6	12	10	4	6	13	10	7	7
5:00		14	6	5	10	7	11	17	19	8	5
5:15		25	19	15	16	20	17	18	36	16	13
5:30		20	19	9	18	22	18	12	22	19	23
5:45		10	15	15	16	11	14	8	13	12	13
6:00		7	17	17	9	20	14	11	6	11	14
6:15		13	15	25	18	18	23	23	12	20	16
6:30		14	29	38	33	25	32	15	13	28	19
6:45		18	45	43	57	53	47	20	19	39	53
7:00		21	53	51	51	48	50	23	18	43	51
7:15		24	74	77	64	70	64	22	14	52	62
7:20		42	87	76	86	88	85	41	41	62	75
7:45		63	119	105	131	126	114	61	60	112	116
8:00		44	119	114	98	99	124	60	48	92	120
8:15		55	92	91	109	102	99	56	43	90	84
8:30		46	126	107	106	108	112	61	55	106	116
8:45		67	151	122	126	135	157	71	65	96	137
9:00		63	132	109	140	142	131	70	51	103	114
9:15		57	143	129	126	129	122	51	54	91	131
9:30		68	139	110	102	145	132	45	61	104	123
9:45		93	139	113	121	131	131	68	62	126	131
10:00		74	123	126	133	127	97	74	88	121	154
10:15		82	110	118	105	108	119	53	87	120	107
10:30		72	105	118	120	111	92	52	75	88	121
10:45		99	105	112	108	109	93	54	72	105	123
11:00		83	93	120	93	97	96	58	69	76	107
11:15		104	89	106	91	87	102	73	93	100	78
11:30		102	117	97	88	114	88	58	103	100	90
11:45		110	100	110	98	109	94	71	119	80	102
12:00		124	92	115	93	109	93	63	93	97	90
12:15		95	101	95	91	90	92	73	95	110	103
12:30		84	92	112	99	101	102	82	100	107	125
12:45		97	107	107	105	101	98	78	99	92	108
1:00		85	109	101	103	113	107	70	88	99	106
1:15		106	101	103	95	93	118	69	76	99	106
1:30		110	91	109	113	106	99	85	97	98	85
1:45		120	105	119	96	104	110	65	91	103	89
2:00 PM	38	130	108	119	113	90	124	72	105	98	94
2:15 PM	90	98	103	114	139	116	121	88	98	100	111
2:30 PM	68	114	112	108	137	107	114	75	118	113	122
2:45 PM	69	150	107	121	117	113	118	82	103	118	113
3:00 PM	86	134	123	122	128	105	131	93	96	123	113
3:15 PM	80	129	135	124	138	137	130	98	123	105	90

North Main Street Southbound

	11/2/2024	11/3/2024	11/4/2024	11/5/2024	11/6/2024	11/7/2024	11/8/2024	11/9/2024	11/10/2024	11/11/2024	11/12/2024
12:00		40	53	70	61	69	63	60	64	57	57
12:15		38	47	41	66	51	55	40	58	48	47
12:30		30	35	35	30	38	48	21	55	36	32
12:45		33	29	27	33	32	39	32	43	31	21
1:00		21	16	23	30	25	22	27	38	26	15
1:15		27	22	17	16	25	31	14	29	21	13
1:30		14	15	21	22	22	17	13	23	17	16
1:45		13	16	8	13	6	13	19	24	16	12
2:00		22	11	12	9	8	12	14	25	16	9
2:15		20	9	8	10	13	18	8	16	11	4
2:30		13	11	7	10	9	11	11	23	5	3
2:45		14	8	7	4	5	11	9	19	5	5
3:00		16	4	7	3	7	11	10	13	4	12
3:15		11	5	1	9	5	7	8	18	2	7
3:30		7	4	8	3	4	8	4	8	4	7
3:45		14	5	4	6	7	6	14	11	7	3
4:00		7	3	4	11	2	8	12	8	7	4
4:15		10	8	3	10	3	7	13	7	0	2
4:30		10	9	5	5	8	4	7	4	6	1
4:45		14	6	2	5	2	7	6	10	8	4
5:00		17	4	4	5	7	7	13	9	5	8
5:15		14	8	6	7	10	5	11	12	4	8
5:30		7	4	5	3	8	6	7	9	8	9
5:45		8	10	12	14	10	14	5	11	9	13
6:00		8	17	14	12	17	15	6	8	12	15
6:15		28	21	25	24	22	19	11	27	15	28
6:30		15	48	44	47	55	45	11	17	56	38
6:45		24	40	33	37	32	39	19	19	22	36
7:00		15	47	46	49	56	44	16	12	38	54
7:15		23	63	53	47	51	58	19	22	36	52
7:20		39	66	67	82	83	67	37	25	58	77
7:45		35	85	82	94	79	104	42	39	70	73
8:00		57	89	66	78	104	76	44	39	81	86
8:15		67	93	92	80	78	93	40	59	86	76
8:30		66	80	95	93	79	89	51	45	84	92
8:45		63	103	92	84	74	81	61	46	85	92
9:00		58	104	93	105	111	107	44	60	93	113
9:15		70	118	113	120	119	111	58	51	99	109
9:30		88	90	101	121	110	107	66	63	108	116
9:45		68	115	101	93	95	102	72	94	96	97
10:00		83	100	101	129	92	107	71	66	109	112
10:15		69	122	117	112	133	113	64	82	103	141
10:30		86	102	115	87	134	92	65	77	105	123
10:45		97	95	106	106	103	97	71	80	92	95
11:00		96	100	90	99	94	110	56	70	82	96
11:15		97	109	100	101	103	80	55	97	95	85
11:30		101	98	85	71	86	93	58	92	89	98
11:45		112	112	111	96	89	92	50	115	83	120
12:00		91	88	97	78	73	80	83	88	84	78
12:15		90	103	97	80	87	102	65	87	85	103
12:30		89	74	89	87	70	113	55	112	94	80
12:45		109	89	89	94	98	114	66	100	88	94
1:00		98	109	94	86	93	88	74	72	100	97
1:15		95	96	79	85	80	109	65	81	94	92
1:30 PM	15	103	97	92	90	103	109	70	91	73	108
1:45 PM	67	100	100	114	92	90	113	57	75	93	85
2:00 PM	79	96	95	94	84	99	102	54	94	86	106
2:15 PM	72	99	100	94	99	97	105	63	81	96	110
2:30 PM	87	99	92	100	85	101	98	65	94	83	88
2:45 PM	69	104	103	106	79	96	99	57	97	106	85
3:00 PM	71	108	100	92	97	98	105	89	102	84	79
3:15 PM	82	97	112	107	101	88	115	91	112	99	95
3:30 PM	73	78	103	90	99	105	127	70	93	87	106

3:45 PM	79	107	102	126	100	100	112	91	95	110	120
4:00 PM	66	115	101	112	123	105	113	90	85	116	113
4:15 PM	60	110	105	100	91	101	99	65	102	90	93
4:30 PM	109	105	125	94	91	99	112	78	96	88	84
4:45 PM	90	92	101	106	88	99	132	85	95	97	125
5:00 PM	88	124	96	94	83	101	112	80	108	123	100
5:15 PM	78	85	120	110	105	109	130	79	114	88	109
5:30 PM	85	104	84	108	94	91	108	78	118	103	93
5:45 PM	75	108	92	116	88	100	95	84	92	115	108
6:00 PM	103	102	128	123	114	113	96	111	85	116	103
6:15 PM	77	101	128	120	121	113	88	93	99	126	124
6:30 PM	85	108	127	129	106	108	104	91	111	134	120
6:45 PM	84	100	110	109	112	93	92	100	81	111	88
7:00 PM	94	86	98	102	85	124	74	95	81	118	108
7:15 PM	74	82	97	108	126	92	90	73	106	112	112
7:30 PM	63	85	125	102	110	114	79	85	98	92	90
7:45 PM	80	73	96	95	93	102	75	63	95	73	79
8:00 PM	65	70	125	112	102	87	86	76	87	94	0
8:15 PM	78	56	88	101	105	91	65	61	87	93	0
8:30 PM	62	86	89	75	94	105	61	85	85	83	0
8:45 PM	81	84	68	106	71	92	70	64	70	76	0
9:00 PM	63	73	80	89	90	65	45	72	74	68	0
9:15 PM	79	61	78	63	73	95	63	69	78	62	0
9:30 PM	60	71	97	85	70	79	52	65	65	66	0
9:45 PM	60	69	87	87	73	64	40	57	49	62	0
10:00 PM	72	66	74	60	85	72	41	64	57	70	0
10:15 PM	65	64	77	65	64	73	49	63	47	54	0
10:30 PM	59	53	64	61	62	65	42	52	73	53	0
10:45 PM	73	53	62	75	66	60	60	69	62	46	0
11:00 PM	63	44	65	74	72	84	59	46	52	52	0
11:15 PM	59	50	68	66	55	83	45	59	60	53	0
11:30 PM	57	52	67	60	66	65	47	50	53	44	0
11:45 PM	45	47	48	53	48	52	48	52	40	37	0

8:00-9:00		257	405	393	402	383	388	214	202	361
5:00-6:00		284	434	410	410	394	305	285	367	352

3:30 PM	85	116	136	113	125	127	129	84	109	112	124
3:45 PM	75	119	134	126	109	118	137	77	120	123	128
4:00 PM	86	116	136	114	140	103	112	76	113	123	122
4:15 PM	76	108	100	123	124	134	122	99	104	114	142
4:30 PM	76	105	123	121	145	132	123	72	89	92	129
4:45 PM	86	108	110	137	115	114	111	78	100	129	118
5:00 PM	97	131	119	138	130	134	120	79	95	149	112
5:15 PM	81	117	135	133	131	143	106	85	131	130	130
5:30 PM	92	90	123	134	117	116	101	83	123	111	131
5:45 PM	73	110	115	119	125	125	90	72	103	128	111
6:00 PM	87	114	138	135	143	134	117	84	104	144	143
6:15 PM	90	106	111	129	143	123	91	91	89	119	127
6:30 PM	88	96	129	117	128	106	79	76	99	111	133
6:45 PM	90	97	131	155	133	127	92	78	98	130	118
7:00 PM	73	98	125	113	117	131	86	70	94	107	121
7:15 PM	85	98	110	107	108	102	82	76	91	119	115
7:30 PM	69	90	113	122	113	99	86	85	99	104	106
7:45 PM	79	93	114	105	90	103	86	65	91	109	104
8:00 PM	82	81	99	100	98	107	81	86	94	114	74
8:15 PM	73	77	84	107	100	103	77	87	80	110	0
8:30 PM	81	78	101	113	102	110	76	87	95	88	0
8:45 PM	73	75	86	100	85	97	70	89	75	81	0
9:00 PM	94	74	100	101	86	83	80	71	76	87	0
9:15 PM	72	64	95	85	70	66	53	81	76	73	0
9:30 PM	72	72	81	68	73	80	58	72	70	67	0
9:45 PM	65	72	72	75	50	82	59	70	56	77	0
10:00 PM	67	76	83	79	60	68	54	65	73	60	0
10:15 PM	72	65	68	71	59	64	58	68	82	53	0
10:30 PM	66	74	71	78	59	71	33	71	79	61	0
10:45 PM	70	64	63	80	60	77	60	58	69	56	0
11:00 PM	70	56	72	76	50	78	57	48	70	57	0
11:15 PM	66	69	82	73	65	85	63	63	73	54	0
11:30 PM	66	54	84	69	67	81	50	62	83	54	0
11:45 PM	51	67	78	77	83	91	68	61	71	70	0

8:00-9:00		212	488	434	439	444	492	248	211	384	
5:00-6:00		379	462	447	428	435	340	296	375	439	

APPENDIX D
CRASH DATA SUMMARY

TABLE 15

	Crash Date	Crash Time	Crash Severity	Collision Type	Light Conditions	Road Surface Conditions	Weather Conditions	Closest Cross Street	Direction From	Distance From	On Street
1	2017-01-28T00:00:00	9:03 PM	PROPERTY DAMAGE	LEFT TURN (AGAINST OTHER CAR)	DARK-ROAD LIGHTED	DRY	CLEAR	[Route] 45	8	0	NEW HEMPSTEAD RD
2	2017-01-30T00:00:00	6:50 PM	PROPERTY DAMAGE	REAR END	DARK-ROAD LIGHTED	DRY	CLEAR	[Route] 45	8	0	NEW HEMPSTEAD RD
3	2017-05-28T00:00:00	12:00 PM	INJURY	OTHER	DAYLIGHT	DRY	CLOUDY	[Route] 45	8	0	NEW HEMPSTEAD RD
4	2017-06-25T00:00:00	8:22 AM	INJURY	RIGHT TURN (WITH OTHER CAR)	DAYLIGHT	DRY	CLEAR	[Route] 45	8	0	NEW HEMPSTEAD RD
5	2017-08-02T00:00:00	9:24 AM	PROPERTY DAMAGE	OTHER	DAYLIGHT	DRY	CLEAR	[Route] 45	8	0	NEW HEMPSTEAD RD
6	2017-08-23T00:00:00	2:02 PM	PROPERTY DAMAGE	REAR END	DAYLIGHT	DRY	CLEAR	[Route] 45	8	0	NEW HEMPSTEAD RD
7	2017-08-28T00:00:00	4:10 PM	PROPERTY DAMAGE	OTHER	DAYLIGHT	DRY	CLEAR	[Route] 45	8	0	NEW HEMPSTEAD RD
8	2017-11-26T00:00:00	7:37 PM	INJURY	REAR END	DARK-ROAD LIGHTED	DRY	CLEAR	[Route] 45	8	0	NEW HEMPSTEAD RD
9	2017-11-26T00:00:00	9:45 PM	PROPERTY DAMAGE	OVERTAKING	DARK-ROAD LIGHTED	DRY	CLEAR	[Route] 45	8	0	NEW HEMPSTEAD RD
10	2017-07-19T00:00:00	4:48 PM	PROPERTY DAMAGE	LEFT TURN (AGAINST OTHER CAR)	DAYLIGHT	DRY	CLEAR	N MAIN ST		0	RENSSELAER DR
11	2017-12-14T00:00:00	10:57 PM	INJURY	LEFT TURN (WITH OTHER CAR)	DARK-ROAD LIGHTED	DRY	CLEAR	Driveway	4	63	ROUTE 45
12	2017-04-07T00:00:00	3:15 PM	PROPERTY DAMAGE	REAR END	DAYLIGHT	DRY	CLOUDY	GREENRIDGE WAY	7	0	ROUTE 45
13	2017-03-09T00:00:00	9:56 AM	PROPERTY DAMAGE	REAR END	DAYLIGHT	DRY	CLEAR	GREENRIDGE WAY	7	0	ROUTE 45
14	2017-10-27T00:00:00	11:30 AM	PROPERTY DAMAGE	RIGHT ANGLE	DAYLIGHT	DRY	CLEAR	GREENRIDGE WAY	7	0	ROUTE 45
15	2017-11-06T00:00:00	10:45 PM	PROPERTY DAMAGE	LEFT TURN (WITH OTHER CAR)	DARK-ROAD LIGHTED	DRY	CLEAR	Greenridge Way	4	7	ROUTE 45
16	2017-06-16T00:00:00	11:33 AM	PROPERTY DAMAGE	OTHER	DAYLIGHT	WET	RAIN	NEW HEMPSTEAD RD	1	18	ROUTE 45
17	2017-06-29T00:00:00	10:28 AM	INJURY	REAR END	DAYLIGHT	DRY	CLEAR	NEW HEMPSTEAD RD	4	30	ROUTE 45
18	2017-07-14T00:00:00	8:01 PM	PROPERTY DAMAGE	REAR END	DUSK	WET	CLOUDY	NEW HEMPSTEAD RD	8	0	ROUTE 45
19	2017-08-01T00:00:00	1:55 PM	PROPERTY DAMAGE	RIGHT ANGLE	DAYLIGHT	DRY	CLEAR	NEW HEMPSTEAD RD	8	0	ROUTE 45
20	2017-10-30T00:00:00	2:53 PM	PROPERTY DAMAGE	OTHER	DAYLIGHT	DRY	CLEAR	NEW HEMPSTEAD RD	8	0	ROUTE 45
21	2017-12-08T00:00:00	6:20 PM	PROPERTY DAMAGE	REAR END	DARK-ROAD UNLIGHTED	DRY	CLOUDY	NEW HEMPSTEAD RD	1	46	ROUTE 45
22	2017-05-13T00:00:00	2:20 PM	INJURY	RIGHT ANGLE	DAYLIGHT	WET	RAIN	NEW HEMPSTEAD RD	8	0	ROUTE 45
23	2017-06-29T00:00:00	8:19 AM	PROPERTY DAMAGE	REAR END	DAYLIGHT	DRY	CLEAR	NEW HEMPSTEAD RD	8	0	ROUTE 45
24	2017-11-04T00:00:00	10:43 AM	PROPERTY DAMAGE	RIGHT ANGLE	DAYLIGHT	DRY	CLEAR	NEW HEMPSTEAD RD	8	0	ROUTE 45
25	2017-05-11T00:00:00	8:20 PM	PROPERTY DAMAGE	OTHER	DUSK	DRY	CLEAR	NEW HEMPSTEAD RD	8	0	ROUTE 45
26	2017-06-09T00:00:00	8:05 AM	INJURY	OTHER	DAYLIGHT	DRY	CLEAR	NEW HEMPSTEAD RD	4	46	ROUTE 45
27	2017-12-06T00:00:00	3:00 PM	PROPERTY DAMAGE	SIDESWIPE	DAYLIGHT	DRY	CLOUDY	NEW HEMPSTEAD RD	8	0	ROUTE 45
28	2017-06-15T00:00:00	3:12 PM	INJURY	REAR END	DAYLIGHT	DRY	CLEAR	Old Schoolhouse Rd	1	48	ROUTE 45
29	2017-08-16T00:00:00	4:55 PM	INJURY	REAR END	DAYLIGHT	DRY	CLEAR	RENSSELAER DR	1	0	ROUTE 45
30	2017-03-18T00:00:00	10:43 PM	PROPERTY DAMAGE	OVERTAKING	DARK-ROAD LIGHTED	DRY	CLOUDY	ROVITZ PL	1	23	ROUTE 45
31	2017-06-12T00:00:00	6:09 PM	PROPERTY DAMAGE	OTHER	DAYLIGHT	DRY	CLEAR	ROVITZ PL	1	61	ROUTE 45
32	2017-03-20T00:00:00	8:30 AM	PROPERTY DAMAGE	REAR END	DAYLIGHT	DRY	CLEAR	WASHINGTON AVE	8	0	ROUTE 45
33	2017-06-02T00:00:00	7:10 AM	PROPERTY DAMAGE	REAR END	DAYLIGHT	DRY	CLOUDY	WASHINGTON AVE	4	6	ROUTE 45
34	2017-08-27T00:00:00	2:25 PM	PROPERTY DAMAGE	OTHER	DAYLIGHT	DRY	CLEAR	WASHINGTON AVE	8	0	ROUTE 45
35	2017-10-20T00:00:00	6:40 PM	PROPERTY DAMAGE	OTHER	DARK-ROAD LIGHTED	DRY	CLEAR	WASHINGTON AVE	4	15	ROUTE 45
36	2017-10-18T00:00:00	4:38 PM	PROPERTY DAMAGE	REAR END	DAYLIGHT	DRY	CLEAR	WASHINGTON AVE	4	15	ROUTE 45
37	2017-11-09T00:00:00	10:44 AM	PROPERTY DAMAGE	RIGHT TURN (WITH OTHER CAR)	DAYLIGHT	DRY	CLEAR	WASHINGTON AVE	4	24	ROUTE 45

TABLE 16

	Crash Date	Crash Time	Crash Severity	Collision Type	Light Conditions	Road Surface Conditions	Weather Conditions	Closest Cross Street	Direction From	Distance From	On Street
1	2018-04-03T00:00:00	3:03 PM	INJURY	REAR END	DAYLIGHT	WET	RAIN	[Route] 45	8	0	NEW HEMPSTEAD RD
2	2018-06-14T00:00:00	8:55 PM	INJURY	REAR END	DARK-ROAD LIGHTED	DRY	CLEAR	[Route] 45	8	0	NEW HEMPSTEAD RD
3	2018-08-23T00:00:00	10:45 PM	PROPERTY DAMAGE	OVERTAKING	DARK-ROAD LIGHTED	DRY	CLEAR	[Route] 45	8	0	NEW HEMPSTEAD RD
4	2018-05-25T00:00:00	2:59 PM	PROPERTY DAMAGE	REAR END	DAYLIGHT	DRY	CLEAR	Driveway	4	47	Route 45
5	2018-10-09T00:00:00	12:30 PM	PROPERTY DAMAGE	REAR END	DAYLIGHT	DRY	CLOUDY	Driveway	4	47	Route 45
6	2018-01-12T00:00:00	12:33 PM	PROPERTY DAMAGE	REAR END	DAYLIGHT	WET	RAIN	GREENRIDGE WAY	7	0	Route 45
7	2018-02-27T00:00:00	1:19 PM	PROPERTY DAMAGE	REAR END	DAYLIGHT	DRY	CLEAR	GREENRIDGE WAY	7	0	Route 45
8	2018-05-09T00:00:00	2:21 PM	PROPERTY DAMAGE	REAR END	DAYLIGHT	DRY	CLEAR	GREENRIDGE WAY	1	46	Route 45
9	2018-08-16T00:00:00	6:19 PM	PROPERTY DAMAGE	OTHER	DAYLIGHT	DRY	CLEAR	Greenridge Way	1	14	Route 45
10	2018-09-03T00:00:00	8:10 PM	INJURY	REAR END	DARK-ROAD LIGHTED	DRY	CLEAR	GREENRIDGE WAY	7	0	Route 45
11	2018-09-04T00:00:00	9:33 AM	PROPERTY DAMAGE	LEFT TURN (AGAINST OTHER CAR)	DAYLIGHT	DRY	CLEAR	Greenridge Way	4	7	Route 45
12	2018-01-03T00:00:00	9:30 AM	PROPERTY DAMAGE	LEFT TURN (WITH OTHER CAR)	DAYLIGHT	DRY	CLEAR	NEW HEMPSTEAD RD	8	0	Route 45
13	2018-01-22T00:00:00	4:51 PM	PROPERTY DAMAGE	OVERTAKING	DUSK	DRY	CLEAR	NEW HEMPSTEAD RD	8	0	Route 45
14	2018-02-06T00:00:00	12:00 AM	PROPERTY DAMAGE	OVERTAKING	UNKNOWN	UNKNOWN	UNKNOWN	NEW HEMPSTEAD RD	8	0	Route 45
15	2018-03-10T00:00:00	12:36 PM	PROPERTY DAMAGE	OVERTAKING	DAYLIGHT	DRY	CLOUDY	NEW HEMPSTEAD RD	8	0	Route 45
16	2018-03-10T00:00:00	9:32 AM	INJURY	REAR END	DAYLIGHT	DRY	CLEAR	NEW HEMPSTEAD RD	8	0	Route 45
17	2018-03-12T00:00:00	5:30 PM	INJURY	HEAD ON	DAYLIGHT	DRY	CLOUDY	NEW HEMPSTEAD RD	8	0	Route 45
18	2018-03-25T00:00:00	1:05 PM	PROPERTY DAMAGE	REAR END	DAYLIGHT	DRY	CLOUDY	NEW HEMPSTEAD RD	8	0	Route 45
19	2018-04-28T00:00:00	10:15 PM	PROPERTY DAMAGE	OVERTAKING	DARK-ROAD LIGHTED	WET	RAIN	New Hempstead Rd	4	23	Route 45
20	2018-07-24T00:00:00	9:09 PM	INJURY	OTHER	DARK-ROAD LIGHTED	DRY	CLEAR	NEW HEMPSTEAD RD	8	0	Route 45
21	2018-08-02T00:00:00	6:25 PM	PROPERTY DAMAGE	REAR END	DAYLIGHT	WET	CLEAR	NEW HEMPSTEAD RD	8	0	Route 45
22	2018-08-25T00:00:00	9:35 AM	PROPERTY DAMAGE	OVERTAKING	DAYLIGHT	DRY	CLEAR	NEW HEMPSTEAD RD	4	30	Route 45
23	2018-09-17T00:00:00	6:05 PM	PROPERTY DAMAGE	RIGHT ANGLE	DAYLIGHT	WET	RAIN	NEW HEMPSTEAD RD	8	0	Route 45
24	2018-09-26T00:00:00	5:30 PM	PROPERTY DAMAGE	UNKNOWN	DAYLIGHT	DRY	CLEAR	NEW HEMPSTEAD RD	8	0	Route 45
25	2018-10-28T00:00:00	12:00 AM	PROPERTY DAMAGE	REAR END	DARK-ROAD LIGHTED	WET	RAIN	NEW HEMPSTEAD RD	4	15	Route 45
26	2018-02-26T00:00:00	4:15 PM	PROPERTY DAMAGE	REAR END	DAYLIGHT	DRY	CLEAR	RENSSELAER DR	4	9	Route 45
27	2018-06-11T00:00:00	3:45 PM	PROPERTY DAMAGE	REAR END	DAYLIGHT	DRY	CLEAR	RENSSELAER DR	1	0	Route 45
28	2018-10-04T00:00:00	5:30 PM	PROPERTY DAMAGE	OVERTAKING	DAYLIGHT	WET	RAIN	RENSSELAER DR	1	0	Route 45
29	2018-12-05T00:00:00	9:51 AM	PROPERTY DAMAGE	RIGHT ANGLE	DAYLIGHT	DRY	CLEAR	RENSSELAER DR	1	0	Route 45
30	2018-02-21T00:00:00	8:11 PM	INJURY	OVERTAKING	DARK-ROAD LIGHTED	DRY	CLOUDY	WASHINGTON AVE	8	0	Route 45
31	2018-05-06T00:00:00	12:00 AM	INJURY	REAR END	DARK-ROAD LIGHTED	DRY	CLOUDY	WASHINGTON AVE	8	0	Route 45
32	2018-05-11T00:00:00	1:28 PM	INJURY	REAR END	DAYLIGHT	DRY	CLEAR	WASHINGTON AVE	1	18	Route 45
33	2018-05-28T00:00:00	1:09 PM	INJURY	REAR END	DAYLIGHT	DRY	CLOUDY	WASHINGTON AVE	1	12	Route 45
34	2018-05-28T00:00:00	6:45 PM	PROPERTY DAMAGE	REAR END	DAYLIGHT	DRY	CLOUDY	WASHINGTON AVE	1	15	Route 45
35	2018-06-04T00:00:00	1:10 PM	PROPERTY DAMAGE	RIGHT ANGLE	DAYLIGHT	DRY	CLOUDY	WASHINGTON AVE	8	0	Route 45
36	2018-06-26T00:00:00	3:20 PM	PROPERTY DAMAGE	REAR END	DAYLIGHT	DRY	CLEAR	WASHINGTON AVE	4	15	Route 45
37	2018-07-05T00:00:00	3:10 PM	PROPERTY DAMAGE	REAR END	DAYLIGHT	DRY	CLEAR	WASHINGTON AVE	1	15	Route 45
38	2018-07-31T00:00:00	4:35 PM	INJURY	REAR END	DAYLIGHT	DRY	CLOUDY	WASHINGTON AVE	8	0	Route 45
39	2018-10-18T00:00:00	3:05 PM	PROPERTY DAMAGE	LEFT TURN (AGAINST OTHER CAR)	DAYLIGHT	DRY	CLEAR	Washington Ave	4	24	Route 45
40	2018-10-26T00:00:00	11:28 AM	PROPERTY DAMAGE	REAR END	DAYLIGHT	DRY	CLOUDY	WASHINGTON AVE	8	0	Route 45
41	2018-11-13T00:00:00	9:55 PM	INJURY	UNKNOWN	DARK-ROAD LIGHTED	DRY	CLEAR	WASHINGTON AVE	8	0	Route 45
42	2018-12-16T00:00:00	2:30 PM	PROPERTY DAMAGE	LEFT TURN (WITH OTHER CAR)	DAYLIGHT	WET	RAIN	WASHINGTON AVE	8	0	Route 45
43	2018-01-21T00:00:00	9:09 AM	PROPERTY DAMAGE	REAR END	DAYLIGHT	WET	CLEAR	[Route] 45	8	0	WASHINGTON AVE
44	2018-11-25T00:00:00	1:20 AM	PROPERTY DAMAGE	LEFT TURN (AGAINST OTHER CAR)	DARK-ROAD LIGHTED	WET	RAIN	[Route] 45	8	0	WASHINGTON AVE
45	2018-04-30T00:00:00	7:00 PM	INJURY	OTHER	DAYLIGHT	WET	RAIN	N Main St	8	0	WASHINGTON AVE

TABLE 17

	Crash Date	Crash Time	Crash Severity	Collision Type	Light Conditions	Road Surface Conditions	Weather Conditions	Closest Cross Street	Direction From	Distance From	On Street
1	2019-07-18T00:00:00	10:34 AM	PROPERTY DAMAGE	REAR END	DAYLIGHT	WET	RAIN	[Route] 45	8	0	NEW HEMPSTEAD RD
2	2019-08-29T00:00:00	2:29 PM	PROPERTY DAMAGE	REAR END	DAYLIGHT	DRY	CLEAR	[Route] 45	8	0	NEW HEMPSTEAD RD
3	2019-10-16T00:00:00	9:34 PM	INJURY	OTHER	DARK-ROAD LIGHTED	WET	RAIN	[Route] 45	8	0	NEW HEMPSTEAD RD
4	2019-12-10T00:00:00	10:49 AM	PROPERTY DAMAGE	REAR END	DAYLIGHT	WET	CLOUDY	N MAIN ST	8	0	NEW HEMPSTEAD RD
5	2019-10-29T00:00:00	11:25 AM	PROPERTY DAMAGE	OVERTAKING	DAYLIGHT	WET	CLOUDY	ROUTE 45	8	0	NEW HEMPSTEAD RD
6	2019-03-24T00:00:00	5:50 PM	INJURY	OVERTAKING	DAYLIGHT	DRY	CLEAR	[Route] 45	4	0	OLD SCHOOLHOUSE RD
7	2019-05-15T00:00:00	8:56 AM	PROPERTY DAMAGE	LEFT TURN (AGAINST OTHER CAR)	DAYLIGHT	DRY	CLEAR	GREENRIDGE WAY	7	0	Route 45
8	2019-10-12T00:00:00	3:41 AM	INJURY	OTHER	DARK-ROAD LIGHTED	DRY	CLEAR	Greenridge Way	4	7	Route 45
9	2019-12-23T00:00:00	3:13 PM	PROPERTY DAMAGE	RIGHT ANGLE	DAYLIGHT	DRY	CLEAR	Greenridge Way	1	14	Route 45
10	2018-12-20T00:00:00	9:35 AM	PROPERTY DAMAGE	OVERTAKING	DAYLIGHT	DRY	CLEAR	NEW HEMPSTEAD RD	8	0	Route 45
11	2019-01-24T00:00:00	12:35 AM	INJURY	RIGHT ANGLE	DARK-ROAD LIGHTED	WET	RAIN	NEW HEMPSTEAD RD	8	0	Route 45
12	2019-04-01T00:00:00	8:10 AM	PROPERTY DAMAGE	RIGHT TURN (AGAINST OTHER CAR)	DAYLIGHT	DRY	CLEAR	NEW HEMPSTEAD RD	8	0	Route 45
13	2019-04-22T00:00:00	8:28 PM	PROPERTY DAMAGE	RIGHT ANGLE	DARK-ROAD LIGHTED	WET	RAIN	NEW HEMPSTEAD RD	8	0	Route 45
14	2019-09-05T00:00:00	4:51 PM	PROPERTY DAMAGE	RIGHT ANGLE	DAYLIGHT	DRY	CLEAR	NEW HEMPSTEAD RD	1	15	Route 45
15	2019-09-07T00:00:00	9:20 AM	PROPERTY DAMAGE	LEFT TURN (WITH OTHER CAR)	DAYLIGHT	DRY	CLEAR	NEW HEMPSTEAD RD	1	30	Route 45
16	2019-10-18T00:00:00	3:55 PM	PROPERTY DAMAGE	REAR END	DAYLIGHT	DRY	CLEAR	NEW HEMPSTEAD RD	4	6	Route 45
17	2019-10-22T00:00:00	6:50 AM	PROPERTY DAMAGE	RIGHT ANGLE	DAWN	DRY	CLEAR	NEW HEMPSTEAD RD	8	0	Route 45
18	2019-12-02T00:00:00	9:30 PM	PROPERTY DAMAGE	REAR END	DARK-ROAD LIGHTED	SLUSH	AIL/FREEZIN	NEW HEMPSTEAD RD	4	2	Route 45
19	2019-12-18T00:00:00	3:26 PM	INJURY	REAR END	DAYLIGHT	SNOW/ICE	SNOW	NEW HEMPSTEAD RD	8	0	Route 45
20	2019-09-01T00:00:00	11:02 AM	INJURY	REAR END	DAYLIGHT	DRY	CLEAR	Old Schoolhouse Rd	4	73	Route 45
21	2019-10-01T00:00:00	2:07 PM	PROPERTY DAMAGE	REAR END	DAYLIGHT	DRY	CLEAR	Old Schoolhouse Rd	4	13	Route 45
22	2019-04-03T00:00:00	8:08 PM	PROPERTY DAMAGE	REAR END	DARK-ROAD LIGHTED	DRY	CLEAR	RENSSELAER DR	4	15	Route 45
23	2019-06-16T00:00:00	10:35 AM	INJURY	REAR END	DAYLIGHT	DRY	CLEAR	RENSSELAER DR	4	8	Route 45
24	2019-08-29T00:00:00	10:00 AM	INJURY	RIGHT ANGLE	DAYLIGHT	DRY	CLEAR	RENSSELAER DR	1	0	Route 45
25	2019-09-05T00:00:00	6:59 PM	INJURY	REAR END	DUSK	DRY	CLEAR	Rensselaer Dr	4	7	Route 45
26	2019-09-19T00:00:00	12:23 PM	PROPERTY DAMAGE	OTHER	DAYLIGHT	DRY	CLEAR	ROVITZ PL	1	30	Route 45
27	2019-10-07T00:00:00	9:08 AM	PROPERTY DAMAGE	OVERTAKING	DAYLIGHT	DRY	CLOUDY	Rovitz Pl	1	92	Route 45
28	2019-09-26T00:00:00	8:00 AM	PROPERTY DAMAGE	UNKNOWN	DAYLIGHT	DRY	CLEAR	Rovitz Pl	1	48	Route 45
29	2019-10-27T00:00:00	2:09 PM	PROPERTY DAMAGE	REAR END	DAYLIGHT	WET	RAIN	Unnamed Street	4	0	Route 45
30	2019-01-14T00:00:00	1:10 PM	PROPERTY DAMAGE	REAR END	DAYLIGHT	DRY	CLEAR	WASHINGTON AVE	8	0	Route 45
31	2019-04-06T00:00:00	9:00 PM	INJURY	LEFT TURN (AGAINST OTHER CAR)	DARK-ROAD LIGHTED	DRY	CLEAR	WASHINGTON AVE	8	0	Route 45
32	2019-05-02T00:00:00	10:13 AM	PROPERTY DAMAGE	REAR END	DAYLIGHT	DRY	CLOUDY	WASHINGTON AVE	8	0	Route 45
33	2019-06-16T00:00:00	1:30 PM	PROPERTY DAMAGE	REAR END	DAYLIGHT	WET	CLOUDY	WASHINGTON AVE	8	0	Route 45
34	2019-07-02T00:00:00	6:14 PM	PROPERTY DAMAGE	OTHER	DAYLIGHT	DRY	CLEAR	WASHINGTON AVE	1	30	Route 45
35	2019-08-02T00:00:00	11:35 AM	PROPERTY DAMAGE	OTHER	DAYLIGHT	DRY	CLOUDY	WASHINGTON AVE	8	0	Route 45
36	2019-08-23T00:00:00	2:32 PM	PROPERTY DAMAGE	REAR END	DAYLIGHT	DRY	CLOUDY	WASHINGTON AVE	8	0	Route 45
37	2019-09-06T00:00:00	5:39 PM	PROPERTY DAMAGE	REAR END	DAYLIGHT	DRY	CLEAR	Washington Ave	4	14	Route 45
38	2019-06-04T00:00:00	4:32 AM	INJURY	OTHER	DARK-ROAD LIGHTED	DRY	CLOUDY	WASHINGTON AVE	1	30	Route 45
39	2019-10-15T00:00:00	7:07 PM	INJURY	OTHER	DARK-ROAD LIGHTED	DRY	CLEAR	WASHINGTON AVE	1	3	Route 45
40	2019-12-16T00:00:00	11:50 PM	INJURY	OTHER	DARK-ROAD LIGHTED	DRY	CLEAR	WASHINGTON AVE	8	0	Route 45
41	2019-11-11T00:00:00	9:33 AM	PROPERTY DAMAGE	OVERTAKING	DAYLIGHT	DRY	CLEAR	ROUTE 45	8	0	WASHINGTON AVE

TABLE 18

	Crash Date	Crash Time	Crash Severity	Collision Type	Light Conditions	Road Surface Conditions	Weather Conditions	Closest Cross Street	Direction From	Distance From	On Street
1	2020-07-27T00:00:00	9:30 AM	PROPERTY DAMAGE	OTHER	DAYLIGHT	DRY	CLEAR	ROUTE 45	8	0	NEW HEMPSTEAD RD
2	2020-09-05T00:00:00	7:50 PM	INJURY	RIGHT ANGLE	DARK-ROAD LIGHTED	DRY	CLEAR	[Route] 45	8	0	NEW HEMPSTEAD RD
3	2020-09-24T00:00:00	6:04 PM	PROPERTY DAMAGE	REAR END	DAYLIGHT	DRY	CLOUDY	[Route] 45	8	0	NEW HEMPSTEAD RD
4	2020-10-19T00:00:00	11:57 PM	PROPERTY DAMAGE	OTHER	DARK-ROAD UNLIGHTED	DRY	CLEAR	[Route] 45	8	0	NEW HEMPSTEAD RD
5	2020-11-21T00:00:00	8:54 AM	PROPERTY DAMAGE	OVERTAKING	DAYLIGHT	DRY	CLEAR	[Route] 45	8	0	NEW HEMPSTEAD RD
6	2020-08-23T00:00:00	8:55 PM	PROPERTY DAMAGE	RIGHT ANGLE	DARK-ROAD LIGHTED	DRY	CLEAR	GREENRIDGE WAY	1	30	Route 45
7	2020-12-13T00:00:00	10:38 PM	PROPERTY DAMAGE	OTHER	DARK-ROAD LIGHTED	DRY	CLOUDY	GREENRIDGE WAY	7	0	Route 45
8	2020-03-27T00:00:00	1:04 PM	INJURY	RIGHT ANGLE	DAYLIGHT	DRY	CLEAR	NEW HEMPSTEAD RD	8	0	Route 45
9	2020-04-29T00:00:00	2:20 PM	PROPERTY DAMAGE	RIGHT ANGLE	DAYLIGHT	DRY	CLOUDY	NEW HEMPSTEAD RD	8	0	Route 45
10	2020-06-07T00:00:00	8:04 PM	PROPERTY DAMAGE	LEFT TURN (AGAINST OTHER CAR)	DARK-ROAD LIGHTED	DRY	CLEAR	NEW HEMPSTEAD RD	8	0	Route 45
11	2020-06-10T00:00:00	11:10 PM	INJURY	RIGHT ANGLE	DARK-ROAD LIGHTED	DRY	CLEAR	NEW HEMPSTEAD RD	8	0	Route 45
12	2020-07-29T00:00:00	4:17 PM	PROPERTY DAMAGE	REAR END	DAYLIGHT	DRY	CLEAR	NEW HEMPSTEAD RD	8	0	Route 45
13	2020-10-01T00:00:00	9:18 AM	PROPERTY DAMAGE	REAR END	DAYLIGHT	DRY	CLEAR	NEW HEMPSTEAD RD	8	0	Route 45
14	2020-12-30T00:00:00	10:04 AM	PROPERTY DAMAGE	OVERTAKING	DAYLIGHT	DRY	CLEAR	NEW HEMPSTEAD RD	1	30	Route 45
15	2021-01-30T00:00:00	5:16 PM	PROPERTY DAMAGE	REAR END	DARK-ROAD LIGHTED	DRY	CLEAR	NEW HEMPSTEAD RD	8	0	Route 45
16	2021-01-07T00:00:00	1:35 PM	PROPERTY DAMAGE	HEAD ON	DAYLIGHT	DRY	CLEAR	NEW HEMPSTEAD RD	8	0	Route 45
17	2021-01-07T00:00:00	9:15 AM	PROPERTY DAMAGE	REAR END	DAYLIGHT	DRY	CLEAR	NEW HEMPSTEAD RD	8	0	Route 45
18	2021-01-24T00:00:00	1:35 PM	PROPERTY DAMAGE	RIGHT ANGLE	DAYLIGHT	DRY	CLEAR	NEW HEMPSTEAD RD	1	15	Route 45
19	2020-11-28T00:00:00	12:50 PM	PROPERTY DAMAGE	RIGHT ANGLE	DAYLIGHT	DRY	CLOUDY	NEW HEMPSTEAD RD	1	30	Route 45
20	2020-06-15T00:00:00	3:45 AM	PROPERTY DAMAGE	OTHER	DARK-ROAD LIGHTED	DRY	CLEAR	Old Schoolhouse Rd	4	3	Route 45
21	2020-03-02T00:00:00	4:04 PM	PROPERTY DAMAGE	OTHER	DAYLIGHT	DRY	CLOUDY	Rensselaer Dr	1	68	Route 45
22	2020-09-15T00:00:00	11:25 PM	INJURY	REAR END	DARK-ROAD LIGHTED	DRY	CLOUDY	RENSSELAER DR	1	37	Route 45
23	2020-10-17T00:00:00	9:54 PM	INJURY	RIGHT ANGLE	DARK-ROAD LIGHTED	DRY	CLEAR	RENSSELAER DR	1	0	Route 45
24	2021-01-03T00:00:00	6:59 PM	INJURY	RIGHT TURN (WITH OTHER CAR)	DARK-ROAD UNLIGHTED	SNOW/ICE	SNOW	RENSSELAER DR	1	0	Route 45
25	2020-01-18T00:00:00	4:34 PM	PROPERTY DAMAGE	REAR END	DAYLIGHT	SNOW/ICE	SNOW	ROVITZ PL	1	15	Route 45
26	2020-06-02T00:00:00	7:39 AM	PROPERTY DAMAGE	OTHER	DAYLIGHT	DRY	CLOUDY	ROVITZ PL	1	9	Route 45
27	2020-08-07T00:00:00	12:04 PM	PROPERTY DAMAGE	REAR END	DAYLIGHT	DRY	CLOUDY	ROVITZ PL	4	30	Route 45
28	2020-01-20T00:00:00	6:09 PM	PROPERTY DAMAGE	REAR END	DARK-ROAD LIGHTED	DRY	CLOUDY	WASHINGTON AVE	8	0	Route 45
29	2020-02-02T00:00:00	4:51 PM	PROPERTY DAMAGE	REAR END	DAWN	WET	CLOUDY	WASHINGTON AVE	1	15	Route 45
30	2020-02-11T00:00:00	9:43 AM	PROPERTY DAMAGE	REAR END	DAYLIGHT	WET	CLOUDY	WASHINGTON AVE	8	0	Route 45
31	2020-03-12T00:00:00	1:10 PM	PROPERTY DAMAGE	REAR END	DAYLIGHT	DRY	CLOUDY	WASHINGTON AVE	8	0	Route 45
32	2019-03-11T00:00:00	2:39 PM	PROPERTY DAMAGE	REAR END	DAYLIGHT	DRY	CLEAR	WASHINGTON AVE	8	0	Route 45
33	2020-07-24T00:00:00	2:45 AM	INJURY	OTHER	DARK-ROAD LIGHTED	DRY	CLEAR	WASHINGTON AVE	8	0	Route 45
34	2020-08-26T00:00:00	11:14 PM	PROPERTY DAMAGE	SIDESWIPE	DARK-ROAD LIGHTED	DRY	CLEAR	WASHINGTON AVE	8	0	Route 45
35	2020-09-25T00:00:00	8:40 AM	PROPERTY DAMAGE	SIDESWIPE	DAYLIGHT	DRY	CLEAR	WASHINGTON AVE	1	15	Route 45
36	2020-12-22T00:00:00	3:08 PM	PROPERTY DAMAGE	REAR END	DAYLIGHT	DRY	CLOUDY	WASHINGTON AVE	4	6	Route 45
37	2021-02-02T00:00:00	10:03 AM	PROPERTY DAMAGE	RIGHT TURN (AGAINST OTHER CAR)	DAYLIGHT	SNOW/ICE	SNOW	WASHINGTON AVE	8	0	Route 45
38	2021-02-02T00:00:00	5:26 PM	INJURY	OTHER	DARK-ROAD LIGHTED	SNOW/ICE	SNOW			0	Route 45
39	2020-02-16T00:00:00	11:22 AM	PROPERTY DAMAGE	OTHER	DAYLIGHT	DRY	CLOUDY	[Route] 45	8	0	WASHINGTON AVE

TABLE 19

	Crash Date	Crash Time	Crash Severity	Collision Type	Light Conditions	Road Surface Conditions	Weather Conditions	Closest Cross Street	Direction From	Distance From	On Street
1	2021-03-15T00:00:00	3:00 PM	PROPERTY DAMAGE	RIGHT ANGLE	DAYLIGHT	DRY	CLEAR	[Route] 45	7	0	GREENRIDGE WAY
2	2021-12-22T00:00:00	6:39 PM	INJURY	OVERTAKING	DARK-ROAD LIGHTED	DRY	CLEAR	N MAIN ST	8	0	NEW HEMPSTEAD RD
3	2021-02-25T00:00:00	8:57 AM	INJURY	OTHER	DAYLIGHT	DRY	CLEAR	GREENRIDGE WAY	7	0	Route 45
4	2021-07-21T00:00:00	7:35 PM	PROPERTY DAMAGE	OTHER	DAYLIGHT	DRY	CLEAR	Greenridge Way	1	14	Route 45
5	2021-09-01T00:00:00	10:45 PM	PROPERTY DAMAGE	RIGHT TURN (WITH OTHER CAR)	DARK-ROAD LIGHTED	WET	RAIN	GREENRIDGE WAY	7	0	Route 45
6	2021-10-04T00:00:00	5:47 PM	PROPERTY DAMAGE	REAR END	DAYLIGHT	WET	RAIN	GREENRIDGE WAY	7	0	Route 45
7	2021-11-18T00:00:00	8:10 PM	INJURY	RIGHT ANGLE	DARK-ROAD LIGHTED	DRY	CLEAR	GREENRIDGE WAY	5	99	Route 45
8	2021-11-23T00:00:00	2:48 PM	INJURY	RIGHT ANGLE	DAYLIGHT	DRY	CLEAR	GREENRIDGE WAY	7	0	Route 45
9	2021-02-24T00:00:00	4:35 PM	PROPERTY DAMAGE	REAR END	DAYLIGHT	DRY	CLEAR	NEW HEMPSTEAD RD	8	0	Route 45
10	2021-04-18T00:00:00	3:00 PM	PROPERTY DAMAGE	REAR END	DAYLIGHT	DRY	CLEAR	NEW HEMPSTEAD RD	8	0	Route 45
11	2021-05-22T00:00:00	5:14 PM	PROPERTY DAMAGE	OVERTAKING	DAYLIGHT	DRY	CLEAR	NEW HEMPSTEAD RD	8	0	Route 45
12	2021-06-11T00:00:00	3:58 PM	PROPERTY DAMAGE	REAR END	DAYLIGHT	DRY	CLEAR	NEW HEMPSTEAD RD	8	0	Route 45
13	2021-06-30T00:00:00	4:54 PM	PROPERTY DAMAGE	REAR END	DAYLIGHT	DRY	CLEAR	NEW HEMPSTEAD RD	1	5	Route 45
14	2021-07-08T00:00:00	5:31 PM	PROPERTY DAMAGE	REAR END	DAYLIGHT	WET	RAIN	NEW HEMPSTEAD RD	1	23	Route 45
15	2021-07-08T00:00:00	12:02 AM	INJURY	OTHER	DARK-ROAD LIGHTED	DRY	CLOUDY	NEW HEMPSTEAD RD	8	0	Route 45
16	2021-06-21T00:00:00	10:40 AM	PROPERTY DAMAGE	REAR END	DAYLIGHT	DRY	CLOUDY	NEW HEMPSTEAD RD	8	0	Route 45
17	2021-10-17T00:00:00	12:35 PM	INJURY	REAR END	DAYLIGHT	DRY	CLEAR	NEW HEMPSTEAD RD	8	0	Route 45
18	2021-12-23T00:00:00	11:59 AM	PROPERTY DAMAGE	OVERTAKING	DAYLIGHT	DRY	CLEAR	New Hempstead Rd	1	6	Route 45
19	2021-12-27T00:00:00	7:11 PM	PROPERTY DAMAGE	LEFT TURN (AGAINST OTHER CAR)	DARK-ROAD LIGHTED	WET	CLOUDY	NEW HEMPSTEAD RD	8	0	Route 45
20	2021-06-27T00:00:00	10:08 PM	INJURY	REAR END	DARK-ROAD UNLIGHTED	DRY	CLEAR	Old Schoolhouse Rd	1	17	Route 45
21	2021-04-01T00:00:00	8:35 AM	PROPERTY DAMAGE	REAR END	DAYLIGHT	WET	RAIN	RENSSELAER DR	4	5	Route 45
22	2021-04-30T00:00:00	7:24 PM	PROPERTY DAMAGE	REAR END	DAYLIGHT	WET	CLOUDY	Rensselaer Dr	4	7	Route 45
23	2021-06-11T00:00:00	2:15 PM	INJURY	OTHER	DAYLIGHT	DRY	CLEAR	RENSSELAER DR	1	0	Route 45
24	2021-08-17T00:00:00	6:55 PM	PROPERTY DAMAGE	REAR END	DAYLIGHT	DRY	CLOUDY	RENSSELAER DR	1	15	Route 45
25	2021-10-09T00:00:00	8:47 PM	PROPERTY DAMAGE	NOT ENTERED	NOT ENTERED	NOT ENTERED	NOT ENTERED	Rovitz Pl	1	92	Route 45
26	2021-12-30T00:00:00	6:47 PM	PROPERTY DAMAGE	REAR END	DARK-ROAD LIGHTED	DRY	CLOUDY	Rovitz Pl	4	99	Route 45
27	2021-11-06T00:00:00	7:31 PM	PROPERTY DAMAGE	REAR END	DARK-ROAD UNLIGHTED	DRY	CLOUDY	Unnamed Street	4	21	Route 45
28	2021-08-11T00:00:00	11:56 AM	PROPERTY DAMAGE	REAR END	DAYLIGHT	DRY	CLEAR	WASHINGTON AVE	4	15	Route 45
29	2021-09-12T00:00:00	3:22 PM	PROPERTY DAMAGE	RIGHT ANGLE	DAYLIGHT	DRY	CLEAR	WASHINGTON AVE	8	0	Route 45
30	2021-09-24T00:00:00	12:10 PM	PROPERTY DAMAGE	OVERTAKING	DAYLIGHT	DRY	CLEAR	WASHINGTON AVE	4	18	Route 45
31	2021-10-18T00:00:00	1:45 PM	PROPERTY DAMAGE	OVERTAKING	DAYLIGHT	DRY	CLEAR	WASHINGTON AVE	8	0	Route 45
32	2021-12-13T00:00:00	12:50 AM	PROPERTY DAMAGE	RIGHT ANGLE	DARK-ROAD LIGHTED	DRY	CLEAR	WASHINGTON AVE	8	0	Route 45
33	2021-12-14T00:00:00	10:06 PM	PROPERTY DAMAGE	LEFT TURN (AGAINST OTHER CAR)	DARK-ROAD LIGHTED	DRY	CLEAR	WASHINGTON AVE	8	0	Route 45
34	2021-08-26T00:00:00	2:26 PM	PROPERTY DAMAGE	REAR END	DAYLIGHT	DRY	CLEAR			0	Route 45

TABLE 20

	Crash Date	Crash Time	Crash Severity	Collision Type	Light Conditions	Road Surface Conditions	Weather Conditions	Closest Cross Street	Direction From	Distance From	On Street
1	2022-01-06T00:00:00	9:11 PM	PROPERTY DAMAGE	REAR END	DARK-ROAD LIGHTED	DRY	CLEAR	[Route] 45	8	0	NEW HEMPSTEAD RD
2	2022-03-01T00:00:00	7:00 AM	INJURY	OTHER	DAYLIGHT	DRY	CLOUDY	ROUTE 45	8	0	NEW HEMPSTEAD RD
3	2022-04-24T00:00:00	7:28 PM	PROPERTY DAMAGE	REAR END	DAYLIGHT	DRY	CLEAR	Driveway	4	17	Route 45
4	2022-04-04T00:00:00	10:50 AM	PROPERTY DAMAGE	REAR END	DAYLIGHT	DRY	CLEAR	Greenridge Way	1	14	Route 45
5	2022-05-11T00:00:00	2:30 PM	PROPERTY DAMAGE	REAR END	DAYLIGHT	DRY	CLEAR	GREENRIDGE WAY	7	0	Route 45
6	2022-06-01T00:00:00	4:49 PM	PROPERTY DAMAGE	RIGHT ANGLE	DAYLIGHT	DRY	CLEAR	GREENRIDGE WAY	5	23	Route 45
7	2022-08-31T00:00:00	5:19 PM	PROPERTY DAMAGE	REAR END	DAYLIGHT	DRY	CLEAR	GREENRIDGE WAY	1	0	Route 45
8	2022-09-06T00:00:00	8:19 PM	PROPERTY DAMAGE	OTHER	DARK-ROAD LIGHTED	WET	RAIN	GREENRIDGE WAY	5	157	Route 45
9	2022-12-14T00:00:00	8:35 AM	INJURY	OTHER	DAYLIGHT	DRY	CLEAR	GREENRIDGE WAY	5	23	Route 45
10	2022-12-15T00:00:00	8:34 PM	INJURY	LEFT TURN (AGAINST OTHER CAR)	DARK-ROAD LIGHTED	WET	RAIN	GREENRIDGE WAY	5	23	Route 45
11	2022-02-20T00:00:00	5:30 PM	PROPERTY DAMAGE	LEFT TURN (AGAINST OTHER CAR)	DAYLIGHT	DRY	CLEAR	NEW HEMPSTEAD RD	8	0	Route 45
12	2022-04-07T00:00:00	7:25 PM	PROPERTY DAMAGE	REAR END	DUSK	WET	RAIN	NEW HEMPSTEAD RD	8	0	Route 45
13	2022-05-19T00:00:00	2:39 PM	INJURY	OTHER	DAYLIGHT	DRY	CLOUDY	NEW HEMPSTEAD RD	4	46	Route 45
14	2022-05-17T00:00:00	2:50 PM	PROPERTY DAMAGE	LEFT TURN (AGAINST OTHER CAR)	DAYLIGHT	DRY	CLEAR	NEW HEMPSTEAD RD	8	0	Route 45
15	2022-06-10T00:00:00	6:09 PM	FATAL	OTHER	DAYLIGHT	DRY	CLEAR	NEW HEMPSTEAD ROAD	3	0	Route 45
16	2022-10-10T00:00:00	1:27 PM	INJURY	RIGHT ANGLE	DAYLIGHT	DRY	CLEAR	NEW HEMPSTEAD ROAD	3	0	Route 45
17	2022-10-13T00:00:00	12:32 PM	PROPERTY DAMAGE	RIGHT ANGLE	DAYLIGHT	WET	RAIN	NEW HEMPSTEAD ROAD	3	0	Route 45
18	2022-10-18T00:00:00	5:22 PM	INJURY	REAR END	DAYLIGHT	DRY	CLEAR	NEW HEMPSTEAD ROAD	3	0	Route 45
19	2022-11-14T00:00:00	4:57 PM	PROPERTY DAMAGE	OTHER	DUSK	DRY	CLEAR	OLD SCHOOLHOUSE ROAD	5	75	Route 45
19	2022-01-11T00:00:00	6:43 PM	PROPERTY DAMAGE	REAR END	DARK-ROAD LIGHTED	DRY	CLEAR	RENSSELAER DR	4	30	Route 45
20	2022-05-02T00:00:00	9:30 AM	PROPERTY DAMAGE	LEFT TURN (AGAINST OTHER CAR)	DAYLIGHT	WET	RAIN	Rensselaer Dr	4	7	Route 45
21	2022-05-10T00:00:00	5:43 PM	PROPERTY DAMAGE	REAR END	DAYLIGHT	DRY	CLEAR	RENSSELAER DR	4	12	Route 45
22	2022-05-28T00:00:00	10:37 PM	INJURY	REAR END	DARK-ROAD UNLIGHTED	WET	CLEAR	Rensselaer Dr	4	7	Route 45
23	2022-11-15T00:00:00	5:32 PM	PROPERTY DAMAGE	OTHER	DAYLIGHT	DRY	CLEAR	RENSSELAER DRIVE	5	24	Route 45
24	2022-11-08T00:00:00	3:12 PM	INJURY	OTHER	DAYLIGHT	DRY	CLEAR	RENSSELAER DRIVE	7	0	Route 45
25	2022-03-06T00:00:00	6:21 AM	PROPERTY DAMAGE	OTHER	DAYLIGHT	DRY	CLOUDY	ROVITZ PL	1	91	Route 45
26	2022-06-30T00:00:00	6:39 PM	PROPERTY DAMAGE	OTHER	DAYLIGHT	DRY	CLEAR	ROVITZ PLACE	1	0	Route 45
27	2022-06-26T00:00:00	1:47 AM	INJURY	RIGHT ANGLE	DARK-ROAD LIGHTED	DRY	CLEAR	UNNAMED STREET	5	5	Route 45
28	2022-10-06T00:00:00	6:52 PM	PROPERTY DAMAGE	REAR END	DARK-ROAD LIGHTED	DRY	CLEAR	UNNAMED STREET	5	268	Route 45
29	2022-11-01T00:00:00	11:15 PM	PROPERTY DAMAGE	RIGHT ANGLE	DARK-ROAD LIGHTED	DRY	CLEAR	UNNAMED STREET	5	268	Route 45
30	2022-11-25T00:00:00	12:46 PM	INJURY	OTHER	DAYLIGHT	WET	CLEAR	UNNAMED STREET	5	1	Route 45
31	2022-05-29T00:00:00	11:15 AM	PROPERTY DAMAGE	REAR END	DAYLIGHT	DRY	CLEAR	WASHINGTON AVE	1	30	Route 45
32	2022-06-09T00:00:00	10:05 AM	PROPERTY DAMAGE	OTHER	DAYLIGHT	DRY	CLEAR	WASHINGTON AVE	4	15	Route 45
33	2022-07-31T00:00:00	1:30 PM	INJURY	OTHER	DAYLIGHT	DRY	CLEAR	WASHINGTON AVENUE	1	0	Route 45
34	2022-07-29T00:00:00	1:15 PM	PROPERTY DAMAGE	REAR END	DAYLIGHT	DRY	CLEAR	WASHINGTON AVENUE	1	100	Route 45
35	2022-07-27T00:00:00	9:10 AM	PROPERTY DAMAGE	REAR END	DAYLIGHT	DRY	CLEAR	WASHINGTON AVENUE	1	50	Route 45
36	2022-09-15T00:00:00	3:18 PM	PROPERTY DAMAGE	REAR END	DAYLIGHT	DRY	CLEAR	WASHINGTON AVENUE	1	222	Route 45
37	2022-10-02T00:00:00	4:24 PM	INJURY	OTHER	DAYLIGHT	DRY	CLEAR	WASHINGTON AVENUE	5	45	Route 45
38	2022-11-07T00:00:00	11:07 PM	INJURY	LEFT TURN (AGAINST OTHER CAR)	DARK-ROAD LIGHTED	DRY	CLEAR	WASHINGTON AVENUE	1	100	Route 45
39	2022-12-06T00:00:00	8:45 PM	PROPERTY DAMAGE	REAR END	DARK-ROAD LIGHTED	WET	RAIN	WASHINGTON AVENUE	1	0	Route 45
40	2022-12-06T00:00:00	8:49 AM	PROPERTY DAMAGE	REAR END	DAYLIGHT	DRY	CLOUDY			0	Route 45
41	2022-12-02T00:00:00	5:02 PM	PROPERTY DAMAGE	REAR END	DARK-ROAD UNLIGHTED	DRY	CLEAR			0	Route 45
41	2022-05-27T00:00:00	8:25 AM	PROPERTY DAMAGE	OVERTAKING	DAYLIGHT	DRY	CLOUDY	N Main St	7	3	UNNAMED STREET
42	2022-06-07T00:00:00	12:44 PM	PROPERTY DAMAGE	REAR END	DAYLIGHT	DRY	CLEAR	N MAIN ST	8	0	WASHINGTON AVE