FINAL REPORT

PIN 2065.35

NYS ROUTE 12B CORRIDOR STUDY

US ROUTE 20 to NY ROUTES 5/12
MADISON AND ONEIDA COUNTIES, NEW YORK

Prepared For:

New York State Department of Transportation

Prepared By:

CLOUGH HARBOUR & ASSOCIATES LLP

with
NUSSBAUMER & CLARKE ENGINEERS, INC.
VN ENGINEERS, INC

April 2011

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ROUTE 12B: CORRIDOR STUDY

MADISON AND ONEIDA COUNTIES, NEW YORK

Prepared For:

New York State Department of Transportation
Utica State Office Building
207 Genesee Street
Utica, New York 13501

April2011

Prepared By:

CLOUGH HARBOUR & ASSOCIATES LLP

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NUSSBAUMER & CLARKE ENGINEERS, INC.
VN ENGINEERS, INC

CHA Project No. 20356

Acknowledgements

Study Advisory Committee

Mr. Raymond Philo, Chief, New Hartford Police Department

Mr. Timothy O'Neill, New Hartford Police Department

Mr. Daniel English, Chief, Kirkland Police Department

Mr. Robert G. Goering, former Mayor, Village of Clinton

Mr. Dale Jewell, Village of Clinton Department of Public Works

Mr. John Crossley, Village of Clinton Department of Public Works

Mr. Harry Miller, Program Manager, Herkimer-Oneida Counties Transportation Study

Mr. Chad Davis, Oneida County Board of Legislators

Mr. Patrick Brennan, Oneida County Board of Legislators

Mr. John Misiaszek, Mayor, Village of Oriskany Falls

Mr. Nelson Blau, Supervisor, Town of Marshall

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Mr. Jonathan Owens, Oneida County Sheriff

Mr. Thomas Kilts, Village of Oriskany Falls

Mr. Robert Bowie, Village of Oriskany Falls

Project Team

New York State Department of Transportation

Consultant Team

CHA

Nussbaumer & Clarke Engineers, Inc.

VN Engineering, Inc.

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EXECUTIVE SUMMARY

Overview

Over the past several years, the NYS Route 12B Corridor has been the subject of several inquiries, requests, and letters of concern from the various municipalities along the corridor pertaining to various traffic and safety related issues. The New York State Department of Transportation (NYSDOT) has performed many studies and implemented several improvements in the corridor including, but not limited to, traffic operation improvements, pavement markings and pedestrian improvements to address safety issues. The NYSDOT, in coordination with these municipalities, initiated this Transportation Safety Study as a means to comprehensively respond to ongoing local concerns.

The limits of this study are along NYS Route 12B from US Route 20, in the Town of Madison, Madison County to the junction of NYS Routes 5, 12 and 12B in the Town of New Hartford, Oneida County, New York. The goal of this study is to provide a comprehensive report that outlines the recommendations, procedures and ideas that address the various transportation safety concerns of the municipalities along Route 12B within these study limits. This comprehensive evaluation is documented in this Report and the three Technical Memorandum (TM) Reports prepared for this project, which are appended to this Report.

Public Participation Process

The overall approach to the study was a collaborative process involving participants from various entities to facilitate effective decision-making. The goal was to achieve consensus by the agencies and study participants through a stakeholder meeting, four study advisory committee meetings, presentation to the Herkimer-Oneida Counties Transportation Study (HOCTS), and one public informational meeting. The TM Reports have been available to the public via NYSDOT and local websites and through the Town and Village offices. In addition, the study has received coverage through local newspapers.

In July 2008, the NYSDOT attended a meeting with the various municipalities and agencies along Route 12B where the Stakeholder's concerns/issues were presented and discussed. The NYSDOT committed to obtaining a consultant to perform a comprehensive corridor study addressing traffic safety concerns along the corridor and subsequent to the meeting, took the necessary measures to obtain the consultant. On October 30, 2009, the NYSDOT held a meeting at the Utica State Office Building with the stakeholder group. The purpose of the meeting was to announce the initiation of the study, provide an update from the 2008 meeting, identify the goal of this study and summarize the methodology and procedure for this Route 12B Corridor Study.

This 16-mile Route 12B corridor is a major north-south arterial that crosses 5 Towns; the Towns of Madison, Augusta, Marshall, Kirkland, and New Hartford, 2 Villages; the Village of Clinton and Oriskany Falls, and two counties; Madison & Oneida Counties. The Study Advisory Committee (SAC) was formed in November 2009 and includes a total of nine members who are representatives of County, Town, and local officials who provide local knowledge of issues and concerns.

Four meetings have been held with the SAC. At the first SAC meeting held on January 26, 2010 at the Town of Kirkland Town Hall, the consultant presented the existing conditions documented in TM1 and outlined the overall goals of the study. It was during this meeting that the traffic related issues and concerns of the project

team and SAC were identified for the corridor. A summary of the existing conditions/needs is summarized below. Potential transportation solutions were also solicited and recorded.

The second SAC meeting was held on October 5, 2010 at the Town of Kirkland Town Hall to roll-out the TM2, provide a summary of what the document included and how it was organized. Comments were solicited from the SAC on their review of the TM2. Comments received were carefully reviewed and considered in the study process and in developing the Study's recommendations.

The third SAC meeting was held on December 14, 2010, at the Town of Kirkland Town Hall to review each of the issues, concerns, and alternatives raised by the project team and SAC and build consensus on the preferred/recommended alternative for each issue. These recommended alternatives are the basis of TM3. A copy of the results of the December 14, 2010 meeting is included in Appendix D of TM3.

The fourth SAC meeting was held on February 8, 2011, at the Town of Kirkland Town Hall to review and confirm the recommendations documented in TM3. **Appendix 1** includes the minutes of each of the four SAC meetings.

The safety concerns solicited from the SAC and the project team during the January 26, 2010 meeting and subsequent comment period serve as the basis for developing the alternatives shown in TM2 and recommendations presented in this Report. Additional issues and concerns identified after this initial comment period are considered new issues that are not specifically addressed in this report but are summarized in **Appendix 2**.

The findings and recommendations of the study were presented at the March 3, 2011 meeting of the HOCTS Governmental Policy and Liaison Committee (GP&L) held at the Radisson Hotel in Utica, NY. In addition, a public information meeting was held on April 6, 2011 at the Clinton Middle School to present the findings and recommendations of the study and receive comments on the Draft Report. Written comments were encouraged and have been incorporated into the study assessment and are included in **Appendix 2** of this Final Report.

Documentation of Comprehensive Evaluation

Three Technical Memorandums prepared for this report document the comprehensive evaluation of the existing conditions, needs and solutions to remedy the safety issues identified in the corridor. These Final TM reports are appended to this Report as Appendix 4, 5 and 6. A summary of the changes that have been made between the Draft and Final TM documents is included in **Appendix 3** of this Report.

Technical Memorandum No.1 (TM1), dated December 2009, describes the existing transportation conditions and land uses within the study area based on documented research, field inventories and data collection. TM1 discusses the existing land uses and zoning in the corridor, documents the existing highway characteristics and features of Route 12B and its intersections including its geometry, traffic control devices, pedestrian and bicycle infrastructure and facilities, and driveway and parking characteristics, provides the daily and AM and PM peak hour traffic volumes and evaluates the operations of these daily and peak hour traffic volumes for Route 12B and 14 of its intersections, assesses the existing operating speed as it relates to posted speeds, and provides a review of safety statistics within the

study area. The existing conditions were used as a basis for identifying existing traffic safety issues, developing and analyzing the future traffic operating conditions in the Route 12B corridor for a 2020 condition (Planning Horizon) and assessing safety improvement opportunities. TM1 is included in **Appendix 4**.

As a result of the comments received from the SAC on TM1 and the safety issues they identified during the January 2010 meeting, additional turning movement counts, pedestrian counts, and sight distance evaluation was conducted and reported in TM2. TM2, dated September 2010, summarizes the studies previously conducted in the corridor, the current sidewalk improvement project being implemented in the Town of Madison, and intersection improvements that the NYSDOT has implemented since 2007. TM2 provides the daily and AM and PM peak hour traffic volumes for 3 additional intersections, a discussion of the future growth in the corridor as it pertains to the existing land use and zoning ordinances, and an assessment of the operating conditions for the 2020 condition.

TM2 summarizes the safety issues raised by the project team and the SAC, and evaluates potential conceptual (planning) level alternatives to address the documented vehicular, pedestrian, and bicycle safety along the corridor for the existing and future conditions based upon a review of the data collection efforts and analysis for this project. Alternatives were developed both on a corridor wide and site specific area basis. Conceptual diagrams, preliminary order of magnitude cost estimates, and potential environmental constraints were identified for each of the alternatives. TM2 is included in **Appendix 5**.

Through a combination of the SAC's review of TM2 and the meeting held on December 14, 2010, consensus on the preferred/recommended alternatives to progress each of the issues was reached by the SAC. These recommendations for future improvements in the corridor are provided in TM3, dated December 2010 and summarized in Tables ES-1 and ES-2 of this Final Report. TM3 is included in **Appendix 6**.

Existing Conditions / Needs

Based on the evaluation of existing conditions, study area conditions and needs can be summarized as follows:

- The primary land uses adjacent to Route 12B are generally considered as rural/agricultural and village/hamlet. There is limited vacant land within the village boundaries and no large scale development is permitted within the villages. The Towns with zoning ordinances generally have rural/agricultural or residential zones along Route 12B and there does not appear to be significant development pressure in the area.

- The Town of Marshall and the Village of Oriskany Falls do not currently have a zoning ordinance which could lead to potential for future land use and development issues that are not consistent with the current character of the communities. Access management should continue as a high priority for the corridor.

- Route 12B accommodates a mix of traffic including motorists, pedestrians, bicyclists, and heavy truck traffic. Overall, the corridor functions fairly well due in part to the implementation of

improvements by the NYSDOT over the years. The corridor experiences some isolated congestion in the Village of Clinton and northerly to Route 5B due in part to the higher traffic volumes, closely spaced intersections and driveways, and lack of passing opportunities.

- Heavy truck traffic is permitted to travel on Route 12B as regulated by Section 385 of the Vehicle and Traffic (V&T) Law. The percentage of heavy truck traffic in the Route 12B Corridor is consistent with the truck traffic on other state roadways. The higher truck percentage occurs in the southern segments of the corridor from Route 20 to the end of the Route 26 overlap in the Village of Oriskany Falls where it is also designated an Access Highway. As an Access Highway, trucks of additional length and/or width are permitted to operate on these designated roadways in accordance with State regulations. The traffic volumes, capacity analysis and accident data do not support the need for a bypass as it would not significantly change the operational or safety characteristics of the corridor.

- Pedestrians are primarily accommodated on sidewalks within the Villages and along the Route 12B shoulders outside of the Village limits. Although there is a good coverage of sidewalks within the Villages, there are a few gaps that the sidewalk could be extended to fill in and crosswalk locations that could be added and improved.

- Bicyclists are primarily accommodated on the paved shoulders. There is a separate off-road pedestrian/bicycle trail that connects the Robert Myers Elementary School to the adjacent residential subdivisions in New Hartford.

- In terms of vehicle safety, the accident history for the Route 12B Corridor is not indicative of a priority safety issue warranting remediation. The Route 12B Corridor showed accident rates lower than or comparable to the average crash rates for similar roadway segments within New York State. Intersection improvements were previously made by the NYSDOT to two of the four intersections that experienced an average of two or more crashes a year, however, the effect of these improvements is not reflected in the accident rates.

- There are some spot locations where the number and/or type of accident can be attributed to common factors such as deer-related crashes or the age of the motorist, indicating that non-geometric improvements such as signage and/or driver education could be implemented.

- The posted speed limit for this 16-mile Route 12B corridor varies from between 30 mph in the Villages to 55 mph in the more rural section of Route 12B at the south end of the study limits. Overall, the operating speed was determined to be consistent with the posted speed limit and the sampled free-flow speeds during non-peak hours. While there is little evidence to support the need to reduce the posted speed limit through the corridor, the data collected as part of this study suggests that in some locations, motorists are exceeding the speed limit suggesting that mitigating actions may be appropriate to achieve better compliance with the existing posted speed limit as well as alerting the driver to where the speed limit changes. If warranted by a speed study, posted speeds could be adjusted to provide improved consistency between adjacent postings.

- Field observations and input from the SAC indicate some lack of compliance for existing pedestrian facilities indicating that educating the public on the rules of the road and how to correctly use the facilities would be an appropriate measure.

Overall the corridor currently functions and operates well with no significant safety deficiencies. There are measures that can be implemented to better accommodate the various modes of transportation, improve operations and reduce the risk of degradation from continued development.

Recommended Transportation Measures

The study demonstrated that major capacity and safety improvements would not be required to remedy existing and future transportation and land-use conditions. The basic transportation recommendations are to facilitate a multi-modal future and preserve and improve the capacity and safety of the Route 12B corridor through good arterial management including:

- Implementing a Route 12B Corridor Access Management Plan and focusing development into existing activity centers which has the potential for protecting the route's rural character and unique aesthetic qualities, maintain the integrity and efficiency of Route 12B, provide reasonable access to properties and create a safer environment for vehicular, pedestrian and bicyclist traffic to accommodate existing and future needs.

- Providing intersection widening at select locations to accommodate the addition of turning lanes which will remove turning vehicles from the through traffic flow by providing space for the deceleration and storage of turning vehicles which can improve capacity and reduce the frequency of rear-end collisions at locations where there is considerable left-turn volumes and speeds are relatively high.

- Constructing full-depth shoulders at select locations as another means to accommodate vehicular traffic bypassing turning vehicles without the cost and environmental impacts associated with roadway widening.

- Modifying signal control, coordination, and signing to more effectively balance and accommodate pedestrians, bicyclists and vehicular traffic.

- Installing roadway signage and pavement markings, in accordance with the National MUTCD and NYS Supplement to convey important information to vehicular, pedestrian and bicyclist traffic.

- Providing pedestrian and bicycle accommodations including extending sidewalks, installing marked crosswalks and ADA compliant ramps, removing non-ADA compliant ramps, and installing pedestrian warning and share the road signs in accordance with the National MUTCD and State Supplement. Additionally, designate an alternate bicycle route using local streets, to accommodate bicyclists.

- Roadside maintenance including pruning and removing trees and underbrush to provide unobstructed lines to sight to the roadway, signs and other hazards, and continued monitoring of roadside drainage.

- Adjusting posted speed limits in select locations if warranted by speed studies.

- Public awareness initiatives.
- Enforcement.

Table ES-1 and ES-2 provide the recommended improvements on a corridor wide basis and site specific location.

Implementation

Implementation of the preferred/recommended alternatives will occur in different stages and will take a commitment and coordinated effort on the part of various agencies, residences, businesses, education facilities, and land owners in the study area. Some of the improvements are short-term / low cost measures, such as the installation of signs and pavement markings, while others are more long-term improvements, such as the installation of a turn lane that would be implemented under a capital improvement project.

Table ES-2

Route 12B Corridor Study - Issues and Short-Term Improvements

TM3 Section III, Sub-section	Location	Issue Number (#)	Issue	Short-Term Improvement	Short Term Improvement Cost
A	Village of Oriskany Falls	1	Limited/no pedestrian accommodations near Cottage Street	Remove ramps in vicinity of Clark library	Approximate cost is $1,000 per ramp
		5	Parking on Route 12B between South Main Street (south) /Broad Street and Main Street (north)/ Route 12B	Install parking space striping	$500-$1,000
B	Town of Marshall	1	Shoulder deterioration on Route 12B near Route 315	Repair deteriorated shoulder	Approximately $5,000
		2	Congestion and limited visibility on Route 315 at Route 12B	Install edge line pavement marking	Approximately $1,000
		3	Water run-off onto Route 12B. Drainage problems on the west side of Route 12B between Van Hyning Road and Green Vedder Road	NYSDOT Maintenance/Continued monitoring	N/A
		4	Accidents between Burnham Road (CR9) and Hughes Road	Install Deer Warning Signs	Approximately $400 per sign
C	Town of Kirkland	1	Congestion / queuing / accidents / limited sight distance on Route 12B southbound at Brimfield Street	Install combination horizontal alignment / intersection signage	Approximately $400 per sign
		3	Limited sight distance on Homewood Drive	Clear vegetation	N/A
		4	Queuing / congestion near Robinson Road	Install W2-7L signage	Approximately $400 per sign
		5	Excessive speeds & limited sight distance near Bogusville Hill Rd	Install signage	Approximately $400 per sign
		6	Route 12B with Grant Road and Post Street (CR 16)	Re-stripe pavement markings	$2,000
D	Village of Clinton	1	Truck Traffic Causing Congestion	Increase size of signage	Approximately $800 per sign
		2	Intersections of Route 12B with Fountain and Kellogg Street	Install Route 12B edge lines	Approximately $400 per sign
		4	Limited/no bicyclist accommodations between Route 412 and West Park Row/Williams Street	Install Share the Road signs and pavement markings	Approximately $400 per sign and $160 per pavement marking symbol
		5	Congestion between Route 412 and West Park Row/Williams Street	Timing improvements and pavement markings	$10,000
E	Town of New Hartford	1	Drainage Improvement at Fawncrest	NYSDOT Maintenance/Continued monitoring	N/A
Route 12B Corridor		II.B	Speed	Install speed limit and reduced speed limit signs and transverse pavement markings	Approximately $400 per sign
		II.G	Signage and Visual Cues	Review signs and pavement markings	Minimal cost
		II.H	Enforcement	Continued enforcement of vehicular, pedestrian and bicycle activities	Minimal cost

Note: This table provides a summary of the short-term improvement identified in this report. Refer to the document for a complete description

Table ES-1

Route 12B Corridor Study - Issues and Alternatives (Preferred, Short-Term and Other)

TM3 Section III, Sub-section	Location	Issue Number (#)	Issue	Preferred	Preferred Cost	Alternative	Alternative Cost
A	Village of Oriskany Falls	1	Limited / no pedestrian accommodations near Cottage Street	Install marked crosswalk, ADA compliant ramps, and signage	Approximate cost is $16,000	N/A	N/A
		2	Operations / flashing signal control at NYS Route 12B, College Street	Null Alternative	N/A	Revise the traffic signal layout	Approximately $2,500
		3	Parking Safety on Main Street	Null Alternative	N/A	Parking lane striping	Approximately $ 1,000 for approximately 200 feet of pavement markings.
		4	Division Street parking lot access / circulation	Null Alternative	N/A	Install one-way signs and relocate Division Street name sign	Approximately $400 per sign
		5	Parking on Route 12B between South Main Street (south) / Broad Street and Main Street (north) / Route 12B	Install parking space striping	Approximately $500 - $1,000	N/A	N/A
B	Town of Marshall	1	Shoulder deterioration on Route 12B near Route 315	Shoulder improvements (Full Depth)	Approximately $22,000	N/A	N/A
		2	Congestion and limited visibility on Route 315 at Route 12B	Null Alternative	No cost	Install white edge lines and provide clear sight triangles	Approximately $1,000 for striping
		3	Water run-off onto Route 12B. Drainage problems on the west side of Route 12B between Van Hyning Road and Green Vedder Roa	NYSDOT Maintenance/Continued monitoring	N/A	N/A	N/A
		4	Accidents between Burnham Road (CR9) and Hughes Road	Install Deer Warning Signs and provide driver education	Approximately $400 per sign, Minimal cost for Education Materials	N/A	N/A
		5	Jake brake usage throughout the Hamlet of Deansboro	Null Alternative	No cost	N/A	N/A
C	Town of Kirkland	1	Congestion / queuing/ accidents / limited sight distance on Route 12B southbound at Brimfield Street	Monitor future conditions and replace existing signage	Signs: $400 each, Monitoring to be determined	N/A	N/A
		2	Safety concerns for pedestrian & bicyclists	Pedestrian eduction materials	Minimal Cost	Adopt a sidewalk policy	N/A
		3	Limited sight distance on Homewood Drive	Null Alternative	N/A	Clear vegetation	N/A
		4	Queuing / congestion near Robinson Road	Construct exclusive left turn lane	Approximately $160,000 not including drainage, utitilites, right-of-way, design, etc	Install MUTCD W2-7L signage	Approximately $400 per sign
		5	Excessive speeds & limited sight distance near Bogusville Hill Rd	Install signage and driver education	Minimal Cost	N/A	N/A
		6	Route 12B with Grant Road and Post Street (CR 16)	Re-strip pavement markings	Approximately $2,000	N/A	N/A
		7	Lighting in the Town of Kirkland	Perform lighting analysis	N/A	N/A	N/A
		8	Limited / no pedestrian accommodations to commercial district south of Clinton Village	Extend sidewalks	To be determined	N/A	N/A
		9	Limited / no pedestrian accommodations to commercial district south of Clinton Village	Null Alternative	No cost	Pedestrian Education Materials	To Be Determined
D	Village of Clinton	1	Truck traffic causing congestion	Increase size of signage and enforcement	Approximately $800 per sign	N/A	N/A
		2	Intersections of Route 12B with Fountain and Kellogg Street	Lane delineation striping and remove the sidewalk from the Village Green	Approximately $400 for striping and $3,000 for removing sidewalk	Install marked crosswalk and ADA compliant ramps	Approximately $16,000
		3	Pedestrian crossings at Route 412	Pedestrian improvements	N/A	N/A	N/A
		4	Limited/no bicyclist accommodations between Route 412 and West Park Row/Williams Street	Alternative bike route	N/A	Education materials and Install W16-1P Share The Road Signs and Pavement	$400 per sign and $160 per pavement marking symbol
		5	Congestion between Route 412 and West Park Row/Williams Street	Timing, Lane and Signal Improvements	1) Signal re-timing - no cost, 2) Signal modifications: Approximately $25,000, 3) Pavement markings: Approximately $10,000	N/A	N/A
		6	Congestion/conflict of pedestrian/vehicular movements near/at Chenango Street/Franklin	Pedestrian education materials	Minimal cost	N/A	N/A
		7	Lighting in the Village of Clinton	Null Alternative	No cost	N/A	N/A
		8	Congestion at Route 12B and Taylor Avenue	Monitor future conditions, Access Management, & Land Use Zoning	To be determined	N/A	N/A
E	Town of New Hartford	1	Drainage improvements at Fawncrest	NYSDOT Maintenance / Continued monitoring	N/A	N/A	N/A
		2	Lack of pedestrian & bicycle path and sidewalks	Pedestrian Education Materials	Minimal cost	N/A	N/A
		3	Queuing/ accidents on Route 12B at Preswick Glen and at Fawncrest Boulevard	Null Alternative	No cost	N/A	N/A
		4	DOT approved stop sign on Preswick Glen at intersection	Null Alternative	No cost	N/A	N/A
		5	Reduce speed limit between Sycamore Drive & Route 5B	Adjust posted speed	Minimal cost	N/A	N/A
		6	Lighting in the Town of New Hartford	Perform lighting analysis	N/A	N/A	N/A
Route 12B Corridor		II.A	Land Use and Access Management	Create a Route 12B Corridor Access Management Plan	Minimal cost	Focus New Development into Existing Activity Centers	Minimal cost
		II.B	Speed	Visual Cues, Install Speed Limit signs and pavement markings	Signs: $400 per sign	Enforcement	Minimal
		II.H	Enforcement	Continued enforcement of vehicular, pedestrian and bicycle activities	Minimal cost	N/A	N/A
		II.I	Education	Deploy portable speed trailors	Minimal cost	Implement education and enforcement programs	N/A

Note: The table provides a summary of the preferred and short-term alternatives identified in this report. Refer to the TM2 and TM3 documents for a complete discription of the alternatives and improvements.

The Null Alternative has been listed where no improvement is necessary to remedy a safety issue or has already been addressed.

APPENDIX 1

MEETING MINUTES

SUMMARY OF MEETING

PIN 2065.35
Route 12B Corridor Study
Oneida and Madison Counties, NY
Public Information Meeting

DATE: Wednesday, April 6, 2011 **CHA FILE:** 20356

PLACE: Clinton Middle School
Clinton, NY **TIME:** 7:00 PM

ATTENDEES:

Jim Papaleo	NYSDOT -Region 2	315-793-2462
Maureen Riano	NYSDOT -Region 2	315-793-2429
Mark DeRocco	NYSDOT -Region 2	315-793-5363
Linda Lubey	NYSDOT -Region 2	315-793-2607
Anthony Ilacqua	NYSDOT -Region 2	315-793-2447
Sherif Boulos	NYSDOT–Main Office -Consultant Management	518-485-1854
Dave Kahlbaugh	CHA	518-453-3983
Chris Lilholt	CHA	518-453-8773

See also the attached sign-in sheet

PURPOSE OF MEETING:

A meeting was held to present the findings of the Transportation Safety Study that was conducted along the NYS Route 12B Corridor between Route 20 in the Town of Madison, Madison County and Route 5 in the Town of New Hartford, Oneida County.

MINUTES:
The following items occurred during the meeting:

1. Jim Papaleo from NYSDOT opened the meeting with a brief discussion of history behind the Route 12B Corridor Study. He also identified the members who served on the SAC committee and thanked them for their service. The meeting was then turned over to CHA who continued the meeting with a power point presentation.

2. CHA's presentation stated the purpose and goal of the study, discussed the project approach including public participation and project deliverables, and summarized both the corridor-wide and municipality specific recommendations.

3. Subsequent to the presentation by CHA, the meeting was opened to the public for their comments. Unless otherwise noted as a response by NYSDOT or CHA, all of the following issues were raised by the public during the public comment period and include the following:

   A. Traffic should be re-routed around the Village of Clinton by way of Route 233 and that a left turn lane should be installed at Route 233 to account for this bypass and that the Village should be restored to its early years.

   B. Street lighting at Hamilton College should be added.

   C. There should be a left turn lane at the Lutheran Home.

   D. The shrubs at the nice and easy should be lowered so as not to block the view exiting the site.

   E. A resident voiced that there should be no disturbance to the Village Green.

   F. Epoxy should be used for pavement striping since it is durable and lasts longer than the painted lines.

   G. The truck traffic through the Village is noisy. A resident indicated that the trucks are destructive and due to vibration, are ruining some of the building foundations. Former Mayor Goering said that he did not believe this was the case as he was not aware of any structural issues.

   H. NYSDOT explained that trucks are permitted on State roadways and that one of the criteria for removing them would be sufficient supporting documentation that a safety and capacity issue exist, which this study does not identify.

   I. A resident was concerned with how the pavement markings on Route 12B in the vicinity of E. Park Row and Williams Street. CHA explained that the pavement markings would be centerline and edge line markings that extend through the intersection to delineate Route 12B.

   J. It was noted that although no accident history was identified in the vicinity of E. Park Row and Williams Street, it is a confusing intersection. It was stated that the reason this is not an identified accident location is because locals are familiar with this area and travel slowly through it. It was noted that the pavement striping will help but is not enough.

K. It was noted by a few residents that the E. Park Row and Williams Street area should be redesigned and include a traffic signal or some other geometric improvement. NYSDOT explained that this study looked at a number of alternatives including a signal which is not conducive to the area due to the closeness of adjacent signalized intersections. NYSDOT noted that the consensus from the SAC was to include pavement striping and dismiss the other alternatives.

L. It was noted that using pavement markings for Route 12B delineation in the E. Park Row and Williams Street area alone is not sufficient as they lose their visibility when there is snow on the road.

M. A left turn lane should be constructed from the Village through New Hartford, as many motorists pass on the shoulder of the roadway and there is not adequate visibility for seeing a bicyclist. A suggestion was also to add "No Passing on the Right" signage through this area.

N. It was noted that there should be a left turn lane on Route 12B at the Brimfield Street intersection as impatient motorists bypass the stopped vehicle and pass on the right using the shoulder.

O. It was suggested that a crosswalk be installed on Route 12B for the *(southerly)* walkway in the Village Green instead of removing it as recommended for this study. It was suggested that if traffic is too heavy, that a signal be installed to control the traffic and accommodate pedestrians.

P. Parked cars on Mulberry Street at Kellogg Street was also identified as an issue.

Q. A school zone sign should be placed on Route 12B (north travel direction) as one would approach Tony's Pizza in Clinton.

R. It was questioned what signing is proposed near the Kellogg/Fountain St intersection.

S. It was noted that the traffic is affecting property values.

4. Jim Papeleo closed the meeting by thanking the public for comment and voicing their concerns, reminding them to make sure they signed in and that completed comments forms could be left with NYSDOT.

5. In addition to the comments the public voiced during the meeting, three public comment forms were submitted at the end of the meeting. Those comments have been attached to these meeting minutes.

6. Subsequent to the meeting, an electronic copy of the power point presentation was made available to Former Mayor Goering.

The meeting ended by 8:00 pm. Please report any additions or corrections in writing within ten calendar days to the undersigned at CHA, Inc.

Christine Lilholt, PE, PTOE
Senior Traffic Engineer

CJL/
V:\Projects\ANY\K2\20356\Meetings\public informational hearing\206535_cor_min_2011-04-06_final.doc

MEETING ATTENDENCE LIST
N.Y.S. DEPARTMENT OF TRANSPORTATION
REGION 2 - UTICA, N.Y.

DATE: April 6, 2011 | **PAGE:** | **OF:**

PIN: 2065.35 | **PROJ. MGR.:** M. Riano, Team Ldr. Y. Padungtin, RPPM office

SUBJECT: NYS Route 12B Traffic & Safety Corridor Study Presentation Public Info Meeting, Clinton Middle School Aud.

MTG. TYPE
- ☐ EPP
- ☒ CONSULTANT
- ☒ PUBLIC
- ☐ PMP
- ☐ PRE-CONSTRUCTION
- ☐ SCOPING
- ☒ OTHER: Study Present. PIM

NAME-TITLE	REPRESENTING	MAILING / Email Address	PHONE #
Shelly Darcangelo	Senator Griffo	—	—
Robert Bowie	Village Oriskany Falls		
Daniel English Chief	Kirkland Town	Chiefenglish@Kirklandpolice.com	853 2924
John & Barbara Bohrer	Clinton	71 Utica St. Clinton NY 13323	853-6016
Chad Davis - Oneida Co. Leg.	Kirkland / NH	3438 Martin Rd. Clinton, NY 13323	853-4037
Tom Firsum	Clinton	33 Fountain St Clinton 13322	853-8726
Laura Stoll	Clinton - Clinton Counter.	Meadow St Clinton NY 13323	8533490
Nelson Blau	Town of Marshall		
Cathy Walker		116 Coventry Pl. Clinton NY 13323	
Ferris T. Bethel Jr	Clinton Chamber of C	P.O. Box 142 - Clinton, NY 13323	853-1735
Mary Seyse - resident		69 Utica St. Clinton, NY 13323	853-6375
Linda Painle	Congressman Hanna	258 Genesee St, Utica NY 13502	724-9740
John D'Amore		4067 State rt 12 New Hartford N.Y.	735 8361
Lynne Thisse	self	1629 Genesee St Utica NY	735-2535
Vincent Bonnanelli	self	3880 New St Clinton NY	853 5065
Sally Carman	self	32 Utica St + 3447 12B Clinton	853-5459
Jay Burmaster	ME	3154 State Rt. 12 Clinton N.Y	7375241
Sue Gaffney	154, 155, 156 Nessice	154 Utica Rd, Clinton	853-3423

MEETING ATTENDENCE LIST
N.Y.S. DEPARTMENT OF TRANSPORTATION
REGION 2 - UTICA, N.Y.

DATE: April 6, 2011 | **PAGE:** | **OF:**

PIN: 2065.35 | **PROJ. MGR.:** M. Riano, Team Ldr. Y. Padungtin, RPPM

SUBJECT: NYS Route 12B Traffic & Safety Corridor Study Presentation @ Clinton Middle School Auditorium

MTG. TYPE
- ☒ PUBLIC
- ☐ SCOPING
- ☐ EPP
- ☐ PMP
- ☒ CONSULTANT
- ☐ PRE-CONSTRUCTION
- ☒ OTHER: Study Presentation

NAME-TITLE	REPRESENTING	MAILING / Email Address	PHONE #
Carrie Evans		22 Williams St Clinton	
Chris Evans		22 Williams St Clinton	
Mona Perrotti		67 Utica St. Clinton	
Harry Miller		HOCTS	
TIM SWEETLAND		7 EAST PARK ROW CLINTON	853-4009
ALEX CRAKE		[illegible]	
DERRIE BURNS		21 HAMILTON PL	853-2251
TOBIN CROSSLEY	VILLAGE OF CLINTON		

NEW YORK STATE DEPARTMENT OF TRANSPORTATION
UTICA, N.Y. – REGION 2
PUBLIC COMMENT FORM

P.I.N. 2065.35
NYS Route 12B Traffic and Safety Corridor Study
Route 20, Town of Madison, Madison County to Route 5, 12, and 12B, Town of New Hartford, Oneida County

Name	Mona Perrotti	**Interest (Check One):**	
Address	67 Utica St	✓ **Resident**	**Business Owner**
		Motorist	**Pedestrian**
City/ZIP	Clinton, NY 13323	**Other**	

COMMENTS (please print):

I appreciate that you took questions and that you will follow-up re: "Do Not Pass on the Right" Signs. I hope that you will also pursue contact with the Village / Town Police re: enforcement. & and others, will follow up at a Village meeting

Thank you.

COMMENTS MAY BE GIVEN TO A REPRESENTATIVE AT THIS MEETING OR MAILED TO THE ADDRESS ON THE BACK OF THIS FORM. WE WOULD APPRECIATE IF ALL COMMENTS WERE RECEIVED BY APRIL 20, 2011.

Wed 4/6/2011

To D.O.T.:

As one who has lived and driven on Route 12-B, Clinton, N.Y. for fifty years I feel that major changes are not necessary. My few suggestions are as follows:

1) Put a turn lane at the Clinton driveway of the Lutheran Home. They have more traffic than a stranger driving at the legal speed would expect.

Put a sign on 12B before Tony's Pizza so that the traffic coming from Oriskany Falls will realize that this is a school area. It ~~should~~ SHOULD have some orange color on it.

Limit the height of the hedge in front of Nice'n Easy so that it won't block the view of traffic leaving their driveway.

Please don't disturb the Village Park except for minimal pedestrian signs.

Thanks for listening.

Ken Crase
3 Franklin Ave.
Clinton, N.Y. 13323

*PHONE-315-853-2955

12B FROM DEAMSB

LEFT TURN ON 233

STOP LITE AT

233 + COLLEGE ST

ONLY BAD PART

233 ONTO RT 5

NO RT THRU

CLINTON

BERNIE BURNS

21 HAMILTON BLVD

CLINTON

853-2251

SUMMARY OF MEETING

PIN 2065.35
Route 12B Corridor Study
Oneida and Madison Counties, NY
Study Advisory Group (SAC) Meeting No. 4

DATE: Tuesday, February 8, 2010 **CHA FILE:** 20356

PLACE: Town of Kirkland Town Hall
3699 Route 12B, Clinton, NY
TIME: 9:30 AM

ATTENDEES:

Jim Papaleo	NYSDOT	315-793-2462
Maureen Riano	NYSDOT	315-793-2429
Dave Kahlbaugh	CHA	518-453-3983
Chris Lilholt	CHA	518-453-8773
Robert Goering	Village of Clinton- Former Mayor	315-853-4348
Harry Miller	HOCTS/Oneida Co.	315-798-5710
Nelson Blau	Town of Marshall – Supervisor	315-841-4473
Richard Antanavige	Oneida County – Sheriff	315-765-2213
Thomas Kilts	Village of Oriskany Falls	315-821-7275
Robert Bowie	Village of Oriskany Falls	315-821-7275
Dan English	Town of Kirkland	315-853-5627
Jonathan Owens	Oneida County - Sheriff	315-765-2297

PURPOSE OF MEETING:

A meeting was held to review the Draft TM3, which identifies the alternatives for the issues raised by the SAC and project team, confirm consensus on the recommendations/preferred actions, and to discuss the next steps for completing the project.

MINUTES:
The following items were discussed during the meeting:

1. CHA noted that no comments were received from the SAC on Draft TM3.

2. CHA reminded the SAC members that the alternatives are based on an assessment of what the 2020 (ETC+10) traffic volume conditions could be, based upon a background growth rate used to account for development that might occur in the area.

3. Harry Miller noted his concern that the choice of "split-decision" wording in the TM3 (for instances where the SAC did not have a clear preference among the alternatives) could be interpreted as showing a lack of consensus and disagreement. He suggested revising this wording to reflect that the SAC did not have a clear preference but was supportive of the recommendations.

4. Jim Papaleo noted that this Corridor Safety Study is intended to be used as a guideline for the corridor, and that the actions/recommendations will be prioritized for implementation based on available funding/resources/opportunities.

5. The issues and alternatives located in the Village of Oriskany Falls were reviewed and discussed with the two representatives from the Village since they were not able to attend the previous SAC Meeting #3. Both representatives indicated their concurrence and support of the preferred alternatives.

6. Several of the issues and considerations of alternatives generated discussion by the SAC, which are highlighted as follows:

    A. Issue A1: There was some discussion about the timing of the short-term improvement of removing the ramps in the vicinity of the Clark library and the preferred alternative of installing a marked crosswalk, ADA compliant ramps and signage in the vicinity of Cottage Street. It was noted by CHA and NYSDOT that these specific location/treatment details for the crosswalk would be resolved at such time as an opportunity is identified to advance this as a project for design. It was noted that while it would be preferable to implement both the alternatives simultaneously, it is possible that the existing ramps could be removed prior to implementation of the Preferred Alternative since the ramps are non-ADA compliant.

    B. Issue A2: The SAC suggested that the recommended alternative (to revise the traffic signal layout) should not be considered a mandate; the Village representatives indicated that they did not consider the current configuration to be a safety problem. It was decided that the recommendation would stand; CHA noted that the issue could be reconsidered by NYSDOT if there is supporting justification on file to retain a non-standard control device at the time that action is contemplated.

C. Issues B1 and B2: NYSDOT re-affirmed that these improvements do not include a safety widening of the intersection. The Town Supervisor indicated his support for the recommendations but noted his concern that the design details need to consider minimizing any impact to parking that supports the local businesses. SAC support for the recommendations to address these issues was confirmed.

D. Issue B4: A new issue was identified at the meeting related to periodic "Sale" events at the bookstore located on Route 12B between Burnham Road and Hughes Road. As described by SAC members, the issue is that these sales events generate a high volume of traffic causing traffic to park along the shoulders (both sides) due to inadequate off-street parking. The basic related safety issues include: clear zone impairment created by the parked vehicles, unexpected parking maneuvers along the highway (vehicle/vehicle conflict), and pedestrian/vehicle conflicts of people crossing the street and/or moving among the parked vehicles.

Various options to address this issue were discussed among SAC members, DOT and CHA. They included:

- Post and enforce temporary „No Parking' signs, and establish temporary provisions for off-street parking.
- Develop a "Special Event" traffic management program to plan and organize a Traffic Control Plan for the event. This could include temporary speed reduction advisory signs, traffic cones, Variable Message Sign (VMS) deployment and/or safety personnel deployed at the site to manage pedestrian crossings as needed.

E. Issue B5: NYSDOT noted that there are issues related to enforcement, and calibration of the equipment to monitor and document infractions that could make the enactment of a Noise Ordinance impractical for this location. The SAC members affirmed that this is not a significant issue for this study and that the null alternative is the preferred recommendation.

F. Issue C1: SAC members indicated support for physical improvements to provide full-depth shoulder reconstruction for the southbound direction. Some members also advocated for modification of the pavement markings to shift the centerline stripe to provide a wider southbound lane (to enable through traffic to pass around someone who is slowed/stopped to make a left-turn). The safety of vehicles making this maneuver and interacting with pedestrian/bicyclists on the shoulder was also discussed. The SAC members thought that there may be an opportunity to explore the feasibility of extending the existing sidewalk from the Village to this intersection to improve pedestrian safety and to improve sight distance. Chief English noted that a previous action to extend the reduced speed limit to this area has reduced the accident experience in this area.

G. Issue C2: It was identified that the narrative of this pedestrian/bicycle safety issue in the Town of Kirkland and the description of the preferred alternative in TM3 actually pertains to a similar issue in the Town of New Hartford (Issue E2). The preferred alternative for issue C2 should be: develop an approved sidewalk policy and provide pedestrian/bicycle safety material for education programs.

H. Issue C3: A new issue was raised related to this intersection: there is a public transit stop (CENTRO- Oneida) on Route 12B at this intersection. The sight distance for traffic approaching (overtaking) a stopped bus is reported to be limited. This issue was not identified from previous SAC meetings or from the crash analysis/field studies, and consequently has not been evaluated for this study. However, a cursory review of the alignment of Route 12B shows that the roadway is relatively straight and level in this area.

I. Issue C4: The SAC continued to express strong support for a long-term safety widening (i.e. left-turn lane) at this intersection.

J. Issue C5: The Town of Marshall Supervisor raised a new issue related to this area of the corridor, requesting that NYSDOT eliminate the passing zone within the Deansboro Hamlet limits (specifically between Route 315 and Bogusville Hill Road). This issue was supported by Chief English of the Kirkland Police Department.

(note: *this is not shown to be a safety issue based on the CHA team's review of accident history*)

K. Issue C7: NYSDOT noted that the process for initiating a lighting study has to start with a resolution of the Town, and while the State could include the capital cost of installing lighting (subject to the availability of funding), the Town must assume the ongoing maintenance and power costs. Mechanisms that the Town could consider for their financing include the Town's General Budget (i.e., town wide participation of funding) or forming a municipal lighting district. Text describing these issues will be included in the Final TM3.

L. Issue C8: While the SAC indicated unanimous support for enhancing the sidewalk facilities between the Hannaford Plaza and the Village of Clinton, there was some discussion about the process of determining where the sidewalk should be located and the location/treatment for a crossing. It was noted by CHA and NYSDOT that these specific details would be resolved at such time as an opportunity is identified to advance this as a project for design.

M. Issue D1: It was noted that the difference between "trail blazing" and "truck routes" needs to be described at the public meeting, as well as the issue that legal trucks cannot be prohibited through the Village.

N. Issue D2: The SAC expressed strong support for the recommended sidewalk removal from the Village Green to Route 12B at Fountain/Kellogg and also for creating a mid-block crossing from the Village Green to the Kirkland Art Center. These improvements also have NYSDOT support. NYSDOT noted that they could permit the Village to install ADA ramps and crosswalks with the in-road pedestrian crossing sign if the Village wanted to use local funds to expedite the project.

O. Issue D4: Local members of the SAC do not support actions (signs, sharrows) that would encourage bicycle use of Route 12B through the downtown section from Route 412 to West Park Row. It was agreed that this recommendation should only be implemented by NYSDOT if initiated by a request of the Village Board.

P. Issue D6: Edit text to indicate that the proper street name is Chenango Avenue not Street. This change also needs to be made in the introductory paragraph to Section III.D.

Q. Issue D6: CHA noted that the Technical Memorandum's (TM) contain suggested signs and pavement marking to address concerns and issues raised by the project team that if installed, would be in accordance with the Federal MUTCD and NYS Supplement. CHA noted that subsequent to the Draft TM documents, the NYSDOT disapproved the use of the R4-11, "Bicycles May Use Full Lane" sign. Since the Bicycle May Use Full Lane Sign (R4-11) will no longer be permitted in NYS, it will be removed from the Final TM2 and Final TM3 documents and the W16-1P Share the Road sign will be added in its place for both documents.

R. Issue E3: NYSDOT noted that there is an agreement with the owners of Preswick Glen for future safety widening at this location as part of a Phased Mitigation Plan for the project. This agreement requires periodic monitoring by the developer at each phase of development to establish if the thresholds for improvement are reached. The most recent monitoring data shows that the warranting criteria are not close to being met.

S. Issue E5: NYSDOT noted that they are currently evaluating the posted speed limits in this area and are working in conjunction with the State Police to consider creating a more uniform/consistent speed limit.

T. Issue E6: The discussion of this issue is essentially the same as for the Town of Kirkland (see Issue C7).

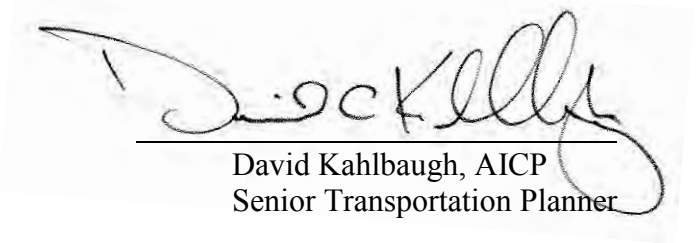
7. CHA discussed the remaining schedule for this project:
   - CHA will prepare Draft Report and provide a copy to DOT and the SAC for their review
   - CHA will hold a public informational meeting which is anticipated to occur at the end of March/ beginning of April.
   - CHA will prepare the Final Report and provide a copy to DOT and the SAC.

8. The format and content of the Final Report was discussed. In particular, the SAC does not want the public comments to be „buried' in an appendix. CHA and NYSDOT will evaluate the comments when they are received and determine an appropriate location and treatment of these comments in the final document.

9. For the public informational meeting, it was suggested that the presentation should report to the public on what actions are in process by NYSDOT and any known timelines for action/implementation. Specifically regarding DOT's efforts for speed zone changes and/or signing/pavement marking improvements.

10. The study results will be presented at the HOCTS GP&L meeting on March 3. This will be a preview of the full presentation at the public informational meeting, which is anticipated to occur at the end of March or beginning of April. A specific date and location will be established in coordination with NYSDOT.

The meeting ended at 11:30 am. Please report any additions or corrections in writing within ten calendar days to the undersigned at CHA, Inc.



David Kahlbaugh, AICP
Senior Transportation Planner

DCK/
c: Attendees

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SUMMARY OF MEETING

PIN 2065.35
Route 12B Corridor Study
Oneida and Madison Counties, NY
Study Advisory Group (SAC) Meeting No. 3

DATE: Tuesday, December 14, 2010 **CHA FILE:** 20356

PLACE: Town of Kirkland Town Hall
3699 Route 12B, Clinton, NY **TIME:** 9:30 AM

ATTENDEES:

Jim Papaleo	NYSDOT	315-793-2462
Maureen Riano	NYSDOT	315-793-2429
Mark DeRocco	NYSDOT	315-793-5363
Dave Kahlbaugh	CHA	518-453-3983
Chris Lilholt	CHA	518-453-8773
Robert Goering	Village of Clinton- Former Mayor	315-853-4348
Dale Jewell	Village of Clinton- DPW	315-853-2240
John Crossley	Village of Clinton- DPW	315-853-2240
Harry Miller	HOCTS/Oneida Co.	315-798-5710
Chad Davis	Oneida County - Legislator	315-853-4037
Nelson Blau	Town of Marshall – Supervisor	315-841-4473
Richard Antanavige	Oneida County – Sheriff	315-765-2213

PURPOSE OF MEETING:

A meeting was held to develop consensus on the alternatives for the issues shown in Draft Technical Memo No. 2 (Draft TM2) and discuss the next steps.

Chief English was unable to attend the meeting but did stop in prior to the meeting to provide his comments to Mr. Jewell for discussion during the meeting.

MINUTES:
The following items were discussed during the meeting:

1. CHA provided an update on the comments received by the SAC on the Draft TM2 and noted they would be incorporated into an Appendix of the Draft TM3.

2. CHA re-stated the goal of the project and the purpose of the December 14th meeting; which was to build consensus on the preferred alternative for each of the safety issues.

3. CHA noted that the alternatives developed for each of the issues included in the Draft TM2 were based upon a culmination of data that was collected for this project including the traffic volumes, accident data, speed studies, travel time and delay study, a review of the land use and zoning, which is included in Draft TM1, and the additional traffic volume and pedestrian data that is included in Draft TM2.

4. CHA also noted that the alternatives are based on an assessment of what the 2020 (ETC+10) traffic volume conditions could be based upon a background growth rate used to account for development that might occur in the area.

5. CHA reviewed each of the issues in the Draft TM2 and the SAC members voted on their preferred alternative for each issue using an electronic polling technology. CHA noted that the preferred alternative would be discussed and the results of the voting would be included in Draft TM3.

6. Several of the issues and considerations of alternatives generated discussion by the SAC, which are highlighted as follows:

   A. The alternatives to address corridor-level safety issues related to Land Use and Access Management generated considerable discussion among the SAC members. Their primary concerns related to concern of the impact of an Access Management Plan on businesses and economic development. There was also concern expressed about the ability for the various communities in the corridor to act together in implementing such a Plan.

   B. The corridor-level safety issues related to speed also generated some discussion. It was noted by CHA and DOT that the identified alternatives are intended to address the broader issue of speed in the corridor and for strategies to harmonize speed with the context of the surrounding area. Specific recommendations for localized changes to existing speed zones is being evaluated separately by NYSDOT.

   C. Issue B4: SAC member commented on a fatality that occurred at this location. CHA noted that the study is based on crash history data from September 2005 through August 2008, and the alternatives developed for this issue reflect the engineering evaluation and assessment of this crash history. It was noted that

fatalities are always a tragic event and are given priority consideration and review by NYSDOT. However, at this location, there is no evidence that this fatal incident resulted from correctable physical or traffic control conditions.

D. Issue B6: While the SAC indicated unanimous support for enhancing the sidewalk facilities between the Hannaford Plaza and the Village of Clinton, there was some discussion about the process of determining where the sidewalk should be located and the location/treatment for a crossing. It was noted by CHA and NYSDOT that these specific details would be resolved at such time as an opportunity is identified to advance this as a project for design.

E. Issue C1: SAC members indicated support for physical improvements to provide full-depth shoulder reconstruction for the southbound direction. Some members also advocated for modification of the pavement markings to shift the centerline stripe to provide a wider southbound lane (to enable through traffic to pass around someone who is slowed/stopped to make a left-turn). The safety of vehicles making this maneuver and interacting with pedestrian/bicyclists on the shoulder was also discussed.

F. Issue C2: SAC members recommended that Alternative C should also promote education to bicyclists to ride on shoulder in the direction of traffic, per NYS Vehicle & Traffic Law.

G. Issue C3: SAC members noted that the primary concern at this intersection is congestion related to the access layout to the Dunkin Donuts and Nice 'N Easy stores. CHA and NYSDOT noted the relationship of this issue to the broader corridor issue of having appropriate access management standards and policies in place to guide site plan reviews. SAC members acknowledged that little can be done to correct this condition without significant changes to these commercial sites which are not likely to be viable in their current use. However there was general support expressed to look into closing one of the Nice 'N Easy driveways onto Route 12B.

H. Issue C4: SAC members noted that Robinson Road is a prime location for future commercial development envisioned to occur over the next 10-15 years. Some members indicated a preference to relocate the existing guiderail to enable northbound through traffic to by-pass traffic slowed/stopped for a left-turn. NYSDOT described the engineering design principles related to the design and installation of the guiderail, and factors that establish where the guiderail is located laterally with respect to the edge of the travel lane. One member of the SAC advocated a preference to have the guiderail relocated, another advocated that conditions continue to be monitored for future construction of a left-turn lane.

I. Issue C7: NYSDOT noted a current trend of requests from National Grid to have DOT determine the possibility to remove street lighting because of financial burdens on local municipalities to fund the energy/maintenance costs. NYSDOT advised that the SAC consider this financial issue as part of any initiative to expand current lighting levels.

J. Issue D2: SAC members offered a recommendation to change the 'Yield sign on Fountain Street at Route 12B to a 'Stop' sign and to add a stop line, as part of the preferred alternative to enhance pavement markings. The SAC also expressed support to consider establishing a mid-block pedestrian crossing between the Village Green and the Arts Center.

K. Issue D3: SAC members noted that greater public education and enforcement of pedestrian crossings would be a positive enhancement of the preferred alternative to achieve greater compliance of pedestrians to designated crossing locations.

L. Issue E2: Harry Miller noted that New Hartford currently has an approved sidewalk policy, so this does not need to be advanced as an alternative for this project.

M. Issue E4: It was noted that a 'Stop' sign already exists at this location.

N. Issue E5: NYSDOT noted that NYSDOT is currently evaluating the posted speed limits in this area and are considering creating a more uniform/consistent speed limit. Captain Antanavige stated his opinion that the posted speed should not be lower than 45 mph.

7. CHA discussed the remaining schedule for this project:
   - CHA will prepare Draft TM3 and provide a copy to DOT and the SAC at the beginning of January.
   - An SAC meeting #4 will be held the first week of February to review Draft TM3.
   - CHA will prepare a Draft Report.
   - CHA will hold a public informational meeting and will then finalize the report.

8. The committee suggested the public informational meeting be held at different times in different locations. Suggested locations included the Clinton High School or even at the Town of Kirkland Town Hall. The NYSDOT noted that there is a contractual agreement between NYSDOT and CHA so holding the meeting more than once may not be possible.

9. The location for the public informational meeting will be handled by CHA in coordination with NYSDOT. The publicity announcing the meeting will be handled by NYSDOT staff. The SAC members were encouraged to share the information from TM2 and the upcoming TM3 with their local constituencies.

10. Subsequent to the meeting, CHA provided the DOT with a copy of the results of the voting.

The meeting ended by 1:45 pm. Please report any additions or corrections in writing within ten calendar days to the undersigned at CHA, Inc.

Christine Lilholt, PE., PTOE
Senior Traffic Engineer

CJL/
c: Attendees

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SUMMARY OF MEETING

PIN 2065.35
Route 12B Corridor Study
Oneida and Madison Counties, NY
Study Advisory Group (SAC) Meeting No. 2

DATE: Tuesday, October 5, 2010 **CHA FILE:** 20356

PLACE: Town of Kirkland Town Hall
3699 Route 12B, Clinton, NY **TIME:** 9:30 AM

ATTENDEES:

Jim Papaleo	NYSDOT	315-793-2462
Mary Burgoon	CHA	315-471-3920
Chris Lilholt	CHA	518-453-8773
Dan English	Town of Kirkland - Chief of Police	315-853-2924
Robert Goering	Village of Clinton- Mayor	315-853-5231
Timothy O'Neill	Town of New Hartford Police	315-724-7111
Dale Jewell	Village of Clinton- DPW	315-853-5231
Harry Miller	HOCTS/Oneida Co.	315-798-5710
Chad Davis	Oneida County - Legislator	315-732-0324
Patrick Brennan	Oneida County – Legislator	315-292-4689
Nelson Blau	Town of Marshall – Supervisor	315-841-4473
David Townsend	NYS Assembly	315-762-4383
Claudia Tenney	NYS Assembly	315-853-3023

PURPOSE OF MEETING:

A meeting was held to review and discuss the Route 12B Corridor Study; the progress to date, the committee's roles, goals and objectives, the purpose of the Draft Technical Memo No. 2 (Draft TM2), the layout of the report, and the next steps.

The Draft TM2 was provided to the SAC members. Chief English received an additional report to provide to Captain Antanavige at his requested.

MINUTES:
The following items were discussed during the meeting:

1. CHA stated that the goal of the project is to provide a comprehensive evaluation of the land use and transportation characteristics of the Route 12B corridor culminating with a set of recommendations, procedures and ideas at a conceptual level to address vehicular, pedestrian, and bicycle safety issues and concerns.

2. CHA discussed the committee's roles and responsibilities which include guiding the project, reviewing project materials, and serving as a conduit for information between the project team, municipalities, and public.

3. CHA reminded the members of the January 26, 2010 meeting, the studies that were performed for this project and documented in Draft TM1, and the discussion that led to the list of safety concerns that are addressed in Draft TM2.

4. CHA noted that subsequent to that January 2010 SAC meeting, we performed additional field studies and conducted additional turning movement and pedestrian counts to address the safety concerns raised. We then prepared Draft TM2 which provides alternatives to address each safety concerns. Alternatives include widening, modifications to traffic control, signing, pedestrian/bike accommodations, public awareness, enforcement, and local land use ordinances.

5. CHA provided to the SAC, a copy of the list of the safety concerns that is included in the Draft TM2. The members noted that issues B.6 and B.7 should be listed under the Town of Kirkland, and issue E.6 should be listed under the Town of Kirkland. *[Subsequent to the meeting, Mayor Goering noted that issue C.3 should be listed under the Village of Clinton.]* It was agreed that CHA would provide an updated list to the SAC. *[Subsequent to the meeting, CHA provided the SAC members with the updated list on October 7, 2010.]*

6. Mayor Goering requested electronic copies of the report to post on-line and recommended using newspapers and websites to publicize the project. NYSDOT agreed that electronic copies could be made available with CHA providing the link or the pdf file to the SAC members. *[Subsequent to the meeting, CHA provided the electronic copy of the Draft TM2 on October 7, 2010.]*

7. Mayor Goering requested two additional hard copies of Draft TM2 which CHA will provide to him. [*Subsequent to the meeting, CHA sent Mayor Goering two additional hard copies of the Draft TM2 on October 6, 2010.]*

8. Mayor Goering asked if the study had considered alternative routing. CHA noted that alternative routing was discussed in the report.

9. The SAC questioned the use of accident rates and how they were calculated and compared to other roadways and what that meant in terms of comparable populations,

densities, uses, etc. CHA noted that the accident rates were developed based upon the classification of the roadway in the corridor and noted that there are 3 separate classifications. CHA noted that in addition to the 3 classifications, they also calculated the rate for the Village of Clinton. The SAC expressed concern about comparing the rates with other similar facilities and noted that the rates don't provide an accurate picture of the issue. CHA noted that calculating the accident rate is the first step in the analysis and that further detailed review of the accidents was made to determine if/what safety issue exists.

10. Mayor Goering expressed concern about the Kellogg and Fountain Street intersections, noting that locals know how to drive through the area because they are familiar with it but what about commuters who are unfamiliar with the area. CHA noted that this was a consideration when developing the alternatives to the concerns. CHA noted that some concerns have more alternatives, such as the Kellogg and Fountain Street area then others.

11. Chief English commented that he feels recommendations for cautionary signage are not effective because people may be desensitized to signs. CHA responded that the report offers alternatives to signage, and public education and enforcement can also play important roles.

12. Members of the SAC questioned the speeds along Route 12B and reiterated concern over the inconsistent speeds in the corridor and asked how these were addressed. CHA also noted that a figure was included in Draft TM1 that shows the speeds along Route 12B. CHA noted that speeds are discussed in Sections VI and VII of the document. In addition, it was noted that a speed study is currently being conducted in the corridor and the results of that study will be included in the Draft TM3.

13. Chief English restated his feeling that speed enforcement would be easier if the speed limit were uniform. However, it was also noted by the SAC that a uniform speed would not be appropriate because the Villages have their own speed limit.

14. NYSDOT commented that the steering committee provides direction for the report, and recommended that members should prioritize alternative solutions and identify those that are most effective and feasible.

15. The comment review period was discussed with comments initially due by October 26, 2010. The SAC requested additional time for review. The SAC, DOT and CHA agreed that the comment period would be extended until November 16, 2010.

16. To accommodate the extended comment period, SAC meeting #3 will not be held on November 16, 2010 as initially planned. The SAC, NYSDOT and CHA agreed that a meeting the first or second week of December was more appropriate. *[Subsequent to the meeting, CHA notified the SAC on October 14, 2010 that SAC meeting #3 would be held on December 14, 2010 at the Town of Kirkland Town Hall at 9:30 am.]*

17. The committee questioned the schedule and asked if there was a contractual agreement requiring that this project be completed by a certain date. CHA noted that the primary reason for the schedule as initially developed was so that the project did not lose momentum and so that a final document could be developed so that the such that the recommended alternatives could be documented and moved forward for implementation. The NYSDOT noted that there is a contractual agreement between NYSDOT and CHA but the schedule for that agreement is not a concern with this project at this time.

18. Committee members asked about a potential timeframe for the public hearing to be held. CHA noted that due to the revision in the schedule to accommodate the extended review period, the schedule would have to be modified but it is likely to occur in early spring.

19. CHA noted that SAC Meeting #3 will be used to discuss issues and comments on the Draft TM2 and come to consensus with regard to the recommendations that will be included in Draft TM3.

20. CHA noted that it is imperative that all of the members of the SAC attend the meeting. It was also noted that if an SAC member is unable to attend the next meeting, they should make accommodations to have someone attend in their place.

21. CHA discussed the remaining schedule for this project:
    - An SAC meeting #3 will be held in December.
    - CHA will prepare Draft TM3 after the December SAC meeting #3.
    - An SAC meeting #4 will then be held to review the Draft TM3.
    - CHA will hold a public informational meeting after SAC meeting #4.

The meeting ended by 11:30 am. Please report any additions or corrections in writing within ten calendar days to the undersigned at CHA, Inc.

Christine Lilholt, PE, PTOE
Senior Traffic Engineer

CJL/
c: Attendees

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SUMMARY OF MEETING

PIN 2065.35
Route 12B Corridor Study
Oneida and Madison Counties, NY
Study Advisory Group (SAC) Meeting No. 1

DATE: Tuesday, January 26, 2010 **CHA FILE:** 20356

PLACE: Town of Kirkland Town Hall
3699 Route 12B, Clinton, NY
TIME: 9:30 AM

ATTENDEES:

Jim Papaleo	NYSDOT	315-793-2462
Mark DeRocco	NYSDOT	315-793-5363
Mary Burgoon	CHA	315-475-3920
Chris Lilholt	CHA	518-453-8773
Dan English	Town of Kirkland - Chief of Police	315-853-2924
Robert Goering	Village of Clinton- Mayor	315-853-5231
Harry Miller	HOCTS/Oneida Co.	315-798-5710
Chad Davis	Oneida County - Legislator	315-732-0324
Patrick Brennan	Oneida County – Legislator	315-292-4689
John Misiaszek	Village of Oriskany Falls – Mayor	315-527-3606
Nelson Blau	Town of Marshall – Supervisor	315-841-4473
Richard Antanavige	Oneida County Sheriff – Captain	315-765-2213

PURPOSE OF MEETING:

A meeting was held to review the committee's roles, goals and objectives of the Route 12B Corridor study, present the preliminary findings of the existing conditions, and discuss specific area/safety concerns. The meeting began with an overview of the history of the Route 12B corridor project and a presentation by CHA on the findings of the existing traffic and land use and zoning conditions. After the presentation the committee was asked for their safety issues and concerns of the corridor and possible solutions.

The following items were provided to the SAC:

- Handout of the power point presentation;
- Revised Summary of Meeting Minutes of the October 30, 2009 Stakeholder meeting with supplemental comments;
- Draft Technical Memorandum #1
- Comment form for attendees to write the location and safety related issue they would like considered by this project.

MINUTES:
The following items were discussed during the meeting:

1. CHA stated that the goal of the project is to provide a comprehensive evaluation of the land use and transportation characteristics of the Rte 12B corridor culminating with a set of recommendations, procedures and ideas at a conceptual level to address vehicular, pedestrian, and bicycle safety issues and concerns.

2. CHA discussed the committee's roles and responsibilities which include guiding the project, reviewing project materials, and serving as a conduit for information between the project team, municipalities, and public.

3. CHA noted in their presentation that the Town of Marshall did not have any zoning. *[A correction to the presentation is that the Town of Marshall does have zoning but that the Town of Madison does not have any zoning ordinance. This is correctly reflected in the draft Technical Memorandum No. 1].*

4. An attendee noted that calculating the accident rates over an entire segment does not accurately depict the various conditions that occur within each segment. It was noted that the Village of Clinton is very different than the rest of the segment. CHA indicated that the 16-mile corridor was broken down into 3 segments with segment representing similar roadway characteristics, features and function. CHA noted that a separate accident rate was calculated for the Village of Clinton.

5. CHA requested that the SAC provide their availability to attend an anticipated second advisory committee meeting to be held during one of the last two weeks of March.

Issues raised during open discussion

Village of Clinton

6. Truck traffic is an issue through the Village of Clinton due to its narrow lanes, parking on both sides of the road, congestion and pedestrian movements. The potential for limiting parking to only one side of the roadway was discussed. It was noted that within the Village, there isn't enough parking now so removing parking on one side would not be a feasible option for the Village.

7. Another suggestion to reduce truck traffic through the corridor would be to provide signage suggesting alternative routes such as using Route 233.

8. Traveling through the Fountain Street/Kellogg Street intersection is a concern given the number of movements, congestion, narrow lanes, speeds, and pedestrian crossings.

9. It was noted that between 10:30 am and 11:30 am, students from the high school cross Route 12B near the intersection of Chenango Avenue & Franklin Street without using the crosswalk and without regard to the traffic.

10. Route 12B between the two signalized intersections of Williams Street/County Route 32 and Franklin Avenue/College Street, is congested between 3 pm and 6 pm with traffic at a standstill. It was noted that DOT does a good job keeping these signals coordinated but sometimes these signals get out of coordination, resulting in queuing and delay.

11. It was noted that due to roadway congestion in the Village, bicyclists use the sidewalks instead of the roadway. It was noted that although there may not be many bicyclist, this is a violation of the Village ordinance which requires bicyclists to use the roadway.

Village of Clinton/ Town of Kirkland

12. On Route 412, headed to Hamilton, there are a number of crosswalks but they are not signed.

13. The limited sight distance in the vicinity of Route 12B, Franklin Street and Route 412, and the lack of lighting in the area is a safety concern for pedestrians crossing Route 12B to get to the existing Subway shop.

Village of Oriskany Falls

14. Main Street and South Main Street are one-way roadways but they are designated the wrong way to accommodate the handicap. They currently are getting out of their cars into the street instead of the sidewalk.

15. It was noted that in the vicinity of Cottage Street, there are no pedestrian crossings which is a concern given the limited sight distance due to the curve in the roadway and the developments in the area that many pedestrians walk to.

Town of Marshall

16. From Grant Road north, there are several developments, such as the Dunkin Donuts, the Nice-n-Easy, Hannaford and CVS shopping center, etc. that are pedestrian generators but there are no sidewalks and there are only two crosswalks which is a safety issue for pedestrians.

17. The Route 315 intersection with Route 12B has limited sight distance. There may be no pavement markings on Route 315 to show where vehicles are to stop waiting to cross into the Route 12B traffic.

18. The Route 315 intersection needs a southbound left turn lane. Currently motorists are traveling around the stopped vehicle which is affecting the condition of the shoulder.

19. The Town of Marshall is working on a study with the DOT to improve sidewalks in the Town.

20. The Committee noted that crosswalks are needed near the location of Mario's, the Doctors office, Grocery store and library to enhance pedestrian safety. This is an area of concern given the heavy truck traffic, limited sight distance and lack of lighting.

Town of Kirkland

21. Bogusville Hill Road – the speed limit on Route 12B is 55 mph in the vicinity of this intersection. There is farm activity and a rise in the roadway which affects sight distance. It was suggested that the speed limits be changed to be more consistent from the farm to the Village.

22. It was commented that near the intersection of Brimfield Street, there is a curve which limits sight distance and results in a number of rear-end accidents. A potential improvement noted by the Committee was to construct a southbound left turn lane to remove turning traffic from the through flow of traffic.

23. It was also noted that Brimfield Street is a cut through route between Route 12B and New Hartford and as development increases, this street may become a more heavily used cut-through route.

24. The volumes on Route 12B and the lack of signal control results in congestion on Taylor Avenue.

25. A potential improvement noted at Robinson Road is to relocate the guide rail further from the roadway and provide additional pavement on Route 12B to permit vehicles to get around a stopped vehicle.

Town of New Hartford

26. The intersection of Preswick Glen and Route 12B was an area also identified as being in need of a turn lane. It was noted that currently the facility is only 15% occupied. The concern noted was that as the facility grows to full build-out turning movements will impede the through flow of traffic.

27. The DOT noted that as a condition of approval, the owner/developer is responsible for performing a study to assess the traffic conditions at this location and if a bypass lane is warranted due to the traffic generated by the facility, the owner/developer would be responsible for this improvement. The DOT noted that a study was recently conducted by a consultant and the results of the study indicted that given the type of housing facility, the development does not generate a lot of traffic.

28. The SAC noted that near Fawncrest Boulevard, the speed limit is 30 mph and that in the Town of Kirkland, the speed limit is 55 mph. It was suggested that a uniform speed of 40 to 45 mph be instituted for the entire Route 12B corridor.

Town of New Hartford and Village of Clinton

29. Another concern was the lack of lighting in New Hartford and Clinton.

30. The NYSDOT provided the Town of Kirkland with a copy of the Departments' PSA program about the use of crosswalks.

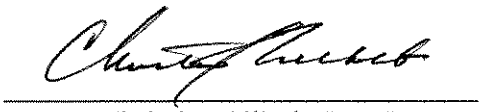
31. CHA noted that the potential improvements within the corridor will need to consider both the benefits and consequences of such recommendations. An example provided was that while a traffic signal helps how well an intersection operation, it also has the potential to increase the number of rear-end accidents.

32. CHA noted that the alternatives and recommendations will consider engineering, education and enforcement strategies and/or Public Education.

33. CHA noted that the SAC's role of serving as a conduit for information between the project team, municipalities, and public is valuable for the success of this project. We requested that information from the community and municipalities be provided to the SAC member who would in turn forward the information to CHA. It was noted that emailing to Chris Lilholt of CHA with a cc: to Maureen Riano was the preferred method of correspondence but that mail, fax and phone were acceptable methods as well. It was also discussed that the SAC members could get this information out via their website. *[At the end of these meeting minutes is some information that the members could use for their municipal website].*

34. CHA requested that the SAC provide their comments and any additional feedback on the issues and concerns of the corridor to CHA by February 17, 2010.

The meeting ended by 11:30 am. Please report any additions or corrections in writing within ten calendar days to the undersigned at CHA, Inc.



Christine Lilholt, PE., PTOE
Senior Traffic Engineer

CJL/
c: Attendees

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Information about the Route 12B Safety Improvement Study to put on your municipal website

NEWS

NYS Route 12B Corridor Study

The New York State Department of Transportation designated CHA Inc to perform a comprehensive study of the NYS Route 12B Corridor, between Route 20 in the Town of Madison, Madison County, and the junction of Route 5, 12 and 12B in the Town of New Hartford, Oneida County for various traffic and safety related issues. The goal of this Route 12B Corridor study is to provide a comprehensive report that would outline recommendations, procedures, and ideas that would address the needs within the Route 12B study limits.

The *name of the municipality* encourages those who have concerns about traffic and the safety of traveling along Route 12B to contact (*name of the SAC person to be contacted)* through email, fax, mail or telephone. The contact information is provided below. *Name of contact* is a member of the Study Advisory Committee that is overseeing the preparation of this important study. He will be sure to bring your comments back to the Committee and CHA Inc. consultants preparing the study for consideration into the study and final recommendations. Please submit your comments on or before *date to:*

Contact Name:
Address:
Phone Number:
Email address
Fax

REVISED SUMMARY OF MEETING

PIN 2065.35
Route 12B Corridor Study
Oneida and Madison Counties, NY
Stakeholder Group Meeting No. 1

DATE: Friday, October 30, 2009 **CHA FILE:** 20356

PLACE: NYSDOT Region 2, Conference Room **TIME:** 9:30 AM

ATTENDEES:

Michael A. Shamma	NYSDOT- Regional Director	315-793-2447
Jim Papaleo	NYSDOT	315-793-2462
Maureen Riano	NYSDOT	315-793-2770
James Decker	NYSDOT	315-793-2434
Dave Kahlbaugh	CHA	518-453-3983
Chris Lilholt	CHA	518-453-8773
Ed Stephenson	Oneida County - Legislator	315-841-8691
Troy Waffner	Senator Valesky's Office	315-478-8745
Harry Miller	HOCTS/Oneida Co.	315-798-5710
Thomas Hubal	Assemblyman Townsend's Office	315-796-8750
Ron Bono	Town of Madison - Supervisor	315-893-7896
Dale Jewell	Village of Clinton- Superintendent of DPW	315-853-2240
Robert Goering	Village of Clinton- Mayor	315-853-5231
Ray Philo	Town of New Hartford – Chief of Police	315-724-7111
Dan English	Town of Kirkland - Chief of Police	315-853-2924
Brian Adey	Senator Griffo's Office	315-793-9072
Joe Griffo	Senator	315-793-9072
Chad Davis	Oneida County - Legislator	315-853-4037
Nicolas Choubah	NYSDOT - Regional T&S Engineer	315-793-2459
Alice Romanych	NYSDOT	315-793-2447
Mark DeRocco	NYSDOT	315-793-5363
Linda Lubey	NYSDOT	315-793-2607
Steve Zywiak	NYSDOT Regional Design Engineer	315-793-2429

PURPOSE OF MEETING:

A meeting was held to provide an overview of the Route 12B corridor project which included an update on the progress made since the July 2008 meeting, a review of the study's goal and identification of the project team. CHA presented the study approach, the project deliverables and the next steps for the project. The meeting was then opened for discussion.

MINUTES:

1. NYSDOT summarized the progress made since the July 2008 meeting:
   - The Department obtained funding for the study;
   - Designated Clough Harbour & Associates (consultant) to perform the corridor study and report;
   - The Department/Consultant negotiated the contract, and
   - CHA began collecting field data for the study.

2. NYSDOT stated that the goal of the project is to provide a comprehensive report to include the evaluation of land use and transportation characteristics of the Rte 12B corridor with a set of recommendations, procedures and ideas at a conceptual level to address corridor stakeholder issues and concerns.

3. CHA noted that the next steps in this process were to form the advisory committee and complete the documentation of the existing conditions. It is anticipated that the advisory committee will consist of approximately 10 to 15 members with representation from each of the Towns, Villages and/or County. To provide representation from each municipality yet keep the size of the committee manageable, it will be the responsibility of each representative to communicate the status and elements of the project to their municipality and constituents as well as with their titled counterparts within the corridor.

4. CHA and NYSDOT noted that the project has an anticipated completion of 6 months from the first meeting with the advisory committee. While this is the goal of the project, the schedule will also be driven by the advisory committee's input and availability. It is anticipated that there will be four Study Advisory Committee Meetings.

5. CHA noted they would like to have a meeting with the advisory committee as soon as possible, and preferably before Thanksgiving. However, there are logistics that need to be considered in scheduling this meeting including who the representatives will be and their availability to meet within this timeframe, especially given the upcoming holiday season. CHA will be coordinating with NYSDOT and the municipalities within the corridor to establish the Advisory Committee members and to set up the meeting.

6. An attendee asked that the study limits be extended to incorporate the area of Route 20 near the strip mall which had a recent fatality. The NYSDOT stated that the limits for this Route 12B corridor would not be extended but that they will review the conditions at the strip mall separately.

7. An attendee questioned whether a bypass would be considered or if the road will remain in its current location. The NYSDOT responded that all alternatives would be considered at this time. However, short and long term recommendations may need to be refined such that one alternative does not preclude other potential alternatives.

8. It was noted that NYSDOT recently completed a paving overlay project that extended from Route 233, south to Route 20 but did not incorporate the Village of Oriskany Falls. At this time there are no construction funds set aside for this Route 12B project, however, this could change pending study results.

9. An attendee noted that left turn lanes may be necessary to accommodate the flow of traffic along the Route 12B corridor. The team noted they would assess the need for turn lanes as part of the study.

10. An attendee noted that a potential improvement would be to provide additional pavement on Route 12B at Robinson Road by relocating the guide rail further to the east and west to permit vehicles to get around a stopped vehicle. The team noted they would consider this suggestion.

11. An attendee noted that Deansboro has many issues that this project needs to consider including the need for a turn lane onto Route 315, roadway widening, enforcing the speed limit, and sidewalks.

12. The Village of Clinton was identified as an area that has existing sidewalks but needs more public education on using these sidewalks with regard to pedestrian crossings; perhaps through the PSA. The NYSDOT noted they would follow up on the PSA program.

13. An attendee noted the speed limits in Kirkland were previously decreased from 55 mph to 50 mph and this has helped with speeds and crossings and could help near the Villages.

14. An attendee noted that in the Village of Clinton, there are too many crosswalks and none of them are signed. In addition, it was noted that there are some other Towns where there are crosswalk signs in the middle of every crosswalk and a discussion was held with regard to its feasibility in the Route 12B corridor. The NYSDOT noted that it is the municipality that pays for these signs but that there is additional maintenance since these signs are required to be moved every night and during the winter months to accommodate snow removal.

15. CHA and the NYSDOT noted that the potential improvements within the corridor will need to consider both the benefits and consequences of such recommendations. An example provided was that while adding a turn lane accommodates traffic, it increases the roadway width that a pedestrian has to cross.

16. CHA and NYSDOT noted that the recommendations that will be considered for the corridor will encompass a range of potential solutions. These include traffic control devices, changes in local land use policy/regulation, enforcement strategies and/or Public Education in addition to physical improvements.

The meeting ended by 10:45 am. Please report any additions or corrections in writing within ten calendar days to the undersigned at Clough Harbour & Associates LLP.

Christine Lilholt, PE., PTOE
Senior Traffic Engineer

CJL/
c: Attendees

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APPENDIX 2

ADDITIONAL PROJECT TEAM ISSUES AND CONCERNS AND PUBLIC COMMENTS

PIN 2065.35
Route 12B Corridor Study
Oneida and Madison Counties, NY

Additional Project Team Issues and Concerns Raised

The safety concerns solicited from the SAC and the project team during the January 26, 2010 meeting and subsequent comment period serve as the basis for developing the alternatives shown in TM2 and recommendations presented in this Report. Additional issues and concerns identified after this initial comment period, including those that are variations on those issues included in the Report are considered new issues that are not specifically addressed in this report but are summarized in this Appendix.

- Periodic "Sale" events at the bookstore located on Route 12B between Burnham Road and Hughes Road. As described by SAC members, the issue is that these sales events generate a high volume of traffic causing traffic to park along the shoulders (both sides) due to inadequate off-street parking. The basic related safety issues include: clear zone impairment created by the parked vehicles, unexpected parking maneuvers along the highway (vehicle/vehicle conflict), and pedestrian/vehicle conflicts of people crossing the street and/or moving among the parked vehicles.

- Route 12B at Homewood Drive: There is a public transit stop (CENTRO- Oneida) on Route 12B at this intersection. The sight distance for traffic approaching (overtaking) a stopped bus is reported to be limited. This issue was not identified from previous SAC meetings or from the crash analysis/field studies, and consequently has not been evaluated for this study.

- Route 12B between Route 315 and Bogusville Hill Road: The Town of Kirkland Supervisor requested that NYSDOT eliminate the passing zone within the Deansboro Hamlet limits.

- Way finding signs *[in the Town of Marshall on Route 12B near Route 315]* may be useful since Chenango Canal towpath is located in the proximity, off of Route 315 near the intersection of Route 12B.

- Village of Clinton: The Clinton Sidewalk and Trail Committee have been interested in improving school zone areas. Therefore, coordination between school and village is recommended.

- Village of Clinton: Trailhead parking is being proposed for an area on Route 12B adjacent to the intersection of Route 233.

- Future Land Use and Access Management: There are several properties along the Corridor that are in NYS Ag Districts especially in the Town of Kirkland between Champion Road and Marshall town lines in Marshall between Kirkland Town line to Shanley Road. HOCTS staff would like to see Ag properties and land owners impacts addressed as part of the recommendations.

- Roberts Road at State Route 12B was not mentioned and this had roadway dynamic of being located just south of a small hill with limited reaction distance when vehicles are headed southbound on Route 12B and coming over the hill and finding vehicles turning right and other northbound vehicles turning left in front of these vehicles.

- Champion Road at Route 12B is a Seasonal Type roadway that enters and exits at a curve between Roberts Road and Reservoir Road. This area leads itself to moving problems of vehicles turning onto Champion Road presenting extreme problems when turning. Speed through this area is 55 mph and should be reduced at least to 50 mph to allow better reaction time to motorists.

- Reservoir Road and State Route 12B again is a high traveled Town Roadway that enters and egresses onto Route 12B and traffic headed southbound is accelerating to get up to 55 mph or more from the Route 233 intersection. This another area that needs a consistent speed of 50 mph which allows for better reaction time slowing the traffic and allowing for better enforcement by police as violators would then be ticketable at 60 mph or more.

- Furnace Street (at the southern end) is just south of the Dugway Road area and traffic is increasing speed and the end of 40 mph zone this allows traffic speeds to be higher and reaction times to be reduced. The lower consistent speed of 40 mph would be a more uniform speed thru to State Route 233.

- Left hand turn lane should be outlined for the Utica Street & Mulberry Street intersection – the road is wide enough the lines would need to be marked properly.

- The R1-6 pedestrian crossing signs at the north end of village green on Route 12B may be improperly installed on the side of the road.

NEW YORK STATE DEPARTMENT OF TRANSPORTATION
UTICA, N.Y. – REGION 2
PUBLIC COMMENT FORM

P.I.N. 2065.35
NYS Route 12B Traffic and Safety Corridor Study
Route 20, Town of Madison, Madison County to Route 5, 12, and 12B, Town of New Hartford, Oneida County

Name	Mona Perrotti	**Interest (Check One):**
Address	67 Utica St	✓ **Resident** ___ **Business Owner**
City/ZIP	Clinton, NY 13323	___ **Motorist** ___ **Pedestrian**
		___ **Other** _____

COMMENTS (please print):

I appreciate that you took questions and that you will follow-up re: "Do Not Pass on the Right" Signs. I hope that you will also pursue contact with the Village / Town Police re: enforcement. & and others will follow up at a Village meeting

Thank you.

COMMENTS MAY BE GIVEN TO A REPRESENTATIVE AT THIS MEETING OR MAILED TO THE ADDRESS ON THE BACK OF THIS FORM. WE WOULD APPRECIATE IF ALL COMMENTS WERE RECEIVED BY APRIL 20, 2011.

Wed 4/6/2011

To D.O.T.:

As one who has lived and driven on Route 12-B, Clinton, N.Y. for sixty years I feel that major changes are not necessary. My few suggestions are as follows:

1) Put a turn lane at the Clinton driveway of the Lutheran Home. They have more traffic than a stranger driving at the legal speed would expect.

Put a sign on 12B before Tony's Pizza so that the traffic coming from Oriskany Falls will realize that it this is a school area. It ~~should~~ SHOULD have some orange color on it.

Limit the height of the hedge in front of Nice'n Easy so that it won't block the view of traffic leaving their driveway.

Please don't disturb the Village Park except for minimal pedestrian signs.

Thanks for listening!

Ken Crane
3 Franklin Ave
Clinton, N.Y. 13323

*PHONE-315-853-2955

12B FROM DEARBORN

LEFT TURN ON 233

STOP LITE AT

233 + COLLEGE ST

ONLY BAD PART

233 ON RT

NO RT TURN

CLINTON

BERNIE BURNS

21 HAMILTON BLVD

CLINTON

853-2251

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
REGION TWO
207 GENESEE STREET
UTICA, NEW YORK 13501
www.nysdot.gov

MICHAEL A. SHAMMA, P.E.
REGIONAL DIRECTOR

JOAN McDONALD
COMMISSIONER

Design Group: (315) 793-2429

April 7, 2011

SEE ATTACHED ADDRESS LIST

Re: P.I.N. 2065.35
Route 12B Corridor Study
Madison & Oneida Counties

Dear :

I would like to thank you for attending the April 6, 2011 Public Information Meeting at the Clinton Middle School Auditorium for the above referenced project.

We appreciate your interest and acknowledge the comments you submitted. Please be assured your comments will be considered and included in the study document.

Thank you for your interest in our study, and if you have further comments or concerns, please contact my office at (315) 793-2429.

Sincerely,

Maureen S. Riano
Project Team Leader

MSR/mac

bcc: S. Zywiak, Regional Design Engineer
L. Lubey, Regional Traffic & Safety Engineer (via email)
D. Kahlbaugh/C. Lilholt, Clough-Harbour Associates

LETTER SENT TO FOLLOWING PEOPLE

Mr. Bernie Burns
21 Hamilton Place
Clinton, NY 13323

Mr. Ken Crane
3 Franklin Avenue
Clinton, NY 13323

Ms. Mona Perrotti
67 Utica Street
Clinton, NY 13323

NEW YORK STATE DEPARTMENT OF TRANSPORTATION
UTICA, N.Y. – REGION 2
PUBLIC COMMENT FORM

RECEIVED 4/12/11

P.I.N. 2065.35
NYS Route 12B Traffic and Safety Corridor Study
Route 20, Town of Madison, Madison County to Route 5, 12, and 12B, Town of New Hartford, Oneida County

Name	TIM SWEETLAND	**Interest (Check One):**
Address	7 EAST PARK ROW	✓ **Resident** ___ **Business Owner** ___ **Motorist** ___ **Pedestrian**
City/ZIP	CLINTON / 13323	___ **Other** _____

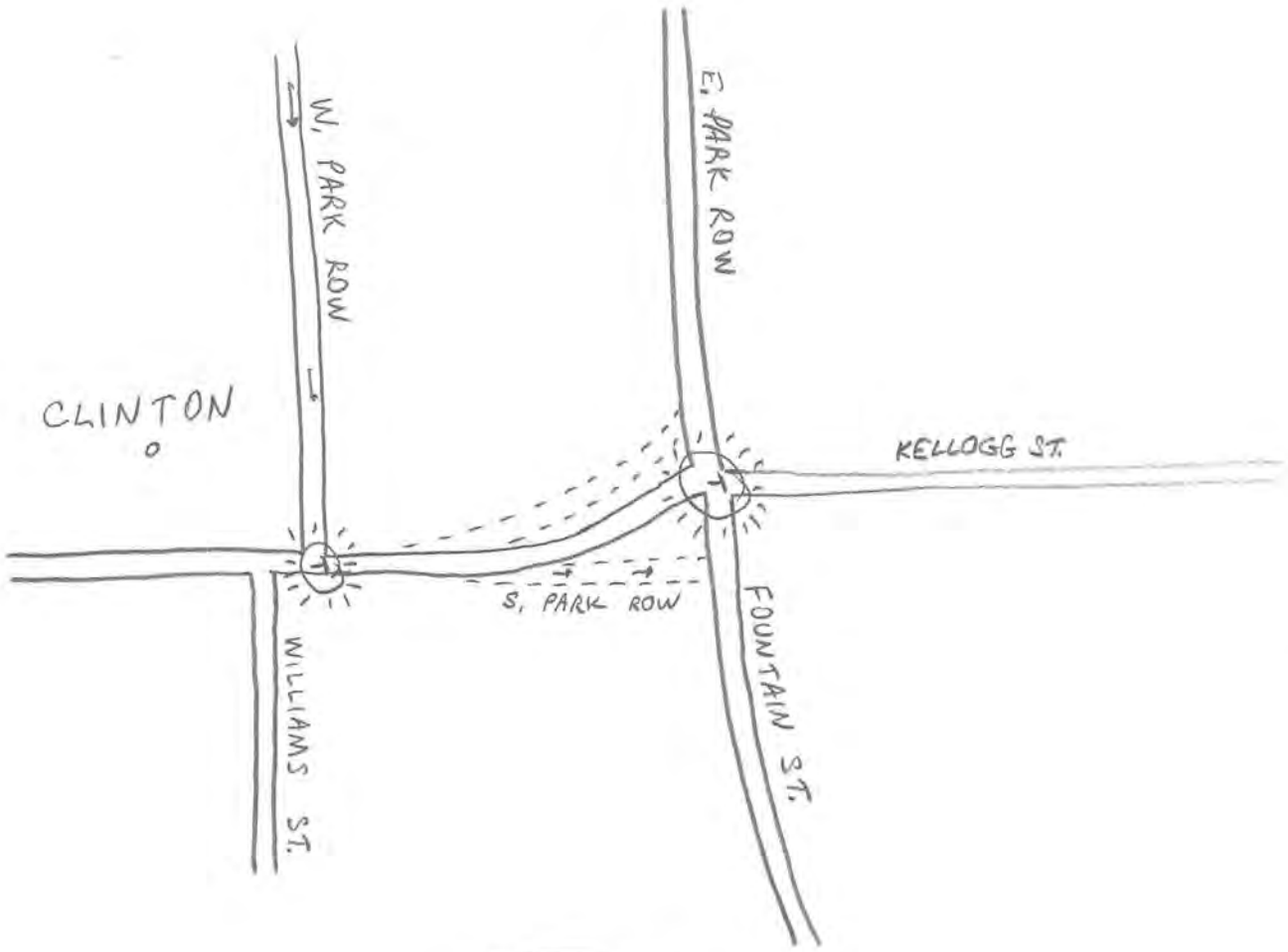
COMMENTS (please print):

AS A CURRENT RESIDENT OF EAST PARK ROW IN CLINTON, N.Y., I PERSONALLY WITNESS SEVERAL "NEAR MISSES" OF ACCIDENTS AT THE INTERSECTION OF ROUTE 12B / KELLOGG STREET / FOUNTAIN STREET EACH DAY. WHILE I UNDERSTAND THAT CURRENT PLANS INCLUDE "ENHANCED PAVEMENT MARKINGS" WHICH MAY HELP I DO NOT BELIEVE THAT TO BE THE BEST SOLUTION TO A TERRIBLE PROBLEM. I STRONGLY SUGGEST SQUARING OFF THE INTERSECTION AND INSTALLING A TRAFFIC SIGNAL, WHICH SHOULD BE TIMED WITH THE ONE AT THE INTERSECTION OF 12B / WEST PARK ROW / WILLIAMS STREET. PLEASE SEE THE ENCLOSED DIAGRAMS LABELED BEFORE & AFTER. PLEASE FEEL FREE TO CONTACT ME IF YOU HAVE ANY QUESTIONS. 853-4009 Tim Sweetland

COMMENTS MAY BE GIVEN TO A REPRESENTATIVE AT THIS MEETING OR MAILED TO THE ADDRESS ON THE BACK OF THIS FORM. WE WOULD APPRECIATE IF ALL COMMENTS WERE RECEIVED BY **APRIL 20, 2011.**

W Park Row
E Park Row
12B
Clinton
Kellogg St
Fountain St
S Park Row
mapquest
0
20 m
60 ft
©2011 MapQuest - Portions ©2011 NAVTEQ

BEFORE


E. PARK ROW
W. PARK ROW
CLINTON
KELLOGG ST.
S. PARK ROW
FOUNTAIN ST.
WILLIAMS ST.

AFTER

April 8, 2011

Dear Lady or Gentleman:

The public information meeting in Clinton, NY on 6 April 2011 for the Rt 12B project was well presented. The improvements would be a positive for vehicle and pedestrians. Thank you for your work on this project.

Although your committee was able to point out obvious trouble spots, it is the direct contact with the people at these hearings that brings out the local traffic problems.

The following is a summary of some of the remarks I made at the meeting:

1. Driving south on 12B and attempting a left hand turn at the intersection of Brimfield St., I have to wait for North bound traffic to pass. The cars behind me pass on the right. Many times they travel so fast that they stop just short of running into my car. (I had one incident when a woman tried to pass me on the right and my right rear fender was scraped.

The same is true traveling North, while trying to make a left hand turn at Stebbins Drive. The cars and some pick-up trucks just pass on the right on the lawns. I was told that even a Bus passed on the right.

I believe that NO PASSING signs and perhaps a speed reduction would be appropriate.

2. At the intersection of Kellogg St. and East Park Row-Fountain St make a NO PARKING area on East Park Row at least 20 ft. from the corner of Kellogg St., so that when you stop on Kellogg, just short of the crosswalk, you may be able to view the south bound on-coming traffic.

3. At this same corner:
Although this 12B project does not intend major construction, the race track curve around the Village Green should be squared off a bit and a cross corner should be made with a traffic light to be synchronized with the existing light at Williams St, so traffic could flow through smoothly. This intersection would be wide enough for truck and bus traffic. Also, the traffic light will help the pedestrian get across the street safely.

This confusing corner is the outlet (inlet) of a large area around Kellogg St and Fountain St. Kellogg St is also an Oneida County Road that extends from Chadwicks. This corner is very bad and I hope that some day you can make this change. I made a layout drawing showing the existing site and a drawing showing the proposed change. Copies enclosed for your inspection.

Thanks for the opportunity to vent these concerns and good luck on this worthwhile 12B project.

Yours truly,

Vincent A Romanelli

Vincent A. Romanelli

RECEIVED
4/11/11

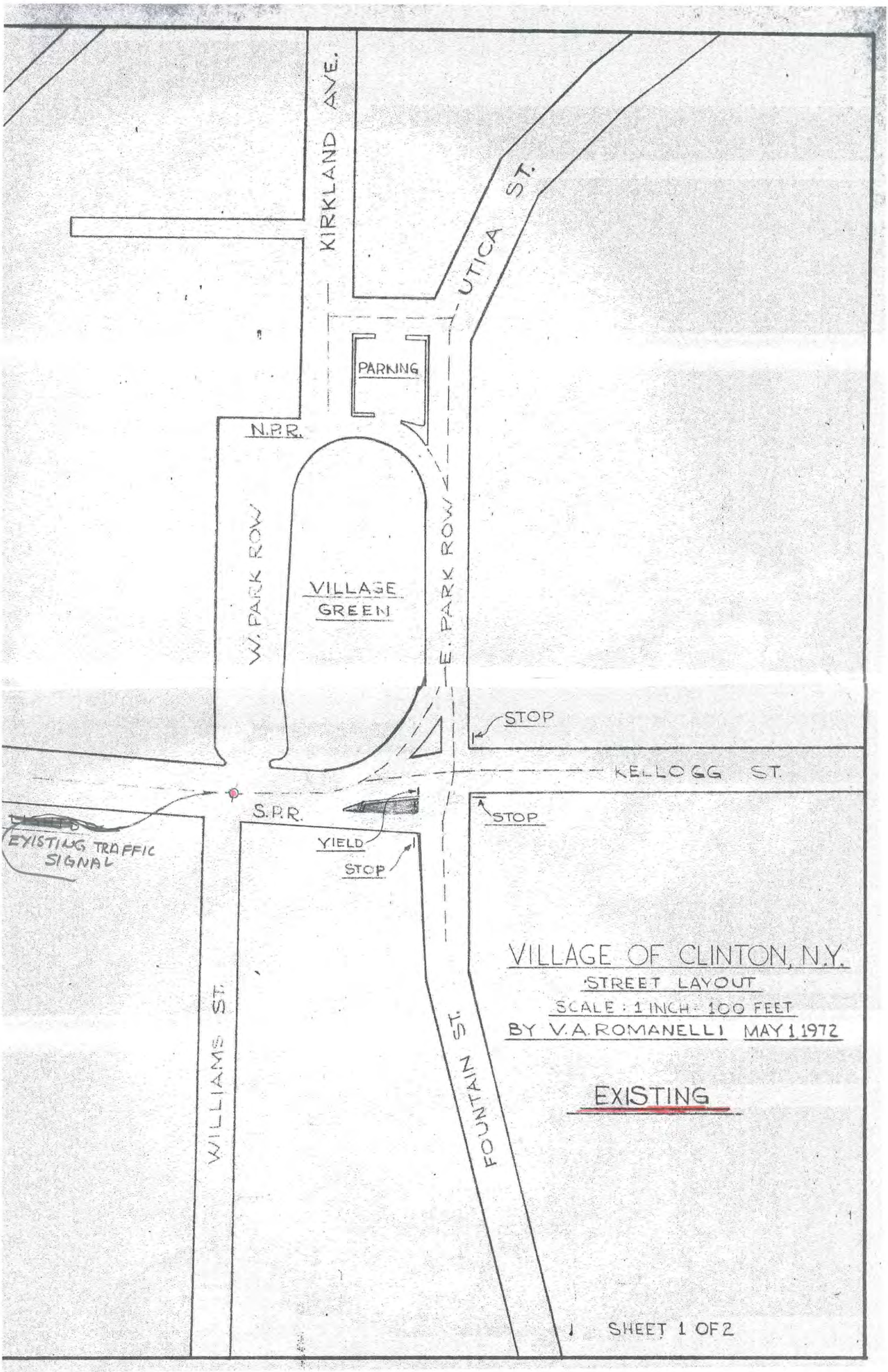
NEW YORK STATE DEPARTMENT OF TRANSPORTATION
UTICA, N.Y. – REGION 2
PUBLIC COMMENT FORM

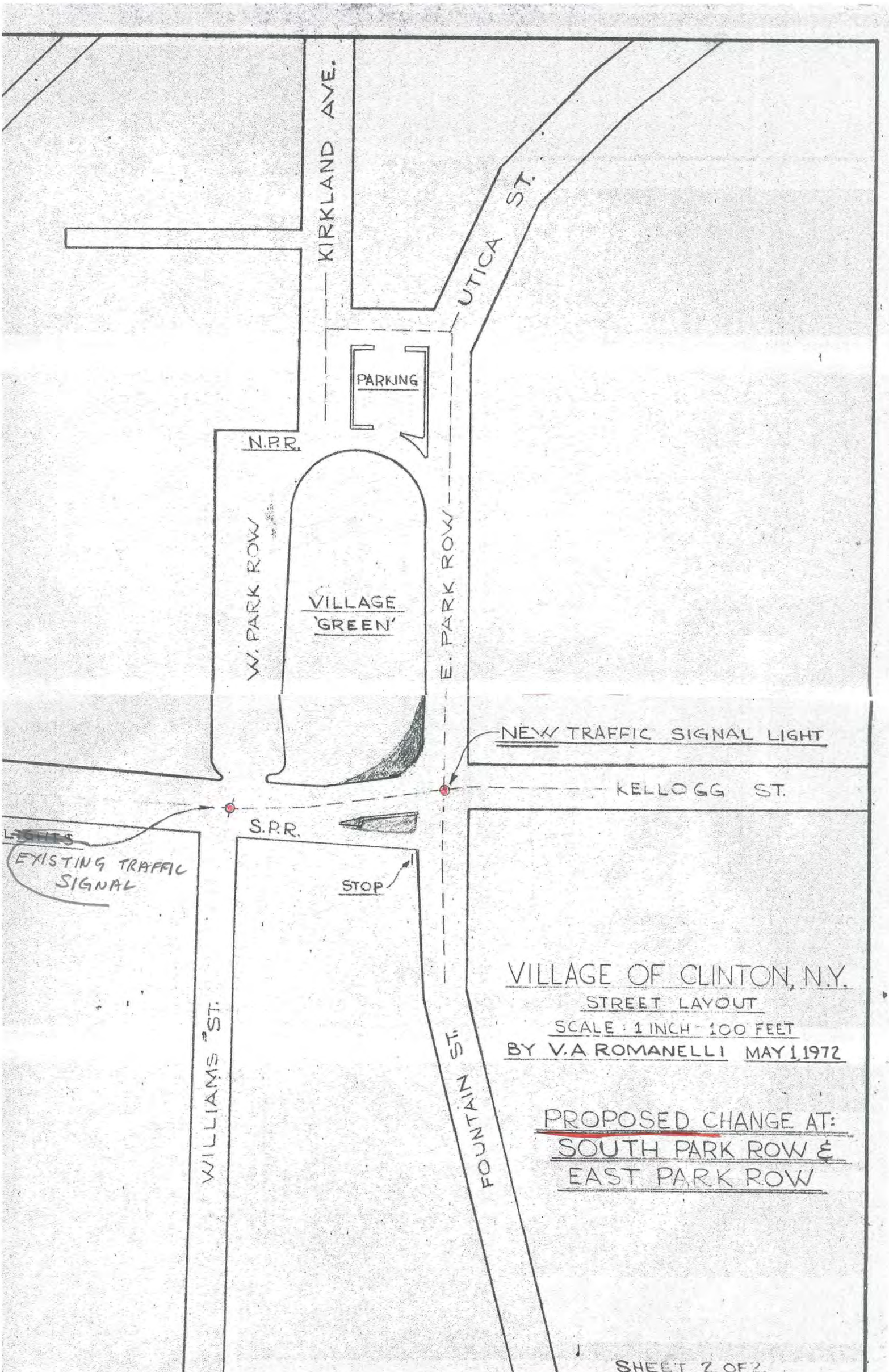
P.I.N. 2065.35
NYS Route 12B Traffic and Safety Corridor Study
Route 20, Town of Madison, Madison County to Route 5, 12, and 12B, Town of New Hartford, Oneida County

Name	VINCENT A ROMANELLI	**Interest (Check One):**
Address	3880 NEW ST. CLINTON, N.Y. 13323	✓ Resident ___ Business Owner ✓ Motorist ✓ Pedestrian
City/ZIP		✓ Other CONCERNED CITIZEN

COMMENTS (please print): SEE ATTACHED

COMMENTS MAY BE GIVEN TO A REPRESENTATIVE AT THIS MEETING OR MAILED TO THE ADDRESS ON THE BACK OF THIS FORM. WE WOULD APPRECIATE IF ALL COMMENTS WERE RECEIVED BY **APRIL 20, 2011.**


KIRKLAND AVE.
UTICA ST.
PARKING
N.P.R.
W. PARK ROW
VILLAGE GREEN
E. PARK ROW
STOP
KELLOGG ST.
S.P.R.
STOP
EXISTING TRAFFIC SIGNAL
YIELD
STOP
WILLIAMS ST.
FOUNTAIN ST.
VILLAGE OF CLINTON, N.Y.
STREET LAYOUT
SCALE : 1 INCH = 100 FEET
BY V.A. ROMANELLI MAY 1, 1972
EXISTING
SHEET 1 OF 2



VILLAGE OF CLINTON, N.Y.

STREET LAYOUT

SCALE : 1 INCH = 100 FEET

BY V.A ROMANELLI MAY 1, 1972

PROPOSED CHANGE AT: SOUTH PARK ROW & EAST PARK ROW

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
REGION TWO
207 GENESEE STREET
UTICA, NEW YORK 13501
www.nysdot.gov

MICHAEL A. SHAMMA, P.E.
REGIONAL DIRECTOR

JOAN McDONALD
COMMISSIONER

Design Group: (315) 793-2429

April 14, 2011

SEE ATTACHED LIST

Re: P.I.N. 2065.35
Route 12B Corridor Study
Madison & Oneida Counties

Dear :

I would like to thank you for attending the April 6, 2011 Public Information Meeting at the Clinton Middle School Auditorium for the above referenced project.

We appreciate your interest and acknowledge the comments you submitted. Please be assured your comments will be considered and included in the study document.

Thank you for your interest in our study, and if you have further comments or concerns, please contact my office at (315) 793-2429.

Sincerely,

Maureen S. Riano

Maureen S. Riano
Project Team Leader

MSR/mac

bcc: S. Zywiak, Regional Design Engineer
L. Lubey, Regional Traffic & Safety Engineer (via email)
D. Kahlbaugh/C. Lilholt, Clough-Harbour Associates

LETTER SENT TO FOLLOWING PEOPLE

Mr. Tim Sweetland
7 East Park Row
Clinton, NY 13323

Mr. Vincent Romanelli
3880 New Street
Clinton, NY 13323

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
REGION TWO
207 GENESEE STREET
UTICA, NEW YORK 13501
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MICHAEL A. SHAMMA, P.E.
REGIONAL DIRECTOR

Design: (315) 793-2429

JOAN McDONALD
COMMISSIONER

April 7, 2011

Mr. Thomas Birdsall
3345 State Route 12B
Clinton, NY 13323

Re: P.I.N. 2065.35
Route 12B Corridor Study
Madison & Oneida Counties

Dear Mr. Birdsall:

Thank you for contacting the Department regarding your interest in our on-going Route 12B Corridor Study.

In your phone call to us, you expressed your concerns about the speed along the Route 12B corridor by your recently purchased home located near the intersection of seasonal Champion Road. The speed limit along this section of Route 12B is posted at 55 mph.

Since you could not attend the April 6, 2011 Public Information Meeting at the Clinton Middle School Auditorium, I am providing you with two pre-addressed public comment forms for you to use. I am also including two copies of the flyers made available at the meeting.

Thank you for your interest in our study, and if you have any further questions or concerns, please call me at (315) 793-2770.

Sincerely,

Maureen S. Riano

Maureen S. Riano,
Project Team Leader

Enclosures

MSR/mac

bcc: S. Zywiak, Regional Design Engineer
L. Lubey, Regional Traffic & Safety Engineer (via email)
D. Kahlbaugh/C. Lilholt, Clough-Harbour Associates

New York State DOT
ATTN: Regional Design Engineer
207 Genesee St.
Utica, NY 13501

April 19, 2011

COMMENTS: I recently attended the public meeting regarding the study of NYS Route 12B. I am a resident who lives at 32 Utica St. in Clinton, and during the 49 years in my home, I have seen an exponential increase in the amount of traffic on 12B. My concerns relate to both quality of life and safety issues, though I know that the State places emphasis only on the safety issues and it takes loss of life to make significant changes.

The most significant safety concern is the intersection of Fountain St. and Kellogg St with the curve of 12B around the Clinton Village square. I have had several near misses at that corner because it is difficult to determine if vehicles will continue around the curve or go straight up Fountain St. Sight is limited by the parked cars near the corner. One easy solution would be to eliminate one or two parking spots near the corner. A more elaborate solution would be to make that intersection a 90 degree corner with a stop light or stop sign. This would also discourage, or at least slow down, the large trucks which provide a significant part of the noise and pollution, even if only 5% of the traffic. Another problem area is the corner of Taylor Ave. by the Nice N Easy store. Cars turning left often back up traffic half the way back to the Town Hall during the "rush hour." This is exacerbated when there is a flood on Route 5 causing it to be closed with a detour through the Village.

Also, there is no bike lane through the Village. I must disobey the Village ordinance in order to ride my bike on the sidewalk, as it is too hazardous in the road. Many youngsters going to school do the same.

The center of Clinton has been included on the National Registry of Historic Sites (including my 125-year-old home), and thus the quality issue is significant. Pollution has already claimed many bushes, trees and vegetation along the road. Because of the noise and dirt, I was forced to install air conditioning in my home and I do not open the windows which front on 12B. I was also forced to move the master bedroom from the front to a smaller room on the side of the house. When I work in my yard, I must wear headphones to protect my ears.

I don't believe that new lines in the road will make any difference because they are not visible during much of the winter due to snow and salt. A new crosswalk in front of the Kirkland Art Center would be nice, but what difference would it make? Despite signs, vehicles do not stop at the current crosswalk near the Town Hall and this is not enforced. I walk to the Village at least twice a week, and I often walk the long way up to Fountain St. and over to the stop light, so that I won't have to brave the traffic. In order to cross near my house to go to the Nice N Easy or other stores, I often have to wait ten minutes in order to safely cross.

Knowing that state funding is tight, I hope that money would be put into stop signs, crossing signs and no parking signs, and not lines. **SIGNS NOT LINES.**

Sara Ann Carman

Sara (Sally) Carman
32 Utica St. and 3447 Route 12B South
Clinton, NY 13323
scarman3@roadrunner.com

RECEIVED
4/20/11

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
REGION TWO
207 GENESEE STREET
UTICA, NEW YORK 13501
www.nysdot.gov

MICHAEL A. SHAMMA, P.E.
REGIONAL DIRECTOR

Design Group: (315) 793-2429

JOAN McDONALD
COMMISSIONER

May 3, 2011

Ms. Sara Carman
32 Utica Street
Clinton, NY 13323

Re: P.I.N. 2065.35
Route 12B Corridor Study
Madison & Oneida Counties

Dear Ms. Carman:

I would like to thank you for attending the April 6, 2011 Public Information Meeting at the Clinton Middle School Auditorium for the above referenced project, and acknowledge the comments you submitted.

You expressed several comments in your letter of which the following information is provided.

Kellogg St./Fountain St./Route 12B intersection configuration – During the study, several alternatives were considered at this intersection; including: 1) a roundabout; 2) closing Fountain Street access to Route 12B; 3) closing Fountain Street and Kellogg Street access to Route 12B; and 4) reconfiguring the intersection and signalizing. Due to the potential impacts to the Village Green, businesses, residences, emergency and service access/circulation, etc., the consensus by the Study Advisory Committee (SAC) was to provide lane delineation to better define Route 12B and the removal of one of the existing sidewalks at the Village Green that accesses at this curve. Although this existing intersection is geometrically atypical, it is more of an operational issue since the study accident data revealed no reported accidents at this intersection. Because there were no accidents located at this intersection, it cannot be identified as a priority safety location warranting geometric changes.

Parking in this area was addressed in one of the alternatives for reconfiguring the intersection; however, since those alternatives were dismissed during the study, this could be considered a new issue to be considered.

One of your comments made was regarding non-vehicular compliance at the crosswalk near Town Hall. While this study did not address this specific location, the study's recommended alternatives included enforcement and vehicular/pedestrian/bicyclist education. Another recommendation was the installation of a marked crosswalk providing American's With Disability Act (ADA) compliant ramps to the existing Village Green in the vicinity of the Art Center. One of the reasons for including a marked crosswalk and ADA compliant ramps near the Art center in the Village was due to the fact that pedestrians had to walk to the northerly edge of the Village Green at this existing crossing, or to the southerly edge to the Route 12B/Williams Street crossing. It was mentioned that pedestrians were already crossing midblock without it being designated.

Taylor Avenue - Congestion at Route 12B and Taylor Avenue was an issue included in this study. While there are many conflicting movements, the various analyses conducted/reviewed for this location did not identify it as a priority safety location warranting a signal or geometric changes. As a result, the SAC's preferred alternative was access management (consolidate access points-driveways-to reduce turning movement conflicts), monitor future conditions (volumes and accidents and perform a signal warrant analysis to determine if warranting criteria is met to justify installation of a signal), and Land Use and Zoning plans (review and revise the land use guidelines and incorporate access management guidelines and techniques).

The issue of flooding/water runoff/drainage was an issue raised and discussed in this study for two locations on Route 12B: Route 12B between Van Hyning Road and Green Vedder Road, and Route 12B near/at Fawncrest Boulevard. The N.Y.S. Department of Transportation is aware of, and is continuing to monitor, these locations. This issue of flooding on Route 5 and its impact to the Route 12B Corridor was not an issue identified by the SAC and project team. Further, as discussed above, the data collected and analyzed (volumes, accidents, etc.) for this study do not support the comment. We do recognize that traffic being detoured off of Route 5 and into Clinton due to flooding conditions does occur occasionally, and we understand the inconvenience this may cause.

Bike Lane in Village – This issue was included in this study. It was noted in the study documents that although the accident history does not show a pattern of accidents involving cyclists that would indicate a safety priority deficiency, considerations for improving the accommodations of bicyclists in this area of the corridor were identified and discussed. Alternatives included were: 1) Null Alternative; 2) Providing a shared-use bicycle lane (this alternative would expand the travel width by removing parking on one side of the road—the SAC's consensus was not to do since this would impact businesses); 3) Installing R4-11B Bicycle Use Signs and Pavement Markings (SAC's consensus was not to progress this alternative because it would encourage bicyclists to use the roadway—which the SAC did not want); 4) Alternative Bike Route; and 5) Education materials. Pavement widening was ruled out due to cost and potential negative impact to the adjacent businesses. As a result, the SAC's consensus was an Alternate Bike Route.

Pollution, noise and dirt – While these are certainly nuisances, they are not safety related issues. This study was a focus on safety.

In closing, we appreciate your interest in our study. Please be assured your comments will be considered and included in the study documents.

If you have further comments or concerns, please contact my office at (315) 793-2429.

Sincerely,

Maureen S. Riano,
Project Team Leader

MSR/mac

bcc: S. Zywiak, Regional Design Engineer
L. Lubey, Regional Traffic & Safety Engineer (via email)
D. Kahlbaugh/C. Lilholt, Clough-Harbour Associates (via email)

NEW YORK STATE DEPARTMENT OF TRANSPORTATION
UTICA, N.Y. – REGION 2
PUBLIC COMMENT FORM

P.I.N. 2065.35
NYS Route 12B Traffic and Safety Corridor Study
Route 20, Town of Madison, Madison County to Route 5, 12, and 12B, Town of New Hartford, Oneida County

Name	Sara (Sally) Carman	**Interest (Check One):**	
Address	32 Utica St & 3447 Rte. 12B south	✓ **Resident**	___ **Business Owner**
		___ **Motorist**	✓ **Pedestrian**
City/ZIP	Clinton NY 13323	✓ **Other** cyclist	

COMMENTS (please print):

COMMENTS MAY BE GIVEN TO A REPRESENTATIVE AT THIS MEETING OR MAILED TO THE ADDRESS ON THE BACK OF THIS FORM. WE WOULD APPRECIATE IF ALL COMMENTS WERE RECEIVED BY **APRIL 20, 2011.**

BENEDICT C. VIGLIETTA
3514 Craig Road
Clinton, New York 13323
(315) 853-7033
bntviglietta@verizon.net

April 19, 2011

NYSDOT
Attn: Stephen Zywiak
207 Genesee St.
Utica, NY 13501

Re: Safety of Rt. 12B

Dear Mr. Zywiak:

This is to express the desire to protect the beautiful village green in Clinton. News articles have mentioned the possibility of cutting down trees to improve the Kellogg St./Fountain St./Rt. 12B intersection.

I understand that as engineers you have a set of technical guidelines regarding the safety of roads. But in any endeavor, good judgment involves taking into consideration aspects other than the particular analytical framework that is your primary responsibility.

In other words, would you take down the Leaning Tower of Pisa? Would you rezone oceanfront properties in California to keep all homes a very safe distance from cliff edges?

The degree of danger at that intersection in Clinton does not justify the esthetic loss from taking down the big trees at the intersection.

Sincerely,

B.C. Vigl

Ben Viglietta

RECEIVED
4/20/11

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
REGION TWO
207 GENESEE STREET
UTICA, NEW YORK 13501
www.nysdot.gov

MICHAEL A. SHAMMA, P.E.
REGIONAL DIRECTOR

JOAN McDONALD
COMMISSIONER

Design Group: (315) 793-2429

May 3, 2011

Mr. Benedict C. Viglietta
3514 Craig Road
Clinton, NY 13323

Re: P.I.N. 2065.35
Route 12B Corridor Study
Madison & Oneida Counties

Dear Mr. Viglietta:

I would like to thank you for attending the April 6, 2011 Public Information Meeting at the Clinton Middle School Auditorium for the above referenced project. I would also like to acknowledge the comments you submitted.

You specifically expressed a desire to protect the Village Green in Clinton. The study's draft technical memorandums and draft report did not suggest or recommend cutting down trees to improve the Kellogg Street/Fountain Street/Route 12B intersection. The consensus on the recommended alternative for this location was lane delineation (pavement striping) and removal of the sidewalk from the Village Green. An alternative was noted in Technical Memorandum 2 to install a marked crosswalk and provide American's with Disability Act (ADA) compliant ramps to the existing Village Green in the vicinity of the Art center. Again, there was no recommendation for the removal of trees. The location and final details of this, or any, alternative would be considered as part of final design, and the Department would consider avoidance or minimizing impacts as much as possible to the trees and green area.

Technical Memorandum 2 provided several alternatives to improving this area. All but the above lane delineation (pavement striping) and removal of the sidewalk from the Village Green recommendations were rejected by the Study Advisory Committee and project team. Their decision was based upon impacts to Village Green, businesses, residences, emergency, and service access/circulation, etc. It was noted in the TM documents that trees and underbrush should be pruned or removed as necessary to ensure roadside visibility, but this was a general comment for the entire corridor and not for a specific location.

In closing, we appreciate your interest in our study. Please be assured your comments will be considered and included in the study documents. Our Department routinely evaluates the needs of a site and balances any recommendations with the potential impacts.

If you have further comments or concerns, please contact my office at (315) 793-2429.

Sincerely,

Maureen S. Riano
Project Team Leader

MSR/mac

bcc: S. Zywiak, Regional Design Engineer
L. Lubey, Acting Regional Traffic & Safety Engineer (via email)
D. Kahlbaugh/C. Lilholt, Clough-Harbour Associates (via email)

APPENDIX 3

CHANGES FROM THE DRAFT TO THE FINAL TECHNICAL MEMORANDUM'S

PIN 2065.35
Route 12B Corridor Study
Oneida and Madison Counties, NY

Changes from the Draft to the Final Technical Memorandum's

The changes made between the Draft and Final Technical Memorandums are primarily editorial and organizational changes as opposed to technical changes, and does not affect the preliminary alternatives developed and/or preferred alternatives recommended as part of this study.

Technical Memorandum No. 1

- Roadway names have been corrected.

Technical Memorandum No. 2

- Roadway names have been corrected.
- The Final TM2 was reorganized as follows:
  - Draft TM2 Issue #B6 is Final TM2 Issue #C8
  - Draft TM2 Issue #B7 is Final TM2 Issue #C9
  - Draft TM2 Issue #C3 is Final TM2 Issue #D8
  - Draft TM2 Issue #E6 is Final TM2 Issue #C3
  - Draft TM2 Issue #E7 is Final TM2 Issue #E6
  - All relevant tables have been updated to reflect these changes
- MUTCD W16-1P Share the Road signs have replaced the R4-11 Bicycles May Use Full Lane signs shown in Draft TM2.
- The following sentence was added to the end of the second paragraph of the Final TM2 Report, "*The NYSDOT's Highway Design Manual also provides their minimum standards and guidelines to be used for assessing if bicycle facilities should be included.*"
- The Final TM2 text was modified by adding "*for each ramp*" after the cost shown for Section III.A., Short Term Improvements.
- Issue #C1 which referenced Figure 238 has been revised to reference Figure 23.
- Issue #C9 – "TOPS" Plaza was replaced with "Hannaford" Plaza.
- Issue #D3: Pedestrian crossings at Route 412, last sentence of last paragraph was revised from "see Issue #6" to "see Issue #D5 and #D6."
- Issue #D7:The reference has been revised from Section VII.C to VI.D to reflect the correct section for lighting.
- Issue #E4: DOT approved stop sign on Preswick Glen Drive at intersection: The last paragraph has been revised to reference Figure 54 instead of Figure 51.

Technical Memorandum No. 3

- Roadway names have been corrected.
- Section I.B, 2nd to last sentence of 2nd paragraph: “Study Advisory Committee” has been added before “SAC”.
- MUTCD W16-1P Share the Road signs have replaced the R4-11 Bicycles May Use Full Lane signs shown in Draft TM2.
- The following sentence was added to the end of the second paragraph of the Final TM3 Report, “*The NYSDOT’s Highway Design Manual also provides their minimum standards and guidelines to be used for assessing if bicycle facilities should be included.*”
- The Final TM3 text was modified by adding “*for each ramp*” after the cost shown for Section III.A., Short Term Improvements.
- Issues that reference Section II.H for additional information pertaining to education have been revised to correctly reference Section II.I.
- Issue #C2: Safety concerns for pedestrians and bicyclists: The preferred alternative has been revised to include adopting a sidewalk policy in addition to pedestrian education materials.
- References to “formerly listed as XX in TM2” have been removed for the Final TM3 document, since Final TM2 has been reorganized.

APPENDIX 4

TECHNICAL MEMORANDUM No. 1

TECHNICAL MEMORANDUM No. 1

PIN 2065.35

NYS ROUTE 12B CORRIDOR STUDY

US ROUTE 20 to NY ROUTES 5/12
MADISON AND ONEIDA COUNTIES, NEW YORK

Prepared For:

New York State Department of Transportation

Prepared By:

CLOUGH HARBOUR & ASSOCIATES LLP

with
NUSSBAUMER & CLARKE ENGINEERS, INC.
VN ENGINEERS, INC

December 2009

PIN 2065.35

ROUTE 12B: CORRIDOR STUDY

MADISON AND ONEIDA COUNTIES, NEW YORK

Prepared For:

New York State Department of Transportation
Utica State Office Building
207 Genesee Street
Utica, New York 13501

December 2009

Prepared By:

CLOUGH HARBOUR & ASSOCIATES LLP

with
NUSSBAUMER & CLARKE ENGINEERS, INC.
VN ENGINEERS, INC

CHA Project No. 20356

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SECTION I INTRODUCTION

A. OVERVIEW

Over the past several years, the NYS Route 12B Corridor has been the subject of several inquiries, requests, and letters of concern from the various municipalities along the corridor pertaining to various traffic and safety related issues. The New York State Department of Transportation (NYSDOT), in coordination with these municipalities, initiated a comprehensive Transportation Safety Study as a means of addressing these concerns. The limits of this study are along NYS Route 12B from US Route 20, in the Town of Madison, Madison County to the junction of NYS Routes 5, 12 and 12B in the Town of New Hartford, Oneida County, New York. The location of this study area is shown in Figure 1 in Appendix A.

Study Goals

The goal of this study is to provide a comprehensive evaluation of the land use and transportation system characteristics of the corridor culminating with a set of recommendations, procedures, and ideas at a conceptual (planning) level to address the vehicular, pedestrian, and bicycle safety concerns along Route 12B within the study limits. The results of this study will then be reviewed by the Region for inclusion into PIN 2065.35.121 to address the needs within this corridor.

This Technical Memorandum No. 1 is the first in a series of three interim reports that will be produced as part of the study. The purpose of this Technical Memorandum No. 1 is to document and describe the existing transportation conditions and land use within the study area, which will be the basis for the assessment of safety issues and improvement opportunities. Subsequent technical memoranda will describe the findings as they relate to current and future conditions in the corridor, and to present the recommendations for transportation safety improvements.

B. PUBLIC PARTICIPATION PROCESS

This study will be guided by a Technical Advisory Committee that includes representatives of NYSDOT, County and Town officials to provide local knowledge of issues and concerns. It is anticipated that the committee will meet several times throughout this process to give input on the study goals and expected outcomes with regard to potential conceptual alternatives and recommendations to address the vehicular, pedestrian, and bicycle safety along the corridor for existing conditions and ten (10) year forecast. Public information meetings will also be held during the study process to present the findings and recommendations of the study.

SECTION II EXISTING CONDITIONS

The existing characteristics of the transportation system and adjacent land uses within the study area were documented through a program of document research, field inventories, and data collection. This effort included a review of existing land uses and zoning along the corridor, an inventory of study area roadway and intersection geometry and traffic control devices, collection of daily and peak hour traffic volumes, a review of existing pedestrian and bicycle infrastructure and facilities, driveway and parking characteristics, and a review of safety statistics within the study area.

In addition to providing the baseline conditions, this inventory will aid in the evaluation of potential conceptual improvement alternatives to the Route 12B corridor. A summary of the pertinent information is presented in this section.

A. STUDY AREA

The study area consists of the Route 12B corridor from US Route 20 at its southern end, in the Town of Madison, Madison County to its intersection with NYS Route 5 at its northern end, in the Town of New Hartford, Oneida County. This 16-mile Route 12B corridor has been separated into 3 segments for the purposes of this study. These segments are illustrated on Figure 1 in Appendix A and described below.

Segment 1: Route 20, Madison County to Hamlet of Deansboro, Oneida County
This segment of Route 12B extends from its intersection with Route 20 in the Town of Madison, Madison County through the Village of Oriskany Falls in the Town of Augusta to the Hamlet of Deansboro in the Town of Marshall, Oneida County. This segment is approximately 7 miles long.

Segment 2: Hamlet of Deansboro, Oneida County to Clinton Village, Oneida County
This segment of Route 12B extends from the Hamlet of Deansboro in the Town of Marshall, Oneida County at its southerly end, through the Town of Kirkland to the Village of Clinton's southerly boundary at its northern end in the Town of Kirkland, Oneida County. The length of this segment is approximately 5 miles.

S*egment 3: Clinton Village, Oneida County to Route 5, Oneida County*
This segment of Route 12B extends from the Village of Clinton's southerly boundary line in the Town of Kirkland through the Village of Clinton, to its intersection with Route 5 in the Town of New Hartford, Oneida County. This segment is approximately 4 miles long.

B. ROADWAY CHARACTERISTICS

The Route 12B corridor is a major north-south arterial approximately 16 miles in length that runs from Route 20 in the Town of Madison, Madison County to Route 5 in the Town of New Hartford, Oneida County. This corridor crosses the Towns of Madison, Augusta, Marshall, Kirkland, and New Hartford in Madison & Oneida Counties.

SECTION II EXISTING CONDITIONS

1. *Functional Classification*

Roadways are designated by a functional classification system that reflects the role of the roadway in the overall transportation network. These classifications are characterized by the nature and types of trips, basic purpose of the road, and considerations of general traffic volume. These classifications also consider the general setting of the area through which the road passes (i.e., rural, urban, etc), and reflect the relative balance of priority between mobility and land access. This classification system provides a context for establishing criteria governing the design and performance objectives of the roadway. Table II-1 summarizes the existing functional classifications of NY Route 12B.

Table II-1
Roadway Functional Classification
NY Route 12B

Roadway Segment	Functional Classification
US Route 20 (Madison County) to Hamlet of Deansboro (Oneida County)	Rural Major Collector
Hamlet of Deansboro (Oneida County) to Village of Clinton (Oneida County)	Rural Minor Arterial
Village of Clinton (Oneida County) to NY Route 5 (Oneida County)	Urban Principal Arterial

Approximately 60% of Route 12B is classified as an arterial, which is reflective of its primary role for providing mobility between communities and for connections to regional and statewide destinations. The classification of the southern portion of the corridor as a major collector reflects its role primarily serving shorter distance, intra-county travel.

Route 12B also passes through several hamlets/villages, where the roadway has a 'main street' function, supporting multimodal access to local commercial and civic activities and land uses.

2. *Geometric Characteristics*

Route 12B is generally a two-lane roadway (one lane in each direction) that consists of 12-foot wide travel lanes and 6 to 8-foot wide shoulders. Approximately 85% of the corridor consists of shoulders on at least one or both sides of the roadway. Approximately 15% of the corridor has sidewalks on one or both sides of the roadway. Together these shoulders and sidewalks aid in accommodating the pedestrian and bicyclist traffic through the corridor. There is a two-way left-turn lane (TWLTL) at two locations along the corridor. Within Segment 2, the

Route 12B – Typical Roadway Section

TWLTL exists along Route 12B between its southerly intersection with Franklin Avenue and its northerly intersection with Franklin Avenue (1500 feet section), and within Segment 3, the TWLTL exists between Paulevan Place and Alvin Place (500 feet section). Pavement conditions are generally good along the corridor, based on visual observation.

NYS Route 12B has a gently rolling terrain, with no steep grades. There are several locations along the corridor where advisory warning signs are posted for features such as horizontal curves, intersections, pedestrian crossings and reduced speed limits.

3. *Passing Zones*

Passing zone in the southbound direction (Segment 3)

Many two-lane, two-way roadways permit passing maneuvers to occur to allow faster-moving vehicles to move ahead of slower moving vehicles. The frequency and length of such passing sections depend on the topography, the design speed of the roadway and the spacing of intersections. Passing zones are generally permitted in areas where the alignment provides the passing driver with sufficient sight distance ahead to complete the passing maneuver and returning to the right lane before meeting the opposing vehicle. Pavement markings designate the passing zones, which can be in one direction, both directions or not permitted at all. Approximately 75% of the Route 12B corridor consists of a no passing zone. Of the remaining 25% where passing is allowed, only 4% of it permits passing in both directions. Figure 2 in Appendix A shows the existing passing and no-passing zones along the corridor.

Segment 1: Route 20, Madison County to Hamlet of Deansboro, Oneida County
There are several locations where passing is permitted in one or both directions within this segment of the corridor. There is a no-passing zone through the Village of Oriskany Falls.

Segment 2: Hamlet of Deansboro, Oneida County to Clinton Village, Oneida County
Although passing opportunities are available for approximately 40 percent of this segment of the corridor, these passing zones are concentrated in the southern portion of the segment. There are no passing zones within the Hamlet of Deansboro.

S*egment 3: Clinton Village, Oneida County to Route 5, Oneida County*
With the exception of two relatively short passing zones, there are no passing opportunities in this segment of the corridor. The two passing zones that are provided are for the southbound direction only. Each of these passing zones is for a distance of approximately 1,000 feet. One occurs near Sycamore Drive / Merritt Place and one occurs north of the Route 5B intersection. These two passing zones are separated by a 1,000-ft no-passing zone.

4. *Key Study Intersections*

NYS Route 12B is intersected by several major roadways including the following:

- NYS Route 12B with US Route 20
- NYS Route 12B with NYS Route 26
- NYS Route 12B with NYS Route 315
- NYS Route 12B with NYS Route 412
- NYS Route 12B with West Park Row / Williams Street
- NYS Route 12B with County Route 15, Brimfield Street
- NYS Route 12B with Toggletown Road
- NYS Route 12B with Limberlost Road
- NYS Route 12B with NYS Route 5B, Middle Settlement Road
- NYS Route 12B with Preswick Glenn Drive
- NYS Route 12B with Fawncrest Boulevard
- NYS Route 12B with Merritt Place / Sycamore Drive
- NYS Route 12B with Myles Elementary School
- NYS Route 12B with NYS Route 5, Seneca Turnpike

The following is a description of the geometric characteristics of each of these study intersections.

Intersection Characteristics

NYS Route 12B with US Route 20

Route 12B intersects US Route 20 at an unsignalized "T" intersection. Route 12B is the stop controlled southbound approach. Route 12B consists of a single 12-foot wide lane for left-turns and a separate 15-foot wide channelized right turn lane that yields to Route 20 westbound traffic. There is a 12-foot wide shoulder on the west side and a 15-foot wide shoulder on the east side of Route 12B at its intersection with Route 20. A 9-foot wide and a 5-foot wide shoulder exist on the west and east sides, respectively of the channelized right turn lane. Route 20 is a divided roadway. The eastbound approach consists of an 11-foot wide exclusive left turn lane with approximately 230 feet of storage and a 12-foot wide exclusive through lane. The westbound approach consists of two 12-foot wide exclusive through lanes that merge to one lane just west of the intersection, and a 14-foot wide exclusive right turn lane with approximately

235 feet of storage. There is a 13-foot wide shoulder on the north and south sides of Route 20, and a 6-foot wide shoulder on both sides of the division between east- and westbound movements. The speed limit on Route 12B and Route 20 are posted for 55 mph.

NYS Route 12B with NYS Route 26

NYS Route 12B, College Street, and Main Street intersect at a 4-way intersection in the Village of Oriskany Falls. Route 12B is the south and east leg of the intersection. South Main Street (Route 26) is a one-way street westbound (i.e. traffic heads away from the intersection only). The northbound approach of Route 12B consists of a single 17-foot wide lane for shared left/through / right turns. The westbound approach of Route 12B consists of a 14-foot wide shared left/through / right lane. The southbound approach (College Street) consists of a single 10-foot wide shared left/through/right turn lane. The west leg of the intersection (Route 26) has a pavement width of 23 feet, accommodating one travel lane and on-street parking along the south side. On-street parking is also accommodated on both sides of the east leg of Route 12B. A Stop sign and red flashing beacons control the College Street approach to the intersection (southbound). The northbound approach of Route 12B is controlled by flashing red beacons (for through and left-turn movements) and a steady green right arrow. Flashing yellow beacons are displayed to the westbound approach of Route 12B.

Marked crosswalks are provided across the north, west, and south legs of the intersection. These crosswalks are approximately 8 feet wide and provide access to all of the intersection approach sidewalks. Curbs and sidewalks are provided on all legs of the intersection. The speed limit on Route 12B and Route 26 is 35 mph.

NYS Route 12B with NYS Route 315

Route 315 intersects Route 12B at an unsignalized "T" intersection in the Hamlet of Deansboro. Route 315 is the stop controlled westbound approach to the intersection and consists of a 13-foot wide shared left / right turn lane. The northbound and southbound approaches of Route 12B each consist of an 11-foot wide shared turn / through travel lane. There are wide paved shoulders abutting Route 12B at the intersection that serve as parking for abutting commercial properties. There are sidewalks generally along both sides of Route 12B, except that the sidewalk along the east side of the street begins about 300 feet north of the intersection due to the open paved area that is also used for parking. The speed limit on Route 12B and Route 315 is 35 mph.

NYS Route 12B with NYS Route 412

Route 412 (College Street) intersects Route 12B at a signalized "T" intersection in the Village of Clinton. Route 12B is the south and east leg of the intersection and Route 412 forms the west leg. The northbound approach of Route 12B consists of a 10-foot wide exclusive left turn lane with approximately 45 feet of storage and a 10-foot wide exclusive right turn lane. The westbound approach consists of an 11-foot wide exclusive left turn lane with approximately 50 feet of storage and a 10-foot wide exclusive through lane. The eastbound approach is 18-feet wide and consists of a single shared through / right lane. Curbs and sidewalks are provided on both sides of each street. The speed limit on Route 12B and Route 412 is 30 mph.

NYS Route 12B with West Park Row / Williams Street

NYS Route 12B, West Park Row, and Williams Street intersect at a signalized 4-way intersection in the Village of Clinton. The northbound approach (Williams Street) consists of a 10-foot wide shared left/right turn lane. The southbound approach (West Park Row) is a one-way street with a 12-ft wide shared through / right-turn lane and a separate 11-ft wide left-turn lane. Angle parking is provided on both sides of West Park Row to serve the adjacent commercial district. The eastbound approach of Route 12B consists of a single 13-foot wide through/left turn lane. The westbound approach of Route 12B consists of a single 19-foot wide shared left / through lane. On-street parking is permitted on both sides of Route 12B west of the intersection, and along the south side of Route 12B east of the intersection. Parking is also allowed on the west side of Williams Street. 'No Right Turn On Red' signs are posted for the southbound approach. Curbs and sidewalks are provided on both sides of each street. Crosswalks are provided to cross the north, south and west legs of the intersection. These crosswalks are approximately 8 feet wide and feature hatched markings to increase their visibility. Pedestrian signals are also provided for the Route 12B crossings.

The speed limit on Route 12B and Williams Street is 35 mph and the speed limit along West Park Row is 25 mph.

NYS Route 12B with (County Route 15) Brimfield Street

Brimfield Street intersects Route 12B at an unsignalized "T" intersection. Brimfield Street is a County Route (CR 15) and is the stop controlled westbound approach to the intersection and consists of a 12-foot wide shared left / right turn lane, with a 1-foot wide shoulder on north side. The northbound and southbound approaches of Route 12B consist of 11-foot wide shared turn/through travel lanes. There is an 8-foot wide shoulder on the west side and a 6-foot wide shoulder on the east side of Route 12B. The speed limit on Route 12B at this location is 30 mph and

the speed limit on Brimfield Street is 35 mph. No parking is permitted on Route 12B at this location

NYS Route 12B with Toggletown Road

Toggletown Road intersects Route 12B at an unsignalized "T" intersection. Toggletown Road is the stop controlled westbound approach to the intersection and consists of a 10-foot wide shared left/right turn lane, with a 2 to 3-foot wide shoulder on each side. The northbound and southbound approaches on Route 12B consist of 11-foot wide shared turn / through travel lanes. There is a 6-foot wide shoulder on the west side and an 11-foot wide shoulder on the east side of Route 12B. The speed limit on Route 12B at this location is 50 mph and the speed limit on Toggletown Road is posted for 30 mph.

NYS Route 12B with Limberlost Road

Limberlost Road intersects Route 12B at an unsignalized "T" intersection with Limberlost Road being stop controlled. This intersection is located approximately 500 feet west of the intersection of Route 12B and Route 5B (Middle Settlement Road). Limberlost Road is the southbound approach to the intersection and consists of a single 11-foot wide lane for shared left and right turns. The eastbound approach of Route 12B consists of a 12-foot wide exclusive left-turn lane with approximately 40 feet of storage and a 12-foot wide exclusive through lane. The westbound approach of Route 12B consists of a 12-foot wide exclusive right-turn lane with approximately 300 feet of storage and a 12-foot wide exclusive through lane. There is a 6-foot wide shoulder on both sides of the Route 12B, and the posted speed limit on Route 12B is 50 mph at this location.

NYS Route 12B with NYS Route 5B (Middle Settlement Road)

NYS Route 5B and NYS Route 12B intersect at a signalized 4-way intersection. The south leg of this intersection is a 30-foot wide commercial driveway for two-way access (entering and exiting). There are no markings delineating the entry and exit lanes, but traffic generally operates from a shared left / through / right lane. The southbound approach (Route 5B) consists of a 12-foot wide exclusive left turn lane and an 11-foot wide exclusive right turn lane with approximately 350 feet of storage. There is a 7-foot wide shoulder on the west side of Route 5B and a 10-foot wide shoulder on the east side of this approach. The eastbound approach consists of a 12-foot wide exclusive left turn lane with approximately 250 feet of storage and a 12-foot wide exclusive through lane. The westbound approach consists of a 12-foot wide exclusive through lane and a 12-foot wide exclusive right turn lane with approximately 230 feet of storage. There is a 6 to 7-foot wide shoulder on the north side and an 8-foot wide shoulder on the south side of Route 12B. There is a 'No Right Turn On Red' sign for the westbound approach. The speed limit on Route 12B and Route 5B is 50 mph.

NYS Route 12B with Preswick Glenn Drive

Preswick Glenn Drive intersects Route 12B at an unsignalized "T" intersection where Preswick Glenn Drive is stop controlled. It is the eastbound approach to the intersection and consists of a 14-foot wide shared left/right turn lane. The northbound and southbound approaches consist of 12-foot wide shared turn/through lanes. There is a 7-foot wide shoulder on the west and a 6-foot wide shoulder on the east side of Route 12B. The speed limit on Route 12B at this location is 50 mph and the speed limit on Preswick Glenn Drive is posted for 20 mph.

NYS Route 12B with Fawncrest Boulevard

Fawncrest Boulevard intersects Route 12B at an unsignalized "T" intersection. Fawncrest Boulevard is the southbound, stop controlled approach to the intersection and consists of a 12-foot wide shared left / right turn lane. It is posted with a 5-ton weight limit. The northbound and southbound approaches consist of 12-foot wide shared turn / through lanes. There is a 7-foot wide shoulder on the west and a 6-foot wide shoulder on the east side of Route 12B. The speed limit on Route 12B at this location is 50 mph and Fawncrest Boulevard is posted for 30 mph.

NYS Route 12B with Merritt Place / Sycamore Drive

Merritt Place and Sycamore Drive intersect Route 12B at an unsignalized 4-way intersection. Both Sycamore Drive and Merritt Place are stop controlled. Sycamore Drive is the southbound approach to the intersection and consists of a 10-foot wide shared left/through / right turn lane. Merritt Place is the northbound approach to the intersection and consists of a 20-foot wide shared left/through/right turn lane. The eastbound approach is a 12-foot wide shared left/through / right turn lane with an additional 125-foot pull out lane to access Merritt Place (southbound). Merritt Place is aligned at an acute angle with Route 12B, with a small-radius horizontal curve at the intersection to provide a short perpendicular approach to the intersection.

The westbound approach consists of 12-foot wide shared left / through / right turn lane. There is a 7-foot wide shoulder on the west and a 6-foot wide shoulder on the east side of Route 12B. The speed limit on Route 12B at this location is 50 mph and both Sycamore Drive and Merritt Place are posted for 30 mph.

NYS Route 12B with Myles Elementary School

Myles Elementary School has two access drives approximately 430 feet apart that are both stop-controlled and which form unsignalized "T" intersections with Route 12B. The northerly access consists of a 12-foot wide shared left / right turn lane and the southerly access consists of a 10-foot wide shared left / right turn lane. The north- and southbound approaches to each access consist of a 12-foot wide shared turn / through lane with a 7-foot wide shoulder on the west side. The speed limit on Route 12B at this location is 40 mph and the speed limit on the school access drives are 10 mph.

NYS Route 12B with NYS Route 5, Seneca Turnpike

NYS Route 5 and NYS Route 12B intersect at a signalized 4-way intersection. The northbound approach consists of a 14-foot wide shared left/through lane with approximately 230 feet of storage and two exclusive right turn lanes; one 14-foot wide full lane and one 18-foot wide lane with approximately 280 feet of storage. The southbound approach is a driveway serving the Yahnundasis Golf Club, which consists of a 21-foot wide shared left / through / right turn lane. The eastbound approach consists of a 16-foot wide exclusive left turn lane with approximately 110-feet of storage, a 12-foot wide exclusive through lane and an 11-foot wide shared through/right turn lane. The westbound approach consists of 11-foot wide double left turn lanes with approximately 360 feet of storage, a 12-foot wide exclusive through lane, and a 14-foot wide shared through / right turn lane. On-street parking is not permitted and a 'No Right Turn On Red' sign exists for the northbound approach.

Marked crosswalks are provided across the west and south legs of the intersection. These crosswalks are approximately 7 feet wide and have hatched markings to increase their visibility. Pedestrian signals are also provided to facilitate these crossings.

The speed limit on NYS Route 12B and NYS Route 5 is 50 mph.

5. *Pedestrian & Bicycle Facilities*

Pedestrian accommodations include facilities that ensure safe pedestrian movement within and through the project area including sidewalks, ramps, pedestrian crossings, and other design facilities. Accommodating the pedestrian / bicyclist traffic in balance with vehicular traffic is essential to providing for a sustainable multi-modal transportation system.

Approximately 16% of the corridor has sidewalks on one or both sides of the roadway. These sidewalks are primarily located within the Village of Clinton and the Village of Oriskany Falls. Approximately 85% of the corridor has shoulders on both sides of the roadway. Bicyclists are accommodated on the paved shoulders, which are typically 6 to 8 feet wide. Figure 3 and 4 in Appendix A show the locations of the shoulder and sidewalk facilities within the corridor.

Segment 1: Route 20, Madison County to Hamlet of Deansboro, Oneida County
Shoulders exist on both sides of the road between Route 20 and the Village of Oriskany Falls. Within the Village, there are no shoulders but there are sidewalks on at least one side of the street.

Segment 2: Hamlet of Deansboro, Oneida County to Clinton Village, Oneida County
Shoulders exist on both sides of the road and are generally in good condition. Also, there are sidewalks on both sides of the road within the Hamlet.

S*egment 3: Clinton Village, Oneida County to Route 5, Oneida County*
The majority of this segment of Route 12B has shoulders on both sides of the road. Within the Village of Clinton, there are no shoulders but there are sidewalks for both directions of travel. Outside of the Village, sidewalks exist on the east side and then terminate. Near the Route 5 intersection, sidewalks exist on the east side of Route 12B

Crosswalks
Crosswalks serve two main purposes related to the safety of pedestrians. Crosswalks, and the associated signing, alert vehicles to the fact that pedestrians may be crossing at designated locations. Secondly, crosswalks provide pedestrians with a preferred, safer location to cross, delineated and enhanced by pavement markings and signing. Marked crosswalks are provided at principal intersections within the Villages along the corridor. There is a midblock crossing at the Lutheran Home / Clinton Senior Services complex located between Brimfield Street and Toggletown Road. There is also a midblock crossing south of Division Street, in the Village of Oriskany Falls.

Crosswalk located in front of Lutheran Home / Clinton Senior Services Complex (Segment #3)

6. *On-Street Parking*

On-street parking is generally not conducive to the mobility function of arterial roadways such as the Route 12B corridor. However, on-street parking is an important element of the streetscape within the Hamlet and Village areas and helps to differentiate these lower speed and higher density areas. The on-street parking available within the corridor occurs in both the Village of Oriskany Falls (Segment 1) and the Village of Clinton (Segment 3). Within the Village of Clinton, the parallel parking spots are clearly delineated by the pavement striping, whereas there are no formal pavement markings delineating the parallel parking spots in the Village of Oriskany Falls.

Village of Clinton on-street parking (Segment 3)

Village of Oriskany Falls on-street parking (Segment 1)

C. TRAFFIC VOLUMES

1. *Existing Daily Traffic Volumes (AADT)*

The New York State Department of Transportation (NYSDOT) provided Annual Average Daily Traffic (AADT) count data for eleven (11) different locations along the Route 12B corridor. The AADT counts identified the total amount of traffic traveling on a specific section of the roadway over a 24-hour period. For each location, there were two different years' of data which when compared, provides a trend of the daily volume between the two years, as shown in Table II-2. This data shows the locations where the trend was either an increase or decrease in traffic volumes. For each location the two different years of data were typically provided for 2003 and 2006 or 2004 and 2007. Two locations have data for 2005 and 2008.

In addition, CHA collected daily counts for a one-week period at the following locations to record hourly volumes by direction and vehicle classification.

1. Madison/Oneida Co. Line to end Route 26 overlap
2. NYS Route 315 to NYS Route 233
3. CR16, Post Street to Route 412, College Street
4. Start Route 12B to end Route 12B overlap
5. NYS Route 5B overlap to Route 5 end Route 12B

This data was collected at locations 1, 2, 3, and 5 from July 29, 2009 through August 5, 2009. The counts at location 4 were conducted from August 5, 2009 through August 12, 2009. Table II-2 provides a summary of the daily traffic volume data for Route 12B.

The NYSDOT Traffic Hourly Report which provides the AADT volumes shown in Table II-2 shows that there was a decrease in the volumes traversing all of the segments of Route 12B, except in Segment 1 from the end of the Route 26 overlap to Route 315, Deansboro between the two data years. A comparison of the 2009 volumes with the latest NYSDOT AADT volumes show increases in volumes on Route 12B in Segments 1 and 2 and continued decreases in volumes in Segment 3, except at the Route 5B overlap.

Table II-2
AADT volumes (vehicles/day)

Location	Station	NYSDOT[1]						CHA[1]
		2003	2004	2005	2006	2007	2008	2009
Segment 1								
Route 20 to Madison/Oneida Co. Line	240221	NA	2,990	NA	NA	2,790	NA	NA
Madison/Oneida Co. Line to End Route 26 overlap	260030	NA	3,050	NA	NA	2,610	NA	3,570
End Route 26 overlap to the Village of Oriskany Falls N Line	026065	NA	NA	3,725	NA	NA	4,175	NA
The Village of Oriskany Falls N Line to Route 315, Deansboro	260329	NA	NA	3,275	NA	NA	3,610	NA
Location	**Station**	**NYSDOT**						**CHA**
		2003	**2004**	**2005**	**2006**	**2007**	**2008**	**2009**
Segment 2								
Route 315, Deansboro to Route 233, Franklin Springs	260441	NA	5,570	NA	NA	5,375	NA	6,055
Route 233, Franklin Springs to CR16, Post Street	260312	5,595	NA	NA	5,205	NA	NA	NA
Location	**Station**	**NYSDOT**						**CHA**
		2003	**2004**	**2005**	**2006**	**2007**	**2008**	**2009**
Segment 3								
CR16, Post Street to Route 412, College Street	260001	6,695	NA	NA	6,410	NA	NA	5,350
Route 412, College Street to CR 15, Brimfield Street	260002	NA	13,370	NA	NA	NA	12,120	NA
CR 15, Brimfield Street to Route 5B overlap	260316	NA	13,491	NA	NA	11,695	NA	NA
Start Route 12B to end Route 12B overlap	260042	15,330	NA	NA	13,355	NA	NA	10,490
Route 5B overlap to Route 5 end Route 12B	260319	10,380	NA	NA	9,225	NA	NA	10,030

1.NA indicates data is not available

2. *Existing Peak Hour Traffic Volumes (Intersections)*

Existing design hour turning movement traffic counts were provided by the NYSDOT at the following locations to document existing traffic conditions.

1. NYS Route 12B/Route 5B – April 10, 2008
2. NYS Route 12B/ West Park Row / Williams Street - April 27, 2008
3. NYS Route 12B/Fountain Street / Kellogg Street - April 27, 2008

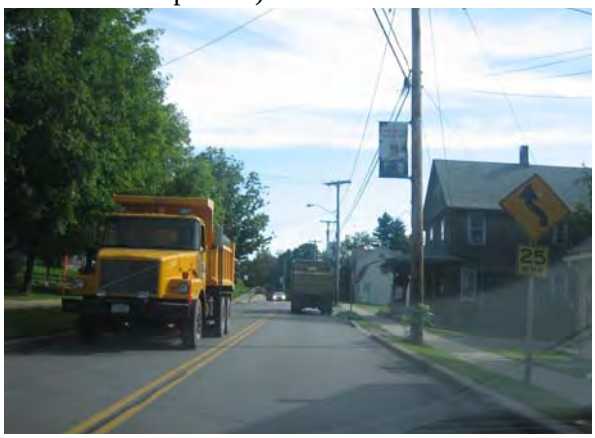
In addition, CHA conducted manual turning movement counts at the fourteen (14) intersections noted below during the period July 28, 2009 through August 12, 2009 to quantify existing volumes. These counts were recorded at 15-minute increments from 7:00 am to 9:00 am and 4:00 pm to 6:00 pm and classified as passenger cars and trucks.

1. NYS Route 12B with US Route 20
2. NYS Route 12B with NYS Route 26 (Augusta Road)
3. NYS Route 12B with NYS Route 315
4. NYS Route 12B with NYS Route 412 (College Street)
5. NYS Route 12B with West Park Row / Williams Street
6. NYS Route 12B with County Route 15 (Brimfield Street)
7. NYS Route 12B with Toggletown Road
8. NYS Route 12B with Limberlost Road
9. NYS Route 12B with NYS Route 5B (Middle Settlement Road)
10. NYS Route 12B with Preswick Glenn Drive
11. NYS Route 12B with Fawncrest Boulevard
12. NYS Route 12B with Merritt Place / Sycamore Drive
13. NYS Route 12B with Myles Elementary School
14. NYS Route 12B with NYS Route 5 (Seneca Turnpike)

The existing peak AM and PM traffic volumes used in this Study are shown in Figures 5A through 5E in Appendix A.

3. *Truck Traffic*

According to the *Official Description of Designated Qualifying and Access Highways* in New York State, April 2009, Route 12B is not considered a Qualifying Highway (National Network). A Qualifying Highway (or National Network Highway) is a highway designated as part of the Surface Transportation Assistance Act (STAA) of 1982 which allows STAA vehicles (tractor trailers combinations greater than 65 feet, tractor with 28 foot tandem trailers, maxi-cubes, triple saddle mounts, stringer-steered auto carriers and boat transporters) and 53' trailers to use that highway and any other highway within one linear mile of the Qualifying highway. Therefore, these types of trucks are not permitted on Route 12B. However, the section of NYS Route 12B from NYS Route 233 to the Oneida-Madison County line in the Towns of Kirkland and Marshall, and the Village of Oriskany Falls is a Highway Designated as an Access Highway for Larger Dimension Vehicles. As an Access Highway, it is designated for use by STAA vehicles and 53-foot trailers. However, these vehicle combinations may not travel off the access highway for any distance.



Route 12B truck traffic in the Village of Oriskany Falls (Segment #1)

Heavy truck traffic represents between 5% and 13% of the daily traffic volume on Route 12B. Vehicle classification data obtained at the study intersections indicate that the percentage of trucks during peak hours is generally 5-6% in the AM peak hour and 2% in the PM peak hour. The higher truck percentage occurs in the southern segments of the corridor. The percentage trucks on the section of Route 12B from Route 20 to the end of the Route 26 overlap in the Village of Oriskany Falls is 10-15% during the AM Peak hour and 3-4% during the PM peak hour.

D. SPEED CONDITIONS

There are several terms used to represent speed conditions including, but not limited to, the posted speed, operating speed, 85% percentile speed and the average speed.

The posted speed limit also referred to as the regulatory or legal speed limit, is the maximum speed along a highway segment allowed by local or state regulations. When no regulatory sign is posted, then the speed limit is the statutory speed, which is 55 mph as established by the NYS Vehicle and Traffic Law.

The operating speed, also referred to as the 85th percentile speed, is a single speed that reflects the speed that the majority of motorists are traveling. The 85th percentile speed is the operating speed that only 15% of the motorists exceed during off-peak hours. The average speed is the speed that

half the highway motorists are traveling. The following section discusses the speeds within the corridor.

1. *Posted Speed Limits*

The posted speed limit along the Route 12B corridor varies between 30 mph and 55 mph. Figure 6 in Appendix A shows the posted speed limits along the corridor.

Segment 1: Route 20, Madison County to Hamlet of Deansboro, Oneida County
From Route 20 to south of the Village of Oriskany Falls, Route 12B is posted with a 55 mph speed limit. The posted speed limit decreases to 35 mph at the approach to and southerly limits to the Village, and is 30 mph through the central part of the Village. At the northerly end of the Village, near Geranium Lane, the posted speed limit is 40 mph and then increases to 55 mph approximately 200 feet north of the access to the Hanson Aggregates quarry facilities.

Segment 2: Hamlet of Deansboro, Oneida County to Clinton Village, Oneida County
Within the Hamlet of Deansboro, Route 12B is posted for 35 mph. The section between Deansboro and Franklin Springs is posted for 55 mph. The posted speed limit in Franklin Springs is 40 mph and it changes to 30 mph at the Clinton Village line, near the Clinton Tractor and Implement Company (31 Meadow Street).

S*egment 3: Clinton Village, Oneida County to Route 5, Oneida County*
Within the Village of Clinton, the posted speed limit is 30 mph. From the North Village line to Robinson Road, Route 12B is posted for 40 mph. From Robinson Road north to Merritt Place, the posted speed limit is 50 mph. From Merritt Place to Route 5, Route 12B is posted for 40 mph.

2. *Spot Speed Study*

CHA conducted a spot speed study (radar sampling method) on Wednesday and Thursday, August 12 and 13, 2009 to measure the existing operating speeds at the specified locations under the traffic and environmental conditions prevailing at the time of study. The study was conducted during the non-peak periods from 9:00 am to 1:00 pm and from 1:30 pm to 3:30 pm to sample speeds under unconstrained, free-flow conditions and obtained for both directions of travel. The locations of the spot speed study were as follows:

(1) North of the Village of Oriskany Falls, between Green Vedder Road and Skyline Drive / College Street and (Segment 1)
(2) Just south of Grant Road between Grant Road and Dugway Road (Segment 2)
(3) Between Toggletown Road and Stebbins Drive (Segment 3)
(4) Between NYS Route 5B and Fawncrest Boulevard (Segment 3)

Table II-3 below summarizes the speed study locations, the number of samples taken in the north- and southbound directions, and the average and 85th percentile speeds. The 85th percentile speed is defined as the operating speed that only 15% of the motorists exceed. The 85th percentile speed

is used to identify the design speed of a road, which is used to determine the various geometric design features for the road.

Table II-3
Spot Speed Study

Location	Posted Speed Limit (mph)	Number of Samples		Northbound		Southbound	
		Northbound	Southbound	Average Speed (mph)	85% Percentile Speed (mph)	Average Speed (mph)	85% Percentile Speed (mph)
Betw'n Green Vedder Rd & College St	40	160	213	38	43	36	40
Betw'n Grant Rd & Dugway Rd	40	260	227	38	42	41	46
Betw'n Toggletown Rd & Stebbins Dr	40	355	336	40	44	41	44
Betw'n Route 5B & Fawncrest Blvd	50	321	321	46	51	46	50

The existing spot speed data collected during these hours showed the following:

- The travel speeds collected for each location shows consistent northbound and southbound speeds on that section of Route 12B.
- The 85th percentile speeds ranged from 42 mph to 51 mph.

Therefore, based upon the study, it can be concluded that the operating speed along Route 12B is consistent with the posted speed limit. Appendix C contains the summary sheets for the spot speed study.

3. *Travel Time and Delay Study*

A travel time and delay study of the corridor was performed on Wednesday and Thursday, August 12, and 13, 2009 to evaluate the quality of traffic movement along Route 12B and to determine the locations, types and extents of traffic delays. The study was performed from 4 pm to 6 pm on both days. Using the floating car method, a total of 8 runs of the approximate 16-mile corridor was made; four in each direction. Table II-4 below shows the average time and average operating speed through the corridor in each of the southbound and northbound directions.

Table II-4
Travel Time and Delay Study
Operating Speed

Location	Segment Length (miles)	Avg. Travel Time (seconds)		Avg. Operating Speed (mph)	
		SB	NB	SB	NB
Route 20 to Main Street	2.6	208.00	198.50	45.0	47.2
Main Street to Route 315	4.2	313.75	304.25	48.2	49.7
Route 315 to Route 233	3.0	209.50	203.75	51.6	53.0
Route 233 to Route 412	1.8	157.25	157.5	41.2	41.1
Route 412 to West Park Row	0.1	28.5	29.00	12.6	12.4
West Park Row to Brimfield	0.7	92.25	86.75	27.3	29.0
Brimfield to Route 5B	1.6	151.50	131.50	38.0	43.8
Route 5B to Route 5	1.9	155.50	149.50	44.0	45.8

These values exclude the reduction in effective travel speed associated with stop delays within the corridor. Most of the stop delay is associated with the intersection controls (signal or Stop-sign) in the corridor, and occasionally with turn movements at unsignalized roadways or driveways. Table II-5 shows the effective average travel times and travel speed, with consideration of the stop delay time.

Table II-5
Travel Time and Delay
Travel Speeds

Location	Segment Length (miles)	Avg. Travel Time (seconds)		Avg. Travel Speed (mph)	
		SB	NB	SB	NB
Route 20 to Main Street	2.6	225.0	201.8	41.6	46.4
Main Street to Route 315	4.2	315.2	305.5	48.0	49.5
Route 315 to Route 233	3.0	209.5	203.8	51.6	53.0
Route 233 to Route 412	1.8	158.5	173.8	40.9	37.3
Route 412 to West Park Row	0.1	74.8	40.2	4.8	8.9
West Park Row to Brimfield	0.7	104.2	86.8	24.2	29.0
Brimfield to Route 5B	1.6	152.2	149.5	37.8	38.5
Route 5B to Route 5	1.9	167.5	191.0	40.8	35.8

A comparison of the travel times and speeds in Tables II-4 and II-5 show the effect of the intersection signal delay on overall travel speed. As might be expected, the rural segments of the corridor experience little impedance to travel speed, and speeds are generally consistent with the posted speed limits and the sampled free-flow speeds during non-peak hours. It is noted that the general traffic conditions in the Village of Clinton produce average operating speeds that are well below the posted speed limit. When factoring in the signal delays, the effective travel speed during peak hours is 5-10 mph.

Appendix E contains the summary sheets for the travel time and delay study.

E. LAND USE & ZONING CHARACTERISTICS

1. *Land Use*

As part of the existing conditions evaluation of Route 12B, both the existing land use and zoning were reviewed within the study area. The evaluation will assist in identifying the potential for growth along the route and the impacts this may have to traffic operations and safety along the corridor. The existing land use evaluation was based on a windshield survey of the corridor, online aerial imagery, NYS Real Property Service Property Class Codes (i.e., Class Codes), parcel mapping, and research of available local land use plans. The zoning evaluation relied on zoning maps, zoning text, and staff interviews. Figures 7A through 7D in Appendix A illustrate the existing land uses in the corridor. Figures 8A and 8B in Appendix A illustrate the current Zoning information.

The section of Route 12B within the project study area traverses areas that can be generally characterized as rural with several hamlets/villages located along the route. The section of Route 12B south of the Village of Clinton (from College Street to Dwight Avenue) has suburban-style commercial development that is set back from the road frontage with parking located in front of the buildings. The northern limits of the Route 12B study area also have suburban land uses and development characteristics.

Town of Madison, Madison County

The landscape in this part of the corridor is rural agricultural and is dominated by farms, and wooded areas, with sparsely scattered residential. The Class Code reflects this use as it is almost unilaterally classified as Agriculture. Figure 7A - Land Use in Appendix A, illustrates the land uses in this part of the corridor.

Village of Oriskany Falls, Oneida County

The Village of Oriskany Falls is located in the Town of Augusta, and has a population of approximately 700. Route 12B is the principal thoroughfare through the Village, but it also has an important function for local access by motorists, bicyclists and pedestrians. Based on the Class Code, land use in the Village along Route 12B is primarily residential (See Figure 7A - Land Use in Appendix A). Lot sizes are smaller and more densely packed as compared to the rural and large lot style agricultural and residential uses outside of the Village. Tyco-Healthcare-Kendall Companies

Route 12B looking south of the Village of Oriskany Falls (Segment#1)

operates a large manufacturing/warehouse facility in the southwestern sector of the Village at the corner of Route 12B and Division Street.

The village center is located at the intersection of Route 12B and Route 26, and features a mix of commercial and retail uses. North of the village center, but still within the Village boundaries, land use is generally small lot residential interspersed by commercial lots.

Town of Marshall, Oneida County
The land use on both sides of Route 12B in the area between the Village of Oriskany Falls and Van Hyning Road, in the Town of Marshall, is dominated by the Hanson Aggregates quarry.

This is followed by a mix of rural residential, commercial and industrial uses with farmlands and woodlands. Lot sizes are very large; therefore there are long stretches of Route 12B that are undeveloped.

Approaching the Hamlet of Deansboro, residential lots along the corridor are smaller and more compact more typical of hamlet of village. There are also several commercial and industrial parcels in this area. Overall lands in the Town of Marshall can be described as Mixed Use / Rural.

Town of Kirkland, Oneida County
The Town of Kirkland includes the Village of Clinton. The Town of Kirkland south of the Village of Clinton is decidedly agricultural and rural residential (See Figure 7B, Land Use in Appendix A). The Class Code identifies this area as almost exclusively agricultural. The properties identified as residential or rural residential are very large. Franklin Springs is a small unincorporated community located south of the Village of Clinton, which is a transitional area between the rural parts of the Town and the Village, and includes a mix of residential and commercial uses.

Northeast of the Village of Clinton, residential uses along Route 12B have gradually increasing lot sizes as the uses transition to the overall rural character of the Town. The Lutheran Home / Clinton Senior Services complex and medical facility is located along Route 12B approximately midway between Toggletown Road and Brimfield Street. Other uses along this part of the Route 12B corridor include residential, rural residential, and vacant uses. There are several small commercial uses near Limberlost Road.

Village of Clinton, Oneida County
The Village of Clinton is located in the Town of Kirkland and has a population slightly under 2,000. Hamilton College, a private liberal arts college with a student population of approximately 1,800, is located approximately 1.5 miles west of the Village center.

The development pattern is typical of many small villages in the state, with a concentration of commercial uses in the center of the village along Route 12B, surrounded mostly by residential. (See Figure 7C, Land Use in Appendix A). There is a true downtown with commercial and civic structures located close to the road and 2-3 stories high. There are sidewalks throughout the downtown area with on-street parking and few undeveloped parcels.

At the south end of the Village, the commercial land use patterns are suburban, auto-oriented in style, with larger commercial structures set back from the roadway with off-street parking lots located in front of the buildings. There are no sidewalks along this section of Route 12B.

Town of New Hartford, Oneida County
The development patterns in the part of the Route 12B corridor in the Town of New Hartford can be characterized as “suburban”. The land use is primarily residential with suburban style subdivisions and apartments and townhomes (See Figure 7D, Land Use in Appendix A). In the area of Middle Settlement Road, there is an assisted living/nursing home/medical facility complex. The Myles Elementary School is also located in this section of the corridor, between Sycamore Drive and Doris Road. The school is also developed in a suburban campus style, set back from the roadway with parking in front. There are no sidewalks along Route 12B in this area, but there is a pedestrian/bicycle trail connecting the rear of the school building with the adjacent residential neighborhoods. There are several commercial properties along the corridor approaching the intersection with Route 5 and the project terminus. Although this area is more heavily developed, there is still some undeveloped land in the area.

2. *Zoning*

The existing zoning codes and regulations of the various communities along the Route 12B corridor were also reviewed to provide additional context of existing conditions and for an assessment of the potential future growth within the study area. Both the Town of Madison and the Village of Oriskany Falls do not currently have a zoning law.

Town of Madison, Madison County
The Town of Madison currently has no zoning ordinance. The Town requires a one-acre minimum in order to develop a lot. As discussed in the land use summary this area is very rural and does not appear to be subject to development pressure.

Village of Oriskany Falls, Oneida County
The Village of Oriskany Falls has no zoning ordinance.

Town of Marshall, Oneida County
Zoning in the Town of Marshall includes large areas of Agricultural zoning. From the Town Boundary north to the Hamlet of Deansboro (Intersection of Route 12B, Route 315 and West Hill Road) with the exception of the land areas described below parcels are zoned Agriculture along the Route 12B corridor.

From the Town line north to the Hamlet of Deansboro zoning designations are as follows. The area of the Hanson Aggregate Quarry (near Green Vedder Road) is currently zoned 'Aggregate', which, according to the Town Zoning Officer, also allows uses similar to a commercial zone.

There is one lot zoned Planned Business on the east side of Route 12B just south of Hughes Road East. On the west side of Route 12B between Hughes Road West and one lot south of the Route 12B, West Hill Road and Route 315 (Hamlet of Deansboro) is zoned Residential.

The Commercial zone (B-1) is located at the Hamlet of Deansboro. On the east side of Route 12B heading south for approximately four or five parcels to about the location of the active farm fields shown on aerial photography is zoned B-1. On the west side only one parcel located at the intersection of 12B and West Hill Road is zoned B-1. From Hughes Road West to the CC-1 parcel zoning is residential.

North of the intersection of Route 12B, Route 315 and West Hill Road zoning is B-1 on both sides of the road for approximately four to five lots. The remainder of lands adjacent to Route 12B in the Town of Marshall are zoned Residential.

Town of Kirkland, Oneida County
From the southern boundary with the Town of Marshall to the vicinity of Harding Road and Dugway Road, zoning adjacent to Route 12B in the Town of Kirkland is Rural Residential (R-R) (see Figure 8A, Town of Kirkland/Village of Clinton Zoning Map in Appendix A). In this area are two mapped overlay zones: an Agricultural Conservation Overlay District (A-COD) and a Resource Conservation Overlay District (R-COD). Some areas are subject to the requirements of both overlay zones. The lot size requirement for the R-R District for a single family home is

45,000 square feet (SF). Allowable uses in this zone are varied and include educational, hospital and day care uses. Lot size requirements range from 45,000 SF to two (2) acres.

Approaching the village of Clinton zoning along Route 12B is Residential Town Center (R-TC), and Industrial (I) and Commercial (C). The R-TC zone north of Route 12B and the industrial zone south of Route 12B is also subject to the requirements of the R-COD. In the R-TC zone, lot sizes vary but can be as small as 15,000 SF for a single-family structure and 7,500 SF per unit for multiple family structures. Lot sizes for industrial uses range from 20,000 to 40,000 SF and include uses such as construction yards and warehouses. The reduction in lot size requirements in this area reflect the smaller lot size requirement of the Village of Clinton and the denser development pattern in a Village setting.

Exiting the Village and travelling north on 12B towards the Town of New Hartford, zoning districts consist of R-TC adjacent to the Village limit, R-R and Planned Development (P-D). There is also a small area of A-COD in the P-D District. The P-D allows any legal use including a combination of uses; lot sizes must be a minimum of 5 acres.

Village of Clinton, Oneida County
Route 12B traverses the Village of Clinton and is routed directly through the downtown area. Zoning designations include R-1, C-1 and C-2. The village center is zoned C-1 including the segment of 12B called College Street as well as South Park Row and East Park Row which is adjacent to the village green (see Figure 8A, Town of Kirkland/Village of Clinton Zoning Map in Appendix A).

Allowable uses in the C-1 are mixed typical of a true downtown and include but are not limited to multi-family dwellings as well as a variety of retail, business and professional offices and services, restaurants, theatres, and hotels. There is no minimum lot size, lot width requirement, front yard minimum or side yard set backs for commercial uses within this zone. A residential use in this district must be a minimum of 5,000 SF with a 50-foot lot width, and a 5-foot side yard. Maximum building height is three stories (45 feet).

A small area is zoned C-2 zone on the north side of Route 12B in the area of Taylor Avenue. This zone allows all as of right uses listed in the CC-1 zone and commercial uses that one could identify as “heavy commercial” such uses as commercial recreation, warehouse or storage, car wash, motor vehicle body repair shop and building supplies. Lot size requirements are generally the same as the CC-1 zone except that commercial uses must have a 10-foot side yard set back.

The R-1 zone, which encompasses the majority of the Village, allows for single family, two-family and multi-family uses on lot sizes of 10,000 SF for single-family structures and 15,000 SF for two-family homes. Other allowable uses include churches, library, school, daycare, public park or playground and cemetery. Home occupations are allowable however; criteria must be met to protect neighborhood character.

Town of New Hartford, Oneida County
Zoning along Route 12B in the Town of New Hartford is a combination of residential uses that include High Density Residential (HDR), Medium Residential (MDR) and Low Density

Residential (LDR). The HDR encompass apartment complexes and other forms of high-density housing and are located in the town's most intensively developed areas. HDR districts are generally smaller than the other residential districts. The HDR allows for lots as small as 10,000 SF, allowing single and two-family dwellings as well as multi-family dwellings (see Figure 8B, Town of New Hartford Zoning Map in Appendix A).

The MDR zone permits one and two-family dwellings on lot sizes of 15,000 SF for a single family home. The LDR zone allows one family units on lot sizes of 18,000 SF. Two-family homes are not an allowable use.

Public schools, libraries, churches are all typical of site plan review uses in the residential zones generally requiring lot size of one acre. The HDR zone in this stretch of 12B is generally more developed than most of the study area (not including villages) but does include several undeveloped parcels.

Approaching the project terminus at Route 5 some Route 12B frontage is zoned Neighborhood Business (RB4). At the intersection with Route 12B, the zoning is Planned Highway Business (PHB).

The RB4 zone located on Route 12B allows one and two-family dwellings and certain home occupations. The site plan review uses include uses similar to the site plan review uses in the various residential zones but also allow a number of small offices and retail uses (less than 2500 SF). The PHB zone at the intersection with Route 12B allows for numerous highway/business uses. A review of the aerial photographs in this location indicate that most of the land currently zoned PHB is developed.

Land Use/Zoning Summary

As can be seen by both the existing land use mapping and the zoning ordinances, land use adjacent to Route 12B within the study generally falls into 2 categories: rural/agriculture and village/hamlet. The exceptions to this are the large quarry area located in the Town of Marshall and the more suburban style development occurring in the Town of New Hartford.

There is limited vacant land within the village boundaries. The current zoning in both villages does not allow large-scale development. The Towns with zoning ordinances generally have rural/agriculture or residential zones along Route 12B and there does not appear to be significant development pressure in the area. The Town of Madison and the Village of Oriskany Falls do not currently have a zoning ordinance which could lead to potential for future land use and development issues that are not consistent with the current character of these communities.

SECTION III ANALYSIS

A. LEVEL OF SERVICE (LOS) METHODOLOGY

The operating conditions of transportation facilities are evaluated based on the relationship of existing or projected traffic volumes to the theoretical capacity of the highway. Various factors affect capacity including traffic volume, speed, roadway geometry, grade, number and width of travel lanes and intersection control. The current standards for evaluating capacity and operating conditions are contained in the 2000 Highway Capacity Manual (HCM), published by the Transportation Research Board. The procedures describe operating conditions in terms of Level of Service (LOS). In general, "A" represents the best operating condition and "F" represents the worst. Level of Service "D" or better normally represents acceptable operating conditions during peak periods. Descriptions of levels of service and the associated performance measures set forth in the HCM2000 are provided in Appendix B.

B. CAPACITY ANALYSIS

A capacity analysis was performed for the intersections identified above using the existing traffic volumes. The traffic analysis for each intersection was performed using the HCS+ Software program, Version 5.4 that is based on the Highway Capacity Manual (HCM). Appendix C provides the capacity analysis for this project.

Table III-1 summarizes the results of the capacity analysis which includes such measures as LOS, delay, volume to capacity ratio (v/c) and 95th percentile queues. For both signalized and unsignalized intersections, the primary performance measure is LOS which is based on the control delay per vehicle. The LOS criteria for unsignalized and signalized intersections differ primarily because it is the expectation that a signalized intersection is designed to carry higher traffic volumes and experience greater delay than an unsignalized intersection. The volume to capacity ratio (v/c) identifies how saturated a movement, approach or intersection is. Values above 1 indicate that the demand exceeds the available capacity. The 95th percentile queue; another performance measure, identifies the length of queue that has a probability of 5 percent or less of being exceeded during the peak hour.

The results of the capacity analysis, shown in Table III-1, indicate that all of the signalized intersections in the study area are currently operating at overall acceptable levels of service. The unsignalized intersections being studied also all currently operate satisfactorily.

Table III-1
Intersection Capacity Analysis Summary: Existing Conditions

	AM				PM			
	Ave. Delay			95th %ile	Ave.			95th %ile
Intersection	(sec/veh)	LO	V/C	(feet)	(sec/veh)	LOS	V/C	(feet)
Route 12B at Route 20 (Unsignalized)								
Rte 20 EB L	7.9	A	0.05	4	8.0	A	0.13	11
Rte 12B SB L- R	9.9	A	0.19	18	10.4	B	0.21	20
Route 12B at Route 26 (Unsignalized)								
Rte 12B WB L-T-R	7.6	A	0.07	6	7.5	A	0.09	8
Rte 12B NB L-T-R	10.3	B	0.21	20	12.7	B	0.34	38
Rte 26 SB L-T-R	10.8	B	0.04	3	12.9	B	0.10	9
Route 12B at Route 315 (Unsignalized)								
Rte 12B SB L	7.8	A	0.06	5	7.8	A	0.08	6
Route 315 WB L- R	10.8	B	0.11	10	11.2	B	0.13	3
Route 12B at Route 412 (Signalized)								
Rte 12B EB T-R	25.2	C	0.47	235	35.4	D	0.80	458
Rte 12B WB L	12.0	B	0.35	108	66.3	E	1.01	473
Rte 12B WB T	11.0	B	0.28	160	10.9	B	0.27	158
Rte 412 NB L	17.0	B	0.14	65	18.4	B	0.32	160
Rte 412 NB R	7.5	A	0.34	178	7.7	A	0.37	198
Overall	***13.9***	***B***			***32.1***	***C***		
Route 12B at West Park Row / Williams Street (Signalized)								
Rte 12B EB T-R	16.0	B	0.60	365	17.6	B	0.67	430
Rte 12B WB L-T	14.1	B	046	240	13.2	B	0.43	270
Williams Street NB L-R	12.0	B	0.03	15	11.9	B	0.02	5
W. Park Row SB L-T-R	12.6	B	0.11	60	15.3	B	0.38	220
Overall	***14.9***	***B***			***15.6***	***B***		
Route 12B at Brimfield Street (Unsignalized)								
Rte 12B SB L	8.6	A	0.02	2	8.8	A	0.07	5
Brimfield NB L-R	19.8	C	0.37	43	27.5	D	0.33	35
Route 12B at Toggletown Road (Unsignalized)								
Rte 12B SB L	9.1	A	0.00	0	8.3	A	0.01	1
Toggletown WB L-R	14.8	B	0.06	5	18.1	C	0.05	5
Route 12B at Limberlost Road (Unsignalized)								
Rte 12B EB L	8.2	A	0.02	1	9.1	A	0.02	1
Limberlost SB L-R	21.6	C	0.35	39	28.4	D	0.36	39
Route 12B at Route 5B (Signalized)								
Route 12B EB L	10.4	B	0.38	115	11.2	B	0.48	130
Rte 12B EB T-R	11.1	B	0.44	285	10.2	B	0.32	195
Rte 12B WB L-T	17.5	B	0.43	235	18.0	B	0.48	280
Rte 12B WB R	15.2	B	0.14	60	15.0	B	0.12	55
Driveway NB L-T-R	32.3	C	0.03	5	34.3	C	0.26	30
Route 5B SB L	24.7	C	0.19	65	25.2	C	0.26	95
Rte 5B SB R	17.0	B	0.20	85	20.8	C	0.57	285
Overall	***14.3***	***B***			***16.5***	***B***		
Route 12B at PreswickGlen Drive (Unsignalized)								
Rte 12B EB L	9.0	A	0.00	0	8.3	A	0.02	2
Preswick SB L-T-R	14.4	B	0.06	5	15.0	C	0.02	2
Route 12B at Fawncrest Blvd (Unsignalized)								
Rte 12B EB L	8.0	A	0.01	1	8.1	A	0.01	1
Fawncrest SB L-R	13.3	B	0.10	8	13.4	B	0.06	5
Route 12B at Merritt Pl and Sycamore Dr. (Unsignalized)								
Rte 12B EB L-T-R	8.0	A	0.01	0	8.2	A	0.02	1
Rte 12B WB L-T-R	8.1	A	0.01	0	8.4	A	0.02	1
Merritt Place NB L-T-R	15.2	C	0.15	14	18.8	C	0.16	14
Sycamore Dr. SB L-T-R	18.2	C	0.18	16.5	19.0	C	0.17	15
Route 12B at Myles Elementary School (Unsignalized)								
Rte 12B EB L	8.5	A	0.02	2	8.4	A	0.02	2
Myles Elem. SB L-T-R	16.0	C	0.10	8	16.9	C	0.20	19

Table III-1 (Con't)
Intersection Capacity Analysis Summary: Existing Conditions

Route 12B at Route 5 (Signalized)								
Rte 5 EB L	29.3	C	0.00	0	39.5	D	0.04	5
Rte 5 EB T-R	18.8	B	0.78	390	16.3	B	0.82	605
Rte 5 WB L	25.5	C	0.50	155	35.3	D	0.65	285
Rte 5 WB T-R	4.0	A	0.47	135	2.0	A	0.62	165
Rte 12B NB L-T	27.6	C	0.03	5	38.8	D	0.34	85
Rte 12B NB R	20.8	C	0.56	240	25.6	C	0.43	215
Driveway SB L-T-R	29.6	C	0.06	10	40.3	D	0.17	30
Overall	***15.3***	***C***			***14.8***	***B***		

Notes: EB=eastbound, WB=westbound, NB=northbound, SB=southbound
L= left, T= through, R=right, LT = shared left/through, TR = shared through/right, LR= shared left/right

A capacity analysis was also performed for the mainline segments of Route 12B. The traffic analysis for each segment was performed using the HCS+ Software program, Version 5.4 that is based on the Highway Capacity Manual (HCM). These analyses are also provided in Appendix C.

The results of this analysis, shown in Table III-2, indicate that all of the roadway segments operate at acceptable levels of service. It is noted that the section from the Village of Clinton north to Route 5B shows higher levels of peak-hour congestion as a result of the higher volumes on this segment and the lack of passing opportunities.

Table III-2
Two-Lane Highway Segment Capacity Analysis

Highway Segment	AM Peak Hour		PM Peak Hour	
	LOS	V/C	LOS	V/C
US Route 20 to Oriskany Falls	C	0.15	C	0.17
Oriskany Falls to Deansboro	C	0.14	C	0.17
Deansboro to Clinton Village	C	0.16	C	0.20
Clinton Village to NYS Route 5B	D	0.32	D	0.36

C. ACCIDENT ANALYSIS

In order to assess the traffic safety conditions within the study area, vehicular crash data was reviewed for a three-year period. This information was requested and obtained from the New York State Department of Transportation for the period from September 2005 through August 2008. Appendix G contains the accident data.

The accident rates for each of the four project segments and four intersections with at least two accidents per year were calculated. These were calculated using the following equations:

$$\textit{Mid-Block Crash Rate} = \frac{\textit{Total Accidents x 1,000,000}}{\textit{(Yrs x 365 x Avg Daily Traffic x Length-Miles)}}$$

$$\textit{Intersection Crash Rate} = \frac{\textit{Total Accidents x 1,000,000}}{\textit{(Yrs x 365 x Daily Entering Vehicles)}}$$

Mid-block crash rates are measured in terms of the million vehicle miles travelled (MVMT) along a section of roadway. Intersection crash rates are measured in terms of million entering vehicles (MEV). The number of Daily Entering Vehicles (DEV) included in the intersection crash rate calculation is the total volume entering the intersection from all approaches.

A total of 273 crashes were reported within the study area with 105 occurring at intersections. Overall, the crash experience was fairly consistent during the time period analyzed. In order to evaluate the significance of these crashes, crash rates were calculated for each segment and at the four intersections that experienced an average of two or more crashes a year. This information is summarized in Table III-3 for segments and Table III-4 for intersections.

Table III-3
Crash Rates for Route 12B Study Segments

Route 12B Study Segments	Crashes	AADT[1]	Length (Mi.)	Crash Rate (#/MVMT)	Avg. Crash Rate[2] (#/MVMT)
1 Oneida County Line to Hamlet of Deansboro	47	4,174	5.0	2.06	2.81
2 Hamlet of Deansboro to Clinton Village Southerly Line	47	5,376	3.4	2.35	2.81
3 Clinton Village Southerly Line to Clinton Village Northerly Line	79	12,121	2.6	2.29	3.66
4 Clinton Village Northerly Line to Route 5	100	11,693	3.1	2.52	3.66
Overall Corridor	***273***	***7,583***	***14.1***	***2.33***	***2.81/3.66***

1. Average Daily Traffic data were obtained from NYSDOT ATR counts at Route 12B count stations.
2. Average Crash Rates obtained from NYSDOT for similar roadway segments within New York State.

Table III-4
Crash Rates at Selected Route 12B Intersections

Selected Route 12B Intersections	Crashes	DEV[1]	Crash Rate (#/MEV)	Avg. Crash Rate[2] (#/MEV)
Route 12 B at Route 412/College Street	6	14,635	0.37	0.29
Route 12 B at Robinson Road	6	10,980	0.50	0.16
Route 12 B at Route 5B/Middle Settlement Road	6	13,013	0.42	0.29
Route 12 B at Route 5	30	33,078	0.83	0.29

1. Daily Entering Volumes were computed using peak hour turning movement counts at intersections and time of day percentages calculated from nearby NYSDOT ATR count stations.
2. Average Crash Rates were obtained from NYSDOT for similar intersections within New York State.

Route 12B Study Segments

Crashes can be a symptom of poor roadway characteristics (too many driveways, no turn lanes, narrow lanes, poor site lines etc), they can identify areas where travel patterns and congestion may be creating safety issues, or they can be due to environmental factors such as wildlife or weather conditions. Collision diagrams were developed for each segment to identify patterns in accident type and location within the study area. They are included as Figures 9A – 9D in Appendix A. Table III-5 includes a summary of accidents by segment, while Table III-6 shows an accident summary for the four selected intersections.

Table III-5
Accident Summary for Route 12B Study Segments

Description	Number of Accidents by Segment				Description	Number of Accidents by Segment			
	1	2	3	4		1	2	3	4
Accident Type					**Primary Direction of Travel**				
Rear End	4	4	42	51	Northbound	24	19	40	34
Fixed Object	13	12	5	9	Southbound	23	28	39	66
Animal	18	19	3	6					
Left Turn	4	5	7	7	**Time of Day**				
Right Turn	1	0	0	0	6:00 AM - 10:00 AM	13	8	15	22
Right Angle	1	0	2	4	10:00 AM - 4:00 PM	13	14	32	37
Head On	2	4	6	11	4:00 PM - 7:00 PM	4	14	20	24
Overtaking	1	0	4	1	7:00 PM - 12:00 Mid	14	8	9	16
Backing	2	0	2	2	12:00 Mid - 6:00 AM	3	3	3	1
Pedestrian/Bicycle	1	0	3	5					
Other	0	3	5	4	**Day of Week**				
					Sunday	6	8	4	9
Accident Severity					Monday	10	5	8	17
Fatal	1	1	0	2	Tuesday	3	2	12	12
Injury	9	11	30	44	Wednesday	5	10	15	12
Property Damage	25	27	32	48	Thursday	5	9	15	22
Non-Reportable	12	8	17	6	Friday	10	5	19	19
					Saturday	8	8	6	9
Pavement Conditions									
Dry	34	33	52	66	**Time of Year**				
Snowy/Icy	6	4	11	17	December - February	11	14	22	35
Wet	7	10	16	17	March - May	11	8	22	23
					June - August	13	13	17	21
Light Condition					September - November	12	12	18	21
Day	22	25	63	71					
Night	25	22	16	29	**Total**	47	47	79	100

Segment 1 – Oneida County Line to Hamlet of Deansboro
Segment 2 – Hamlet of Deansboro to Clinton Village Southerly Line
Segment 3 – Clinton Village Southerly Line to Clinton Village Northerly Line
Segment 4 – Clinton Village Northerly Line to Route 5

Table III-6
Accident Summary for Selected Route 12B Intersections

Description	Number of Accidents by Intersection				Description	Number of Accidents by Intersection			
	Route 12B at Route 412/College Street	Route 12 B at Robinson Road	Route 12B at Route 5B/Middle Settlement	Route 12B at Route 5		Route 12B at Route 412/College Street	Route 12 B at Robinson Road	Route 12B at Route 5B/Middle Settlement	Route 12B at Route 5
Accident Type					**Primary Direction of Travel**				
Rear End	5	6	3	28	Northbound	2	6	3	18
Fixed Object	0	0	1	1	Southbound	-	0	0	0
Animal	0	0	0	0	Eastbound	0	0	3	6
Left Turn	0	0	2	1	Westbound	4	-	0	6
Right Turn	0	0	0	0					
Right Angle	0	0	0	0	**Time of Day**				
Head On	0	0	0	0	6:00 AM - 10:00 AM	1	1	0	10
Overtaking	1	0	0	0	10:00 AM - 4:00 PM	2	3	4	10
Backing	0	0	0	0	4:00 PM - 7:00 PM	2	1	2	9
Pedestrian/Bicycle	0	0	0	0	7:00 PM - 12:00 Mid	1	1	0	1
Other	0	0	0	0	12:00 Mid - 6:00 AM	0	0	0	0
Accident Severity					**Day of Week**				
Fatal	0	0	0	0	Sunday	1	0	2	2
Injury	2	4	4	11	Monday	0	1	0	6
Property Damage	3	2	2	18	Tuesday	0	1	0	3
Non-Reportable	1	0	0	1	Wednesday	1	1	0	3
					Thursday	0	1	2	6
Pavement Conditions					Friday	2	2	1	10
Dry	3	2	5	25	Saturday	2	0	1	0
Snowy/Icy	1	0	0	2					
Wet	2	4	1	3	**Time of Year**				
					December - February	2	1	3	9
Light Condition					March - May	4	0	0	5
Day	5	4	5	25	June - August	0	1	0	7
Night	1	2	1	5	September - November	0	4	3	9
					Total	6	6	6	30

Segment 1: Oneida County Line to Hamlet of Deansboro
Reference Marker Location: 26 2605 1000 to 12B 2603 1050

This segment includes the Village of Oriskany Falls and the Hamlet of Deansboro as well as intersections with Route 26 (Main Street) and Route 315. During the three-year study period, 47 crashes occurred within this segment. There were 18 accidents involving animals (deer) and 13 collisions with fixed objects. There was no apparent pattern in the roadside objects that were struck. Two of the fixed object accidents involved a tree, two involved an embankment, rock, or ditch, one involved a sign post, one involved a light or utility pole, one involved a snow embankment, and the others were unreported. There was one fatality accident in Segment One during the study period. This accident occurred north of Burnham Road and involved a northbound truck with faulty brakes striking one car ahead that was stopped in traffic and another vehicle traveling in the opposite direction. In addition to the fatality accident, there were nine injury accidents, 25 property damage accidents, and 12 "non-reportable" accidents within this segment during the study period. One of the injury accidents involved a bike and occurred in the Village of Oriskany Falls at the intersection with Cottage Street. Thirteen of the 47 accidents in this segment occurred when pavement was wet or snowy / icy and 25 of the 47 accidents occurred when it was dark. The crash rate computed for this segment, as shown in Table III-3, is below the state average rate for similar segments.

Segment 2: Hamlet of Deansboro to Clinton Village Southerly Line
Reference Marker Location: 12B 2603 1051 to 12B 2603 1084

This segment includes a less developed portion of Route 12B between Deansboro and Franklin Springs. Route 233 (Harding Road) is the most major intersecting roadway in this segment. Forty-seven accidents occurred during the three-year study period within this segment. As with Segment One, there was a predominance of collisions with animals (19) and fixed objects (12). Of the fixed object accidents, five involved an embankment, rock or ditch, two involved a light or utility pole, two involved a culvert or headwall, one involved a tree, one involved a guiderail end, and one was unspecified. In Segment Two during the study period, there was one accident that resulted in a fatality. This accident occurred near the south end of Dugway Road and involved a southbound left-turning vehicle striking a motorcycle heading north. Additionally, 11 injury accidents, 27 property damage accidents, and eight "non-reportable" accidents occurred during the study period along this segment. Overall, 14 of 47 accidents occurred when pavement conditions were wet or snowy/icy and 22 of 47 occurred when it was dark. The northern portion of this segment also includes an S curve (a feature of the horizontal alignment where two curves are placed back to back) where about 22 accidents occurred. The crash rate for Segment Two is below the state average rate for similar roadways (as shown in Table III-3).

Segment 3: Clinton Village Southerly Line to Clinton Village Northerly Line
Reference Marker Location: 12B 2603 1085 to 12B 2603 1110

Franklin Springs and Clinton Village are both included in this segment. Therefore, the accidents that occurred are more typical of an urbanized setting. The most major intersecting roadway in the segment is Route 412 (College Street). Seventy-nine accidents occurred during the three-year

study period in Segment Three, 32 of which occurred at intersections. The most common type of accident was rear end, with 42 during the study period. There were 30 injury accidents in the segment, including two that involved pedestrians and one that involved a bicycle. Both pedestrian accidents occurred in the central part of Clinton Village, while the bicycle accident occurred on the north edge of the Village near the intersection with Brimfield Street. There were also 32 property damage accidents and 17 "non-reportable" accidents that occurred in the segment. Twenty-seven of the 79 accidents occurred when the pavement was wet or snowy/icy and 16 of the 79 accidents occurred at night. The crash rate for this segment, as shown in Table III-3, is below the state average rate for similar segments.

The three-legged signalized intersection of Route 12B with Route 412 (College Street) is located in the central part of Clinton Village. Six accidents were reported at this intersection for the three-year study period. Five of the six accidents were rear end collisions. The sixth accident was an overtaking type, which occurred because of an unsafe lane change. Four of the accidents occurred on the westbound approach and two occurred on the northbound approach. Two of the six accidents resulted in injuries. The crash rate for this intersection, as shown in Table III-4, is above the state average rate for similar intersections.

The eastbound stop controlled three-legged intersection of Route 12B at Robinson Road is located near the northern limit of this segment. Six accidents occurred during the study period at this intersection. All were rear end accidents and all occurred on the northbound approach to the intersection. Three of the six accidents involved three vehicles, while the other three accidents involved two vehicles. Four of the six total accidents resulted in injuries. Four of the six accidents occurred when the road surface was wet and for three of those four accidents it was raining. The crash rate for this intersection, as shown in Table III-4, is more than two times the state average rate for similar intersections.

Segment 4: Clinton Village Northerly Line to Route 5
Reference Marker Location: 12B 2603 1111 to 12B 2603 1141

This segment is located in the Town of New Hartford. The major intersecting roadways in this segment are Route 5B (Middle Settlement Road), and Route 5 (Seneca Turnpike). During the three-year study period, 100 accidents occurred within this segment, 60 of which were at intersections. Two intersections with more than two crashes a year are located in this segment: Route 12B at Route 5B (Middle Settlement Road) and Route 12B at Route 5 (Seneca Turnpike). Accidents at these two intersections together account for 36 percent of the accidents in this segment. Rear end collisions were the most prevalent in this segment with 51. There were two fatality accidents during the study period, both involving pedestrians and both in the vicinity of Fawncrest Boulevard. One occurred as an 82 year old walked out from behind a parked car and was struck by a vehicle traveling southwest that was passing inappropriately. The other occurred when it was dark and the pedestrian was crossing improperly. Additionally, there were 44 injury accidents, two of which involved bikes and one of which involved another pedestrian, 48 property damage accidents, and 6 "non-reportable" accidents. Thirty-four of the 100 accidents occurred when pavement conditions were wet or snowy/icy and 29 of the 100 accidents occurred at night. As shown in Table III-3, the crash rate calculated for this segment is below the state average for similar segments.

The signalized intersection of Route 12B at Route 5B (Middle Settlement Road) is located at the southern edge of the dense development in the Town of New Hartford. Six accidents occurred at this intersection during the three-year study period. There were three rear end accidents on the Route 5B eastbound approach and three on the northbound approach. On the Route 12B northbound approach, there were two left turn accidents and one fixed object accident. Four of the six accidents at this intersection resulted in injuries. As shown in Table III-4, the crash rate for this intersection is higher than the state average rate for similar intersections.

Route 5 at Route 12B is a four-legged signalized intersection at the northern limit of the study area. During the study period, 30 accidents occurred at this location. The vast majority of accidents (28) were rear end collisions. Four of the accidents at this intersection involved three or more vehicles. Of the 30 accidents that occurred during the study period, 10 resulted in injuries. The crash rate for this intersection is more than twice the average rate for the state, as shown in Table III-4. In addition to these thirty accidents that were coded at the intersection, there were additional accidents on Route 12B at nearby mile markers that were likely influenced by this intersection. Including those additional accidents in the calculation would result in an even higher crash rate. Twenty-eight of the 30 accidents at this intersection occurred on weekdays, and 29 of the 30 accidents occurred between 6:00 AM and 7:00 PM. Eighteen of the accidents at this intersection occurred on the Route 12B northbound approach, where there is a double right turn lane with right turns on red prohibited. A factor that could be contributing to poor safety conditions is the horizontal curve on the northbound approach to the intersection. This curve could be limiting visibility to queues on the approach and to the traffic signal.

Although the availability of pedestrian amenities and infrastructure within the study area are limited, there have been relatively few crashes reported for bicycles and pedestrians. Tables III-5 and III-6 indicate that between September 2005 and December 31, 2008, a total of 9 pedestrian/bicyclist crashes were reported in the study area. There was one pedestrian/bicyclist accident within Segment 1, none within Segment 2, and eight pedestrian / bicyclist accidents within Segment 3. As noted previously, two of these pedestrian/bicyclist crashes resulted in a fatality and both occurred in the vicinity of the Fawncrest Boulevard intersection, and involved pedestrians crossing Route 12B.

SECTION IV SUMMARY

This Technical Memorandum documents the existing land use and transportation characteristics of the NYS Route 12B corridor from US Route 20 to NYS Routes 5/12. This information provides the basis for the assessment of safety issues and improvement opportunities within the corridor. Subsequent technical memoranda will describe findings as they relate to current and future conditions in the corridor, and to present the recommendations for transportation safety improvements.

APPENDIX A

FIGURES

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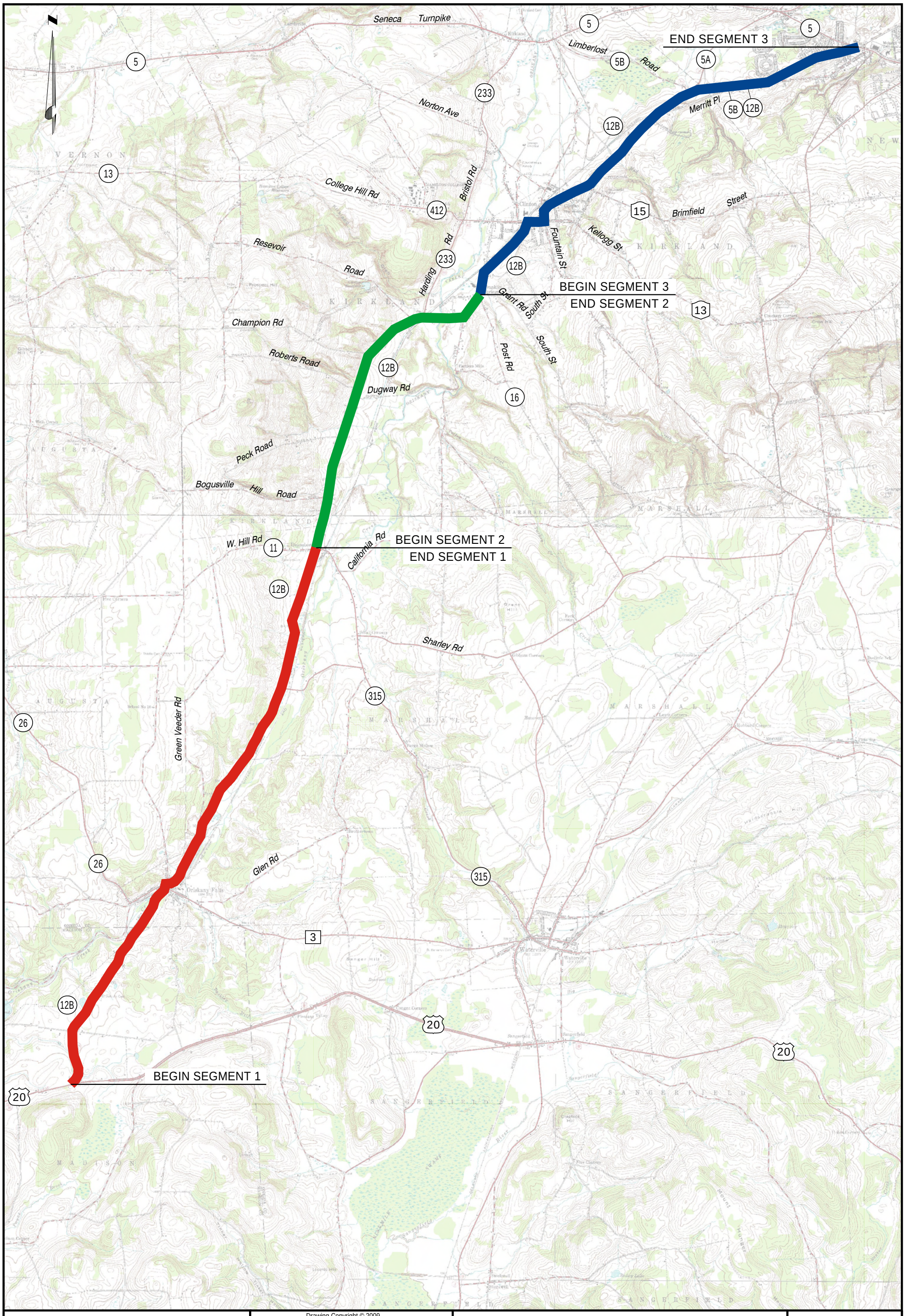

LEGEND

- SEGMENT 1
- SEGMENT 2
- SEGMENT 3

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PROJECT LOCATION MAP

ROUTE 12B: ROUTE 20-ROUTE 5
SAFETY IMPROVEMENT PROJECT
P.I.N. 2065.36
MADISON AND ONEIDA COUNTIES, NEW YORK

PROJECT NO. 20356

DATE: SEPT. 2009

FIGURE 1

File: V:\PROJECTS\ANY\K2\20356\CADD\ACAD\FIGURES\TRAFFIC\20356_PASSING-ZONE.DWG Saved: 10/16/2009 8:18:37 AM User: Medina, Perry

END SEGMENT 3

BEGIN SEGMENT 3
END SEGMENT 2

BEGIN SEGMENT 2
END SEGMENT 1

BEGIN SEGMENT 1

LEGEND

- PASSING: NO PASSING
- PASSING: BOTH DIRECTIONS
- PASSING: NORTHBOUND
- PASSING:: SOUTHBOUND

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EXISTING PASSING ZONES

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FIGURE 2

File: V:\PROJECTS\ANY\K2\20356\CADD\ACAD\FIGURES\TRAFFIC\20356_SHOULDERS.DWG Saved: 9/30/2009 12:58:23 PM User: Medina, Perry

END SEGMENT 3

BEGIN SEGMENT 3
END SEGMENT 2

BEGIN SEGMENT 2
END SEGMENT 1

BEGIN SEGMENT 1

Seneca Turnpike
Limberlost Road
Norton Ave
Merritt Pl
College Hill Rd
Bristol Rd
Brimfield Street
Kellogg St
Fountain St
Resevoir Road
Harding Rd
Grant Rd
South St
Champion Rd
Roberts Road
Post Rd
Dugway Rd
Peck Road
Bogusville Hill Road
W. Hill Rd
California Rd
Sharley Rd
Green Veeder Rd
Glen Rd

VERNON
KIRKLAND
AUGUSTA
MARSHALL
SANGERFIELD
MADISON
NEW

5 5B 5A 12B 233 13 412 15 16 11 26 315 3 20

LEGEND

- SHOULDER: NONE
- SHOULDER: BOTH SIDES
- SHOULDER: NORTHBOUND

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EXISTING SHOULDER LOCATIONS

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FIGURE 3

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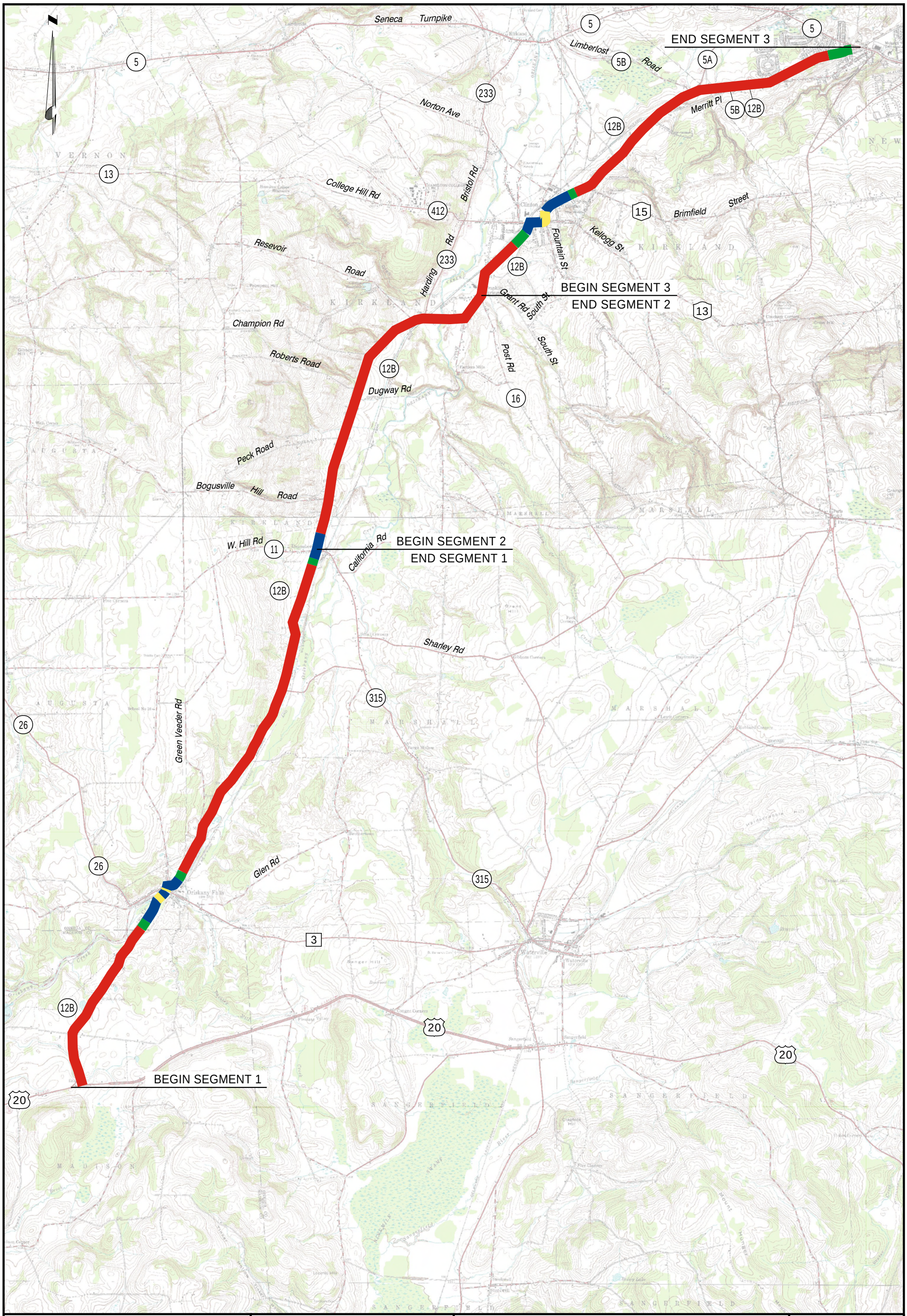

LEGEND

- SIDEWALK: NONE
- SIDEWALK: NORTHBOUND
- SIDEWALK: SOUTHBOUND
- SIDEWALK: BOTH SIDES

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EXISTING SIDEWALK LOCATIONS

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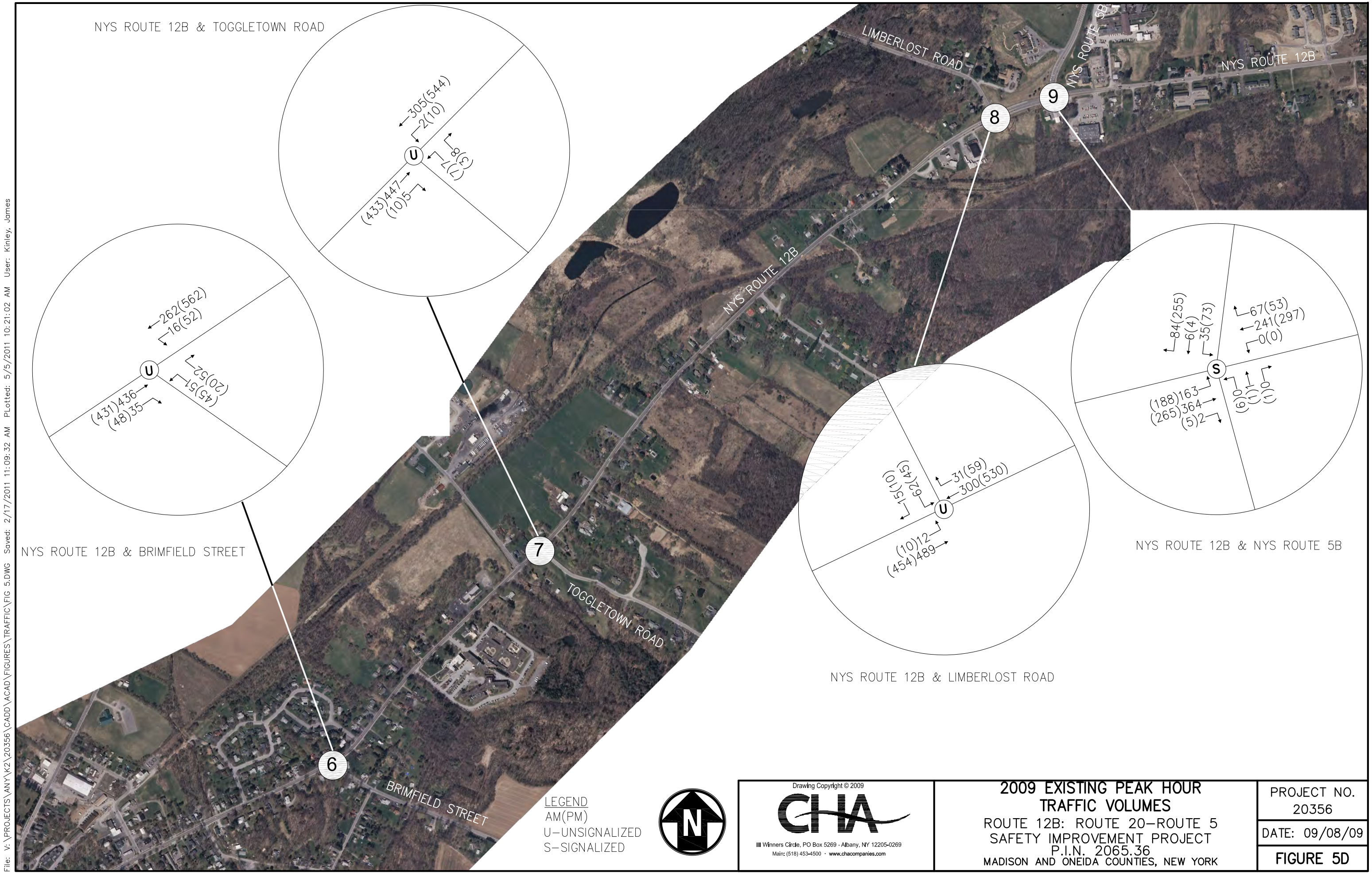
FIGURE 4

NYS ROUTE 12B & TOGGLETOWN ROAD

NYS ROUTE 12B & BRIMFIELD STREET



NYS ROUTE 12B & LIMBERLOST ROAD

NYS ROUTE 12B & NYS ROUTE 5B

LEGEND
AM(PM)
U–UNSIGNALIZED
S–SIGNALIZED

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DATE: 09/08/09

FIGURE 5D

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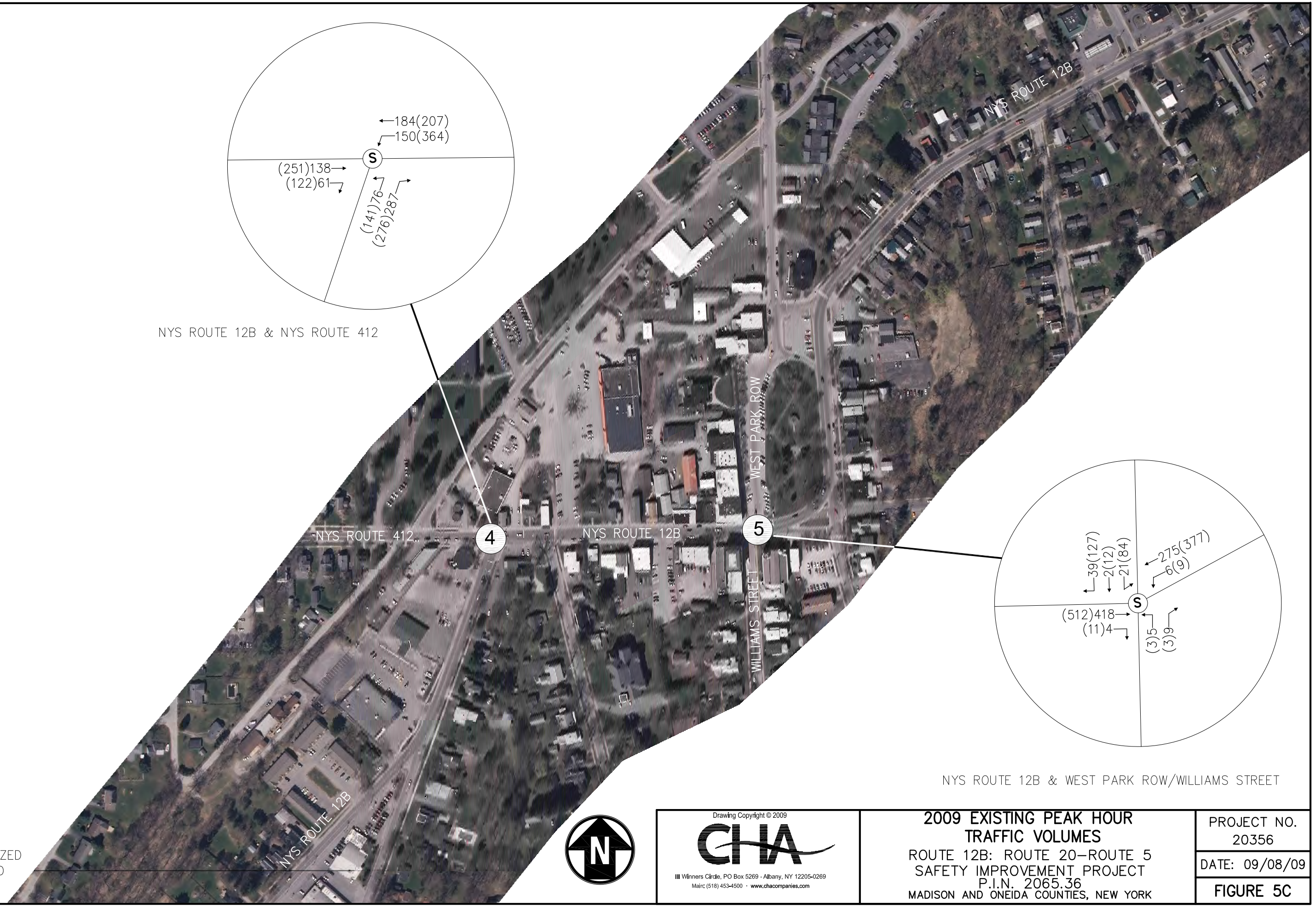
NYS ROUTE 12B & NYS ROUTE 412



NYS ROUTE 12B & WEST PARK ROW/WILLIAMS STREET

LEGEND
AM(PM)
U–UNSIGNALIZED
S–SIGNALIZED

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FIGURE 5C

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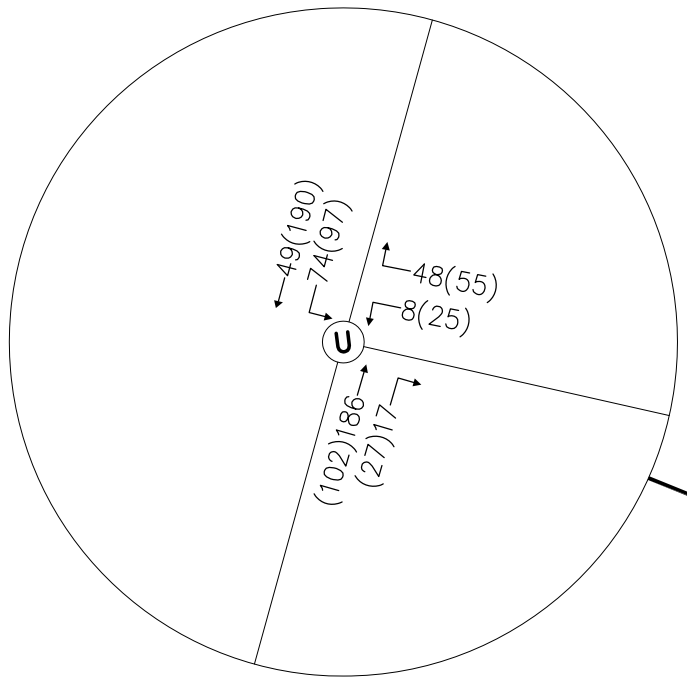

NYS ROUTE 12B & NYS ROUTE 315

LEGEND
AM(PM)
U–UNSIGNALIZED
S–SIGNALIZED

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FIGURE 5B

File: V:\PROJECTS\ANY\K2\20356\CADD\ACAD\FIGURES\TRAFFIC\FIG 5.DWG Saved: 2/17/2011 11:09:32 AM PLotted: 5/5/2011 10:32:46 AM User: Kinley, James

LEGEND
AM(PM)
U–UNSIGNALIZED
S–SIGNALIZED

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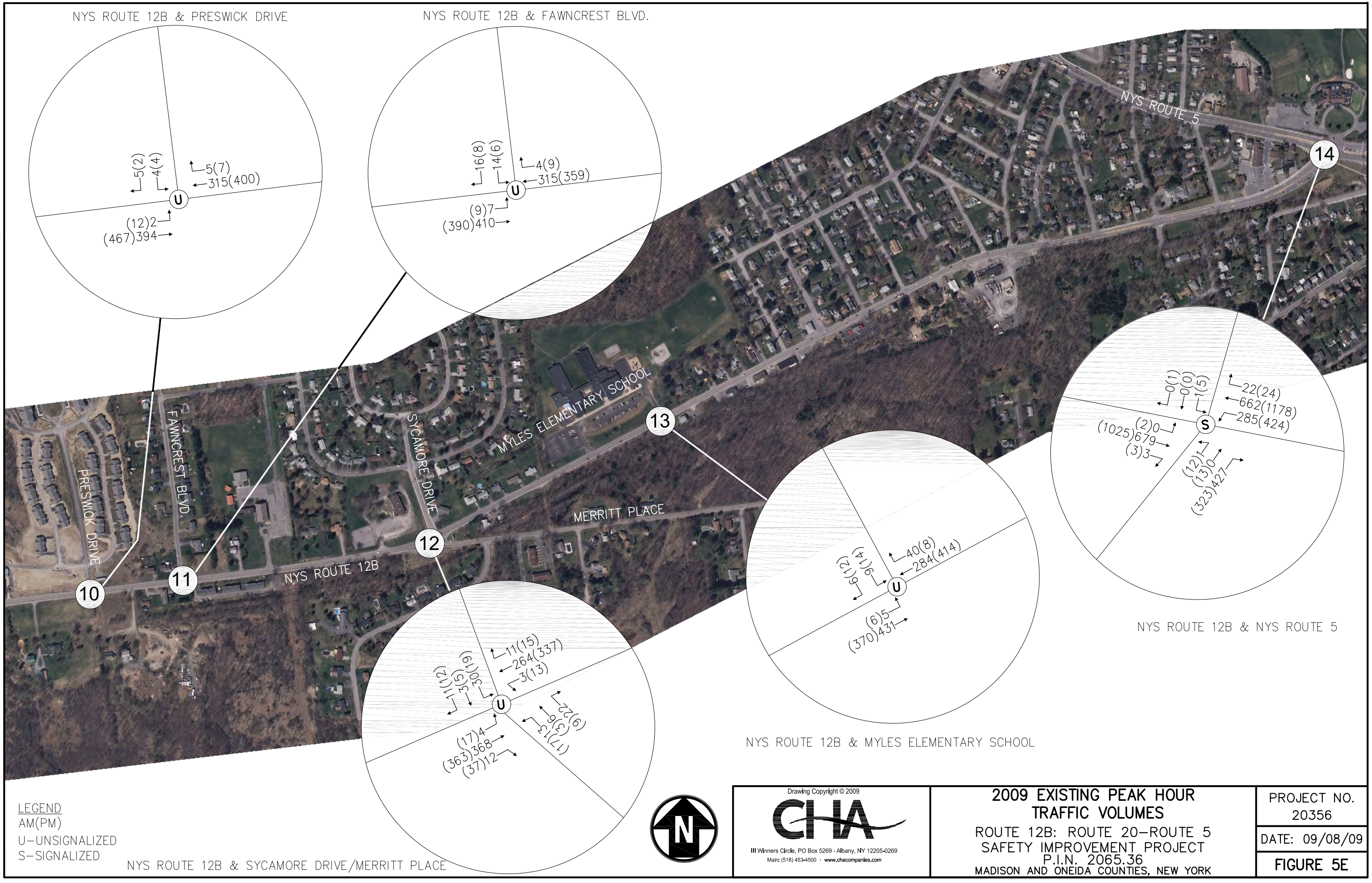
FIGURE 5A

File: V:\PROJECTS\ANY\K2\20356\CADD\ACAD\FIGURES\TRAFFIC\FIG 5.DWG Saved: 2/17/2011 11:09:32 AM PLotted: 5/5/2011 10:33:27 AM User: Kinley, James



LEGEND
AM(PM)
U–UNSIGNALIZED
S–SIGNALIZED

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2009 EXISTING PEAK HOUR TRAFFIC VOLUMES

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FIGURE 5E

File: V:\PROJECTS\ANY\K2\20356\CADD\ACAD\FIGURES\TRAFFIC\FIG 5.DWG Saved: 2/17/2011 11:09:32 AM PLotted: 5/5/2011 10:15:37 AM User: Kinley, James

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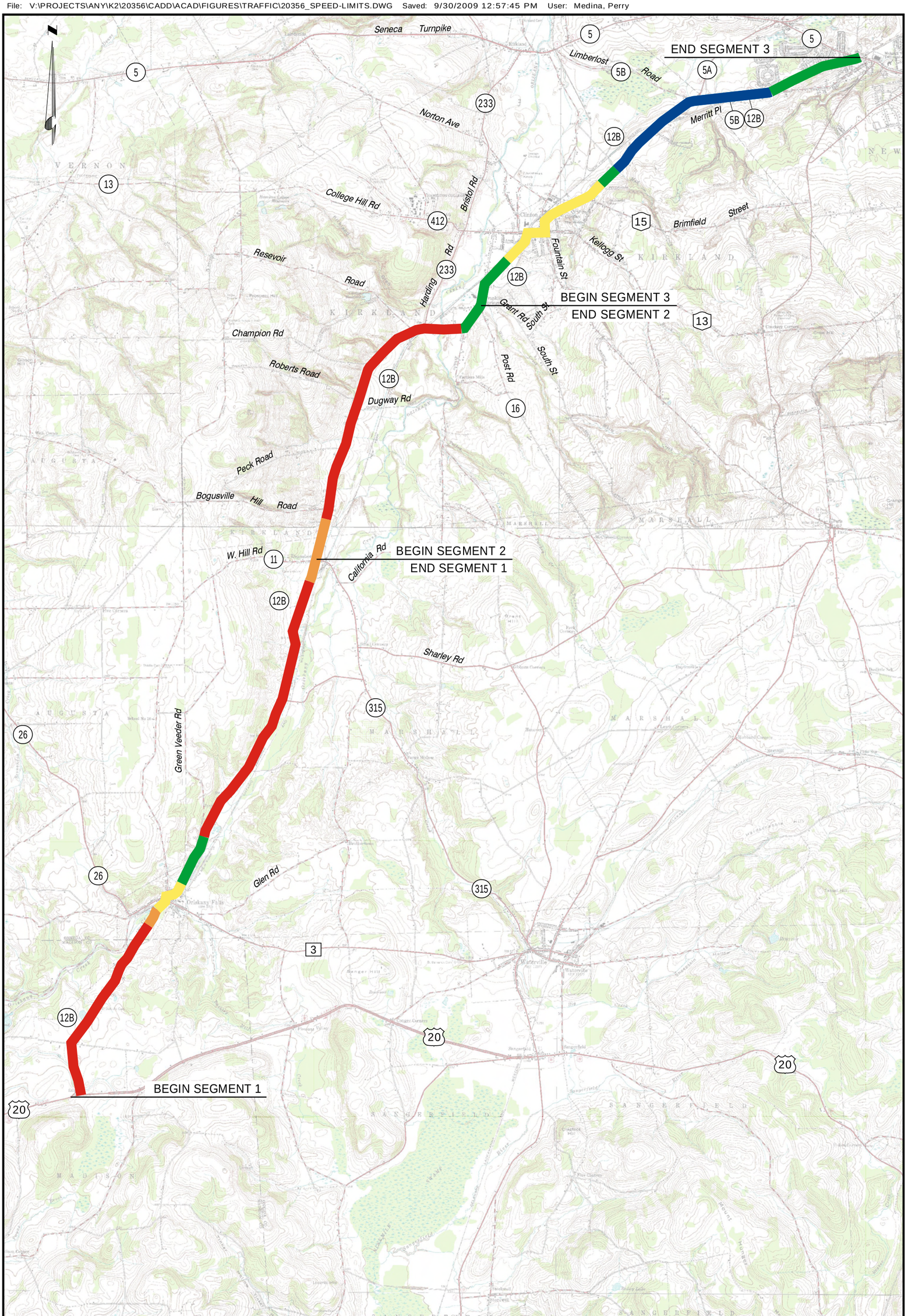

LEGEND

- SPEED LIMIT: 30 M.P.H.
- SPEED LIMIT: 35 M.P.H.
- SPEED LIMIT: 40 M.P.H.
- SPEED LIMIT: 50 M.P.H.
- SPEED LIMIT: 55 M.P.H.

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EXISTING SPEED LIMITS

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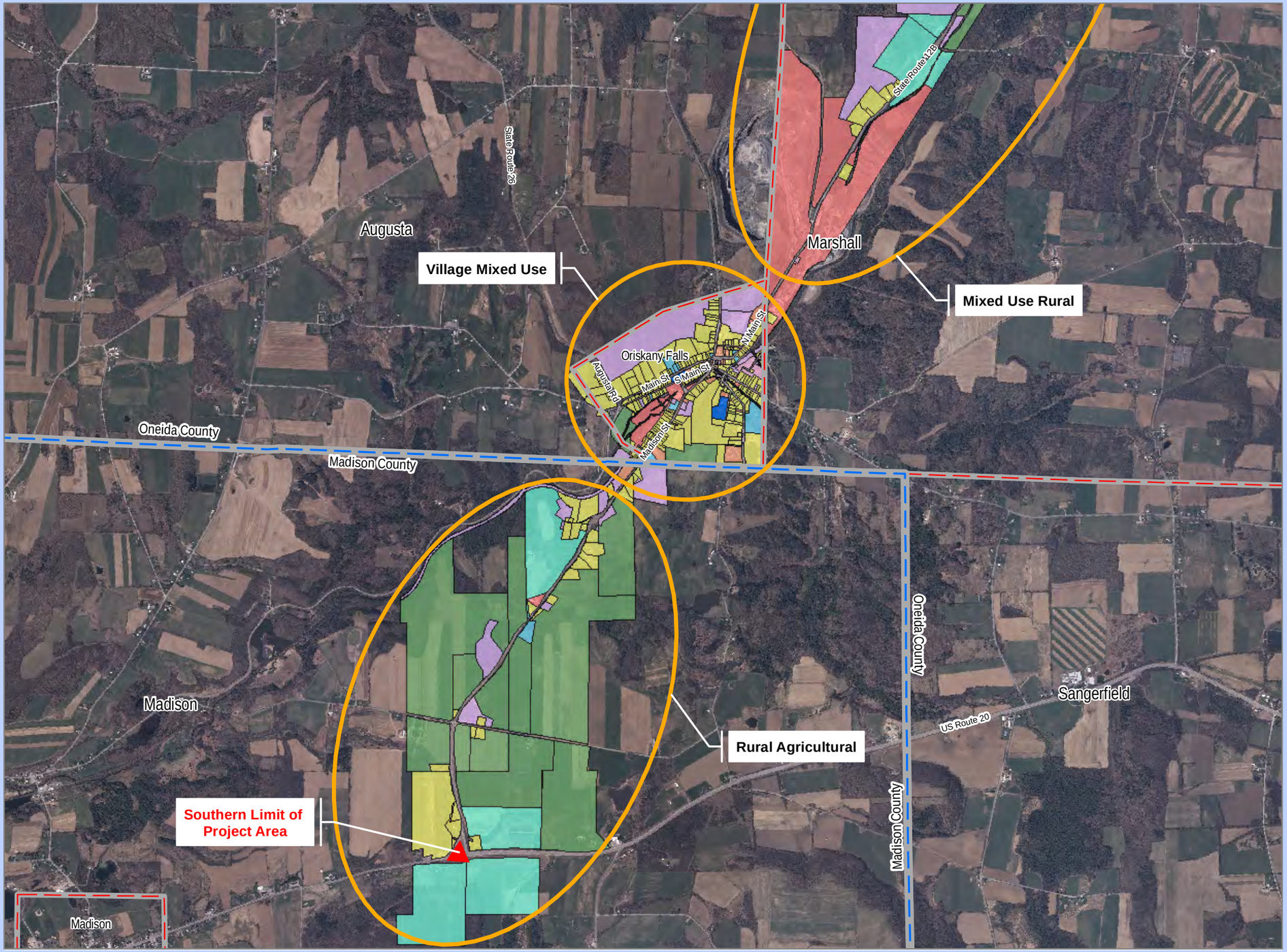
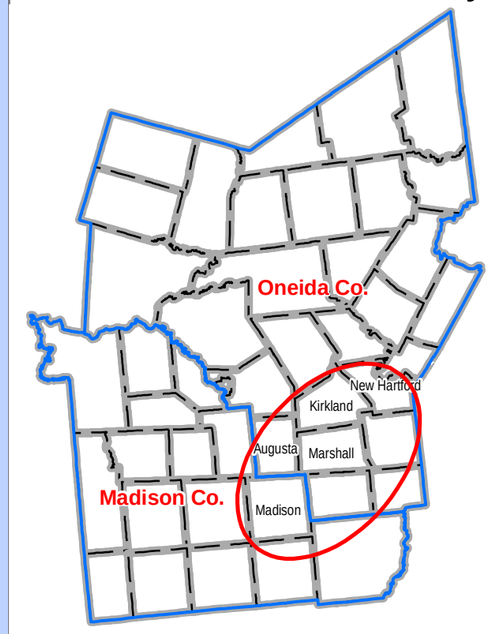
FIGURE 6

Figure 7A: Land Use

Town of Madison, Village of Oriskany Falls & Town of Marshall





Legend

Land Use

- Industrial
- Commercial
- Residential
- Agricultural
- Rural / Rural Residential
- Community / Public
- Recreation
- Utilities / Transportation
- Vacant

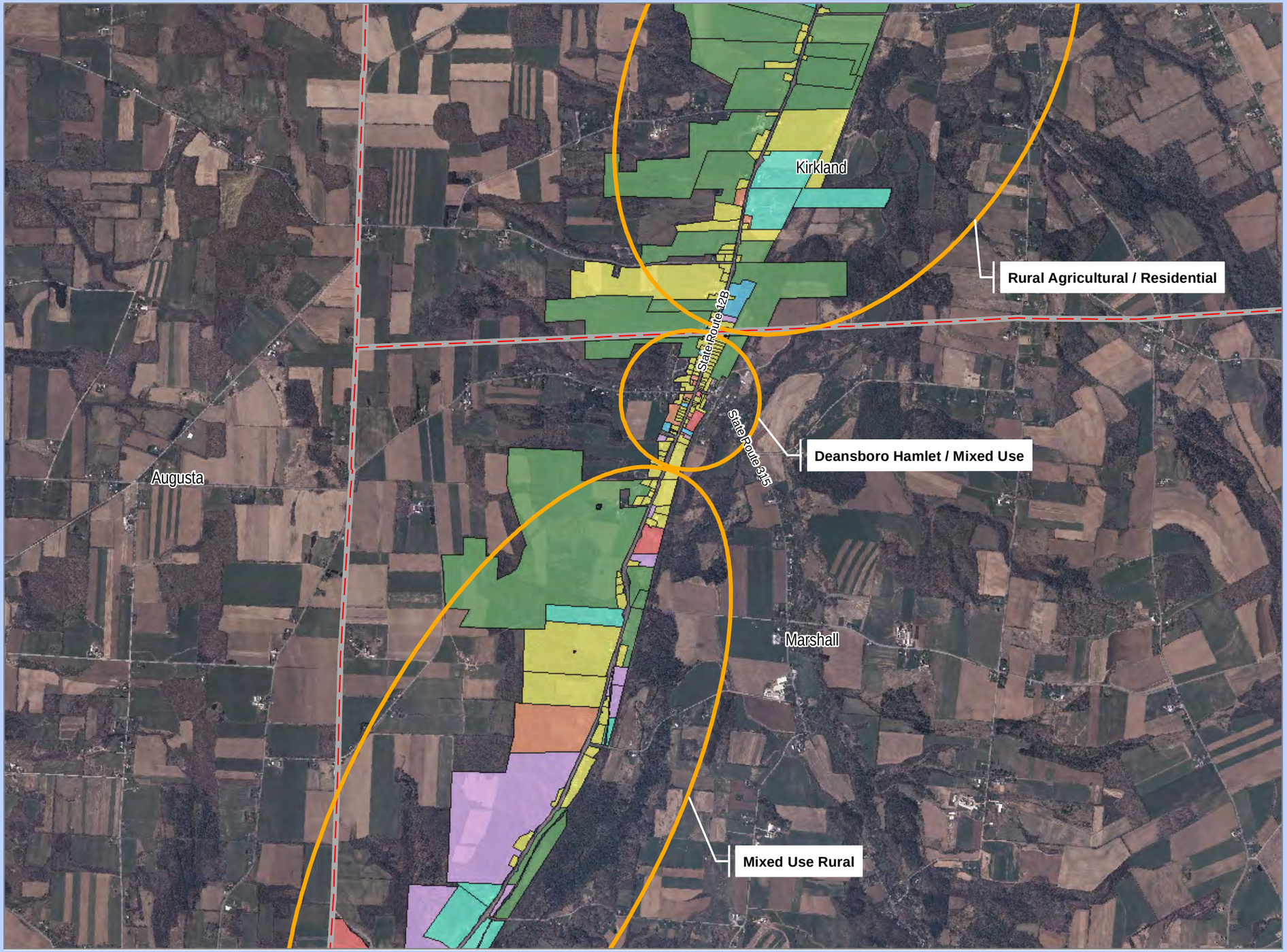
N

0 2,000 4,000 Feet

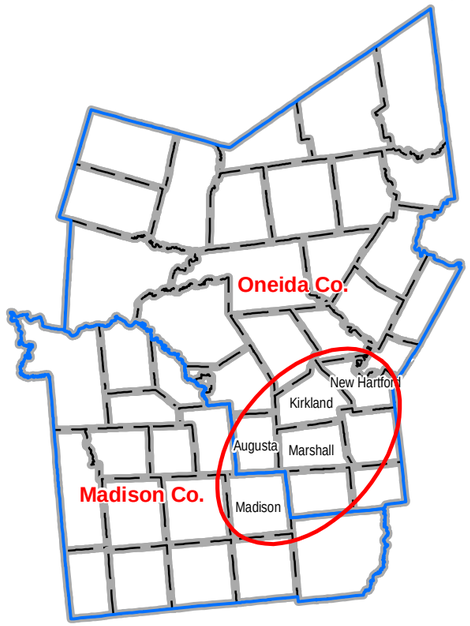
Note:
Land Use determined by NYS Real Property Service
Property Class Codes. Madison & Oneida Counties 2009 Tax Roll Year

Figure 7B: Land Use

Town of Marshall & Town of Kirkland



Madison & Oneida County



Legend

Land Use

- Industrial
- Commercial
- Residential
- Agricultural
- Rural / Rural Residential
- Community / Public
- Recreation
- Utilities / Transportation
- Vacant

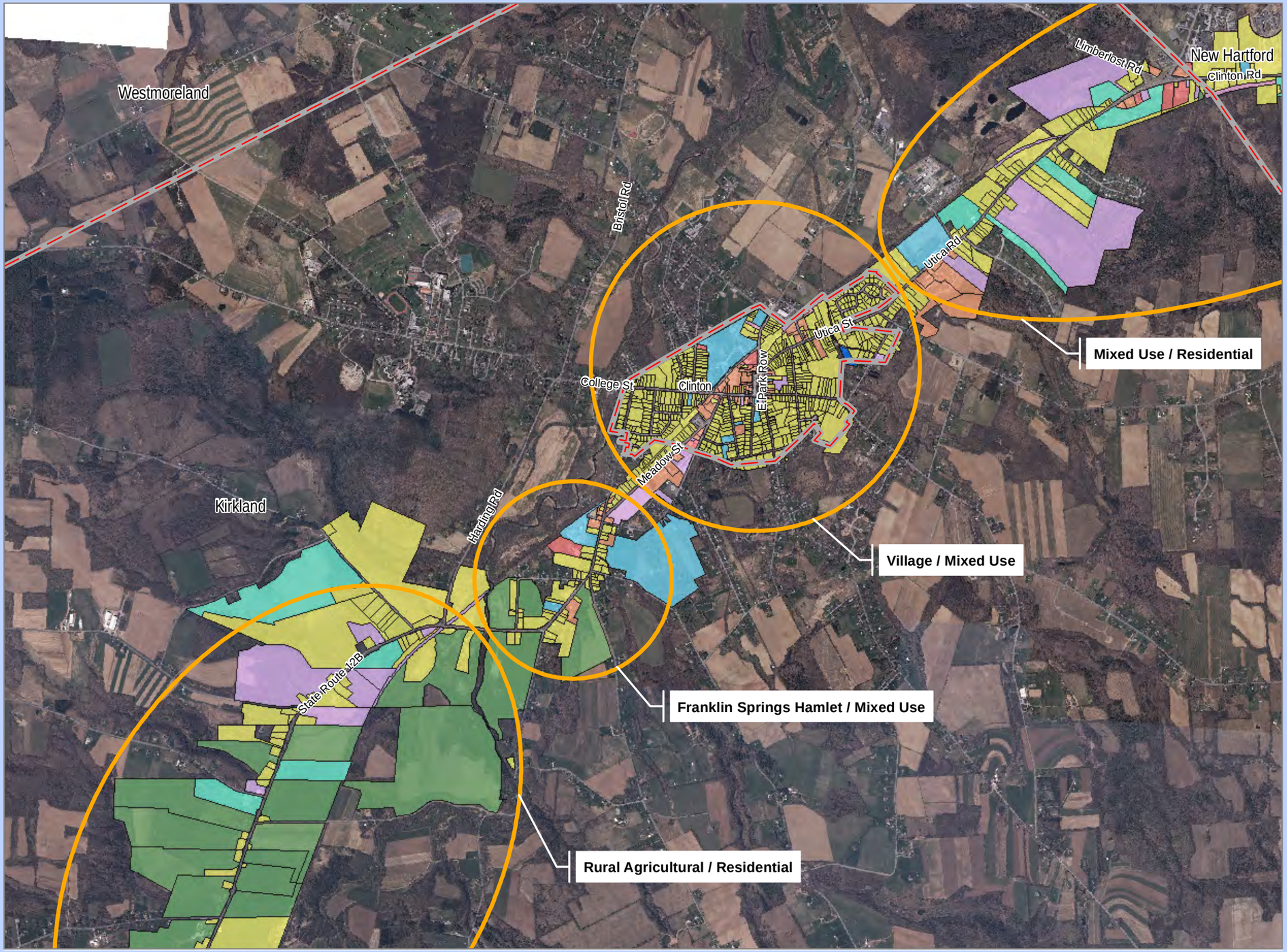
N

0 2,000 4,000 Feet

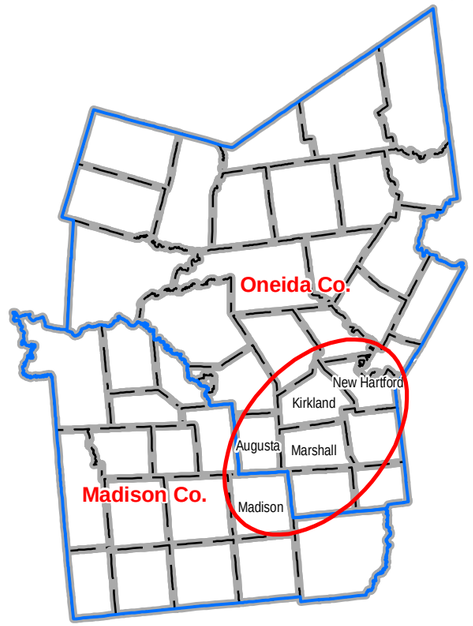
Note:
Land Use determined by NYS Real Property Service Property Class Codes. Oneida County 2009 Tax Roll Year

Figure - 7C: Land Use

Town of Kirkland & Village of Clinton



Madison & Oneida County



Legend

Land Use

- Industrial
- Commercial
- Residential
- Agricultural
- Rural / Rural Residential
- Community / Public
- Recreation
- Utilities / Transportation
- Vacant

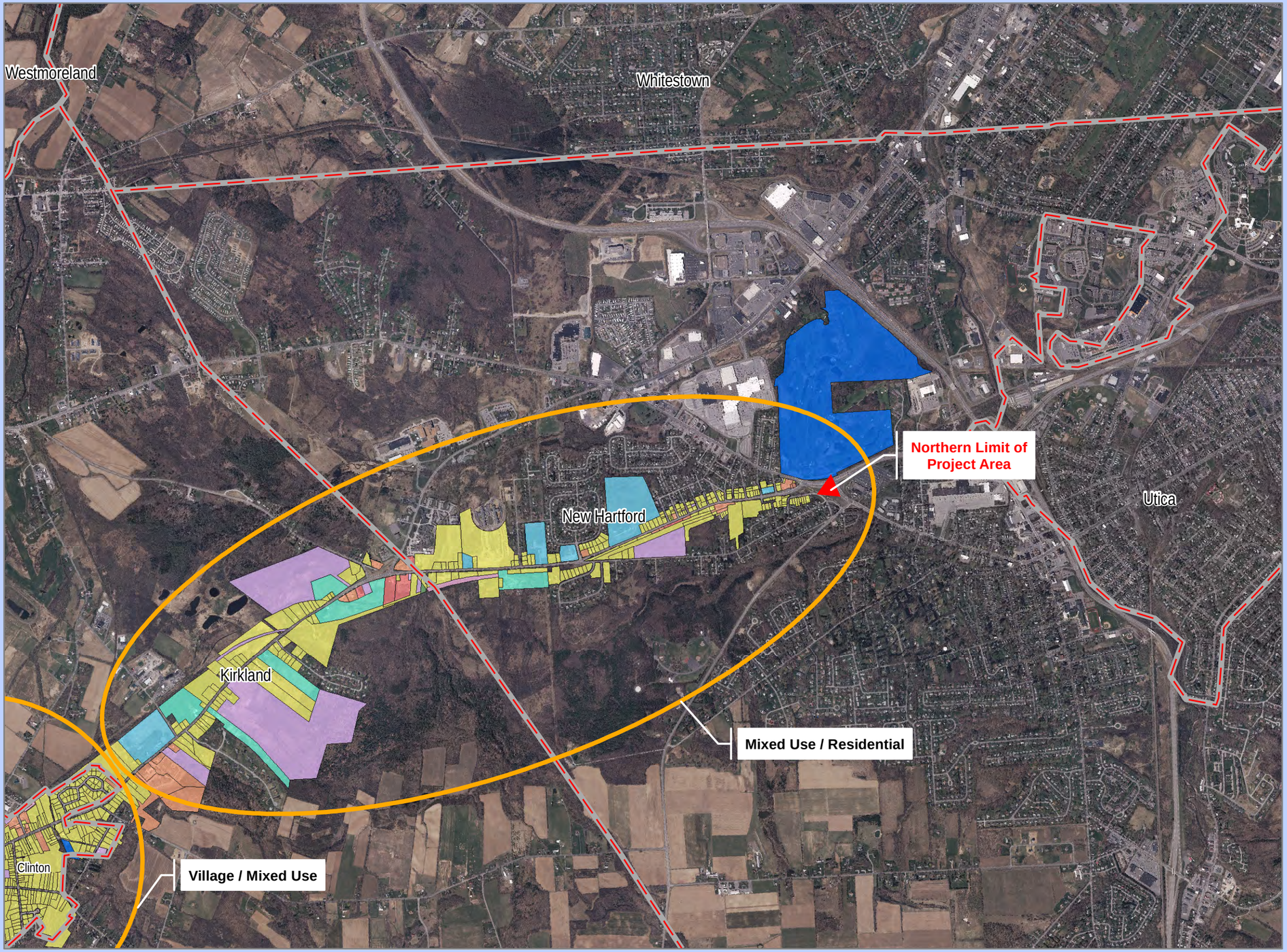
N

0 2,000 4,000 Feet

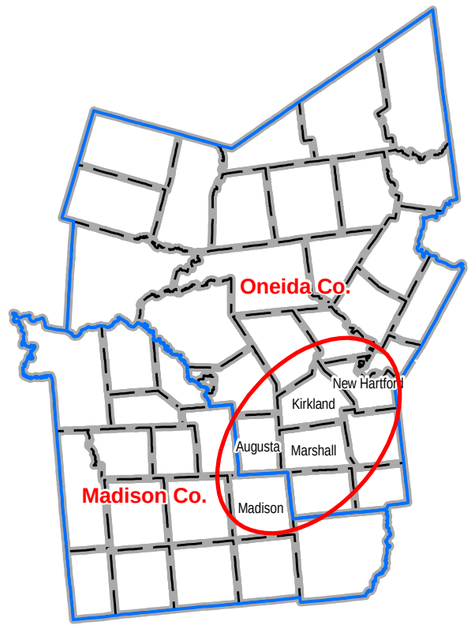
Note:
Land Use determined by NYS Real Property Service
Property Class Codes. Oneida County 2009 Tax Roll Year

Figure 7D: Land Use

Town of Kirkland & Town of New Hartford



Madison & Oneida County



Legend

Land Use

- Industrial
- Commercial
- Residential
- Agricultural
- Rural / Rural Residential
- Community / Public
- Recreation
- Utilities / Transportation
- Vacant

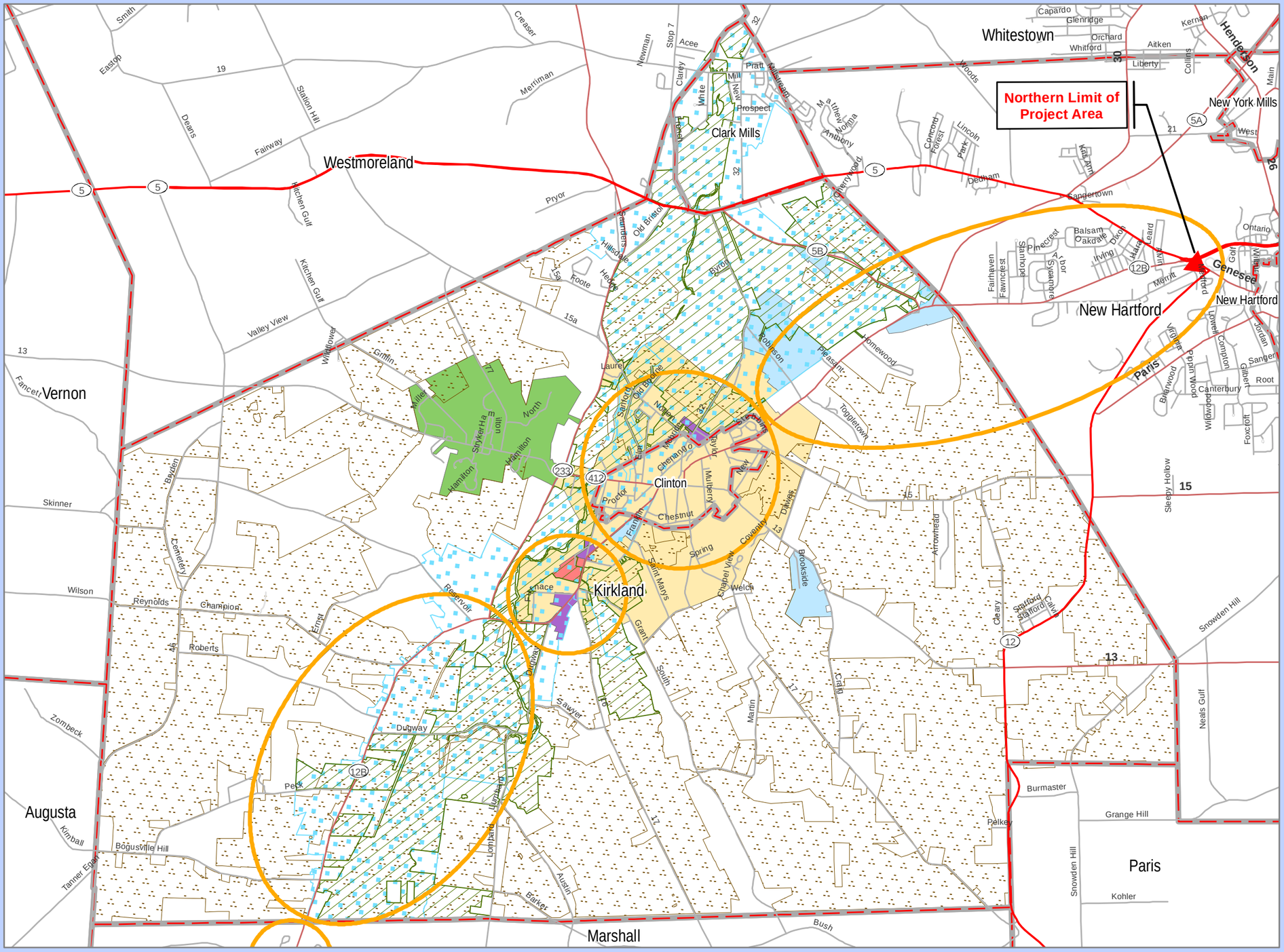
N

0 2,000 4,000 Feet

Note:
Land Use determined by NYS Real Property Service Property Class Codes. Oneida County 2009 Tax Roll Year

Figure 8A: Zoning

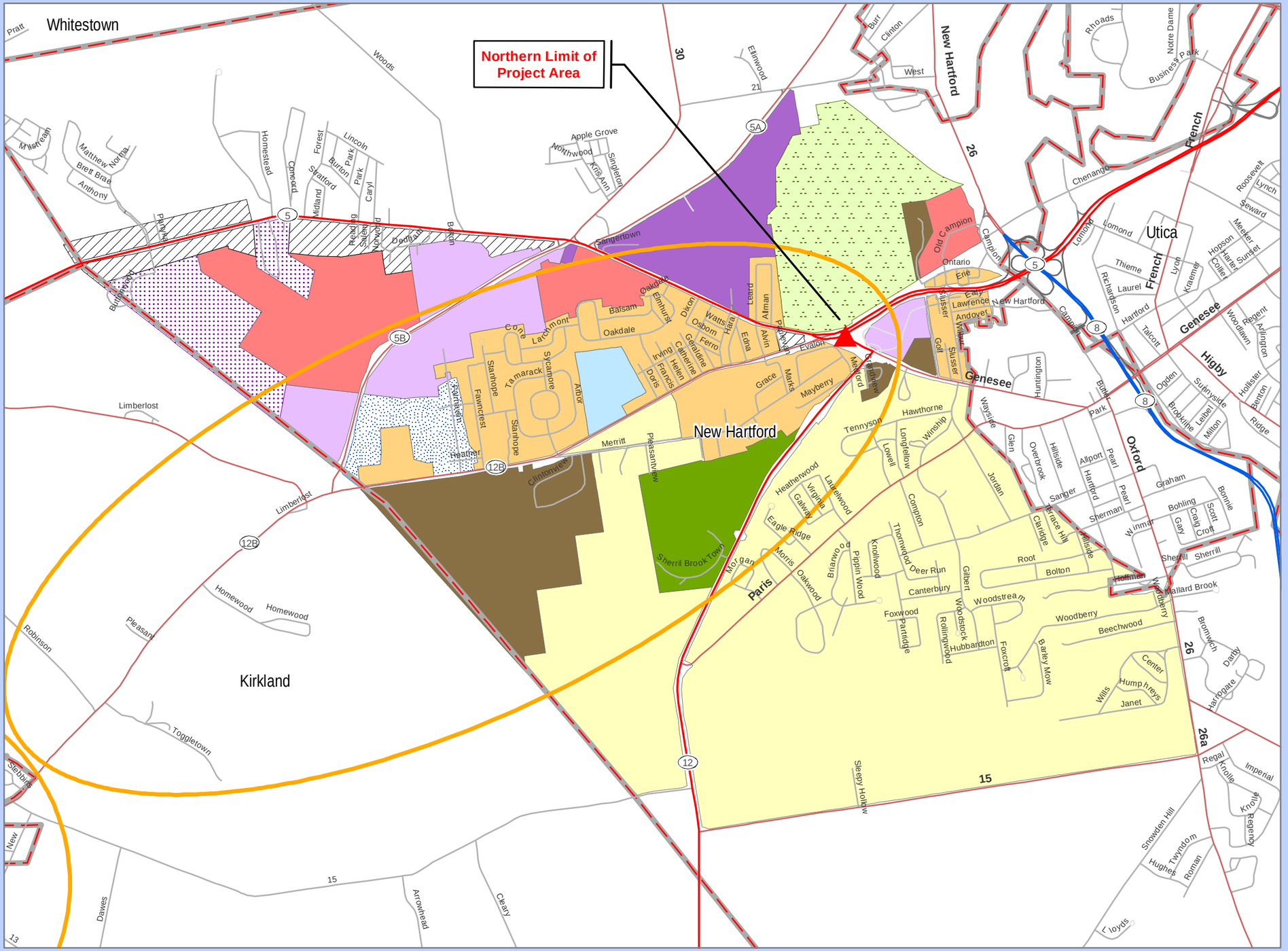
Town of Kirkland & Village of Clinton



References:
Town of Kirkland Zoning Map, 2007
Village of Clinton Zoning Map, 1987

Figure 8B: Zoning

Town of New Hartford



References:
Town of New Hartford Zoning Map

GRID NORTH

ROUTE 26/MAIN ST.

ORISKANY FALLS

COLLEGE ST.

GREEN VEDDER RD.

CASSETY ST.

B

BROAD ST.

W HILL RD.

DEANSBORO

MATCHLINE

VAN HYNING RD.

BURNHAM RD.

ROUTE 315

SYMBOL		MANNER OF COLLISION	
MOVING VEHICLE	PEDESTRIAN	REAR-END	HEAD-ON
M MOTORCYCLE	B BICYCLE	SIDE-SWIPE	OVERTAKE
BACKING VEHICLE	FIXED OBJECT	OUT OF CONTROL	LEFT-TURN
STOPPED VEHICLE	ANIMAL	SKIDDING	RIGHT-TURN
PARKED VEHICLE	PERSONAL INJURY	OVERTURNED	RIGHT ANGLE
	FATAL INJURY		

1600 0 1600 FT

SCALE

FILE NAME = Segment 1.dgn
DATE/TIME = 9/25/2009
USER = KPodgorski

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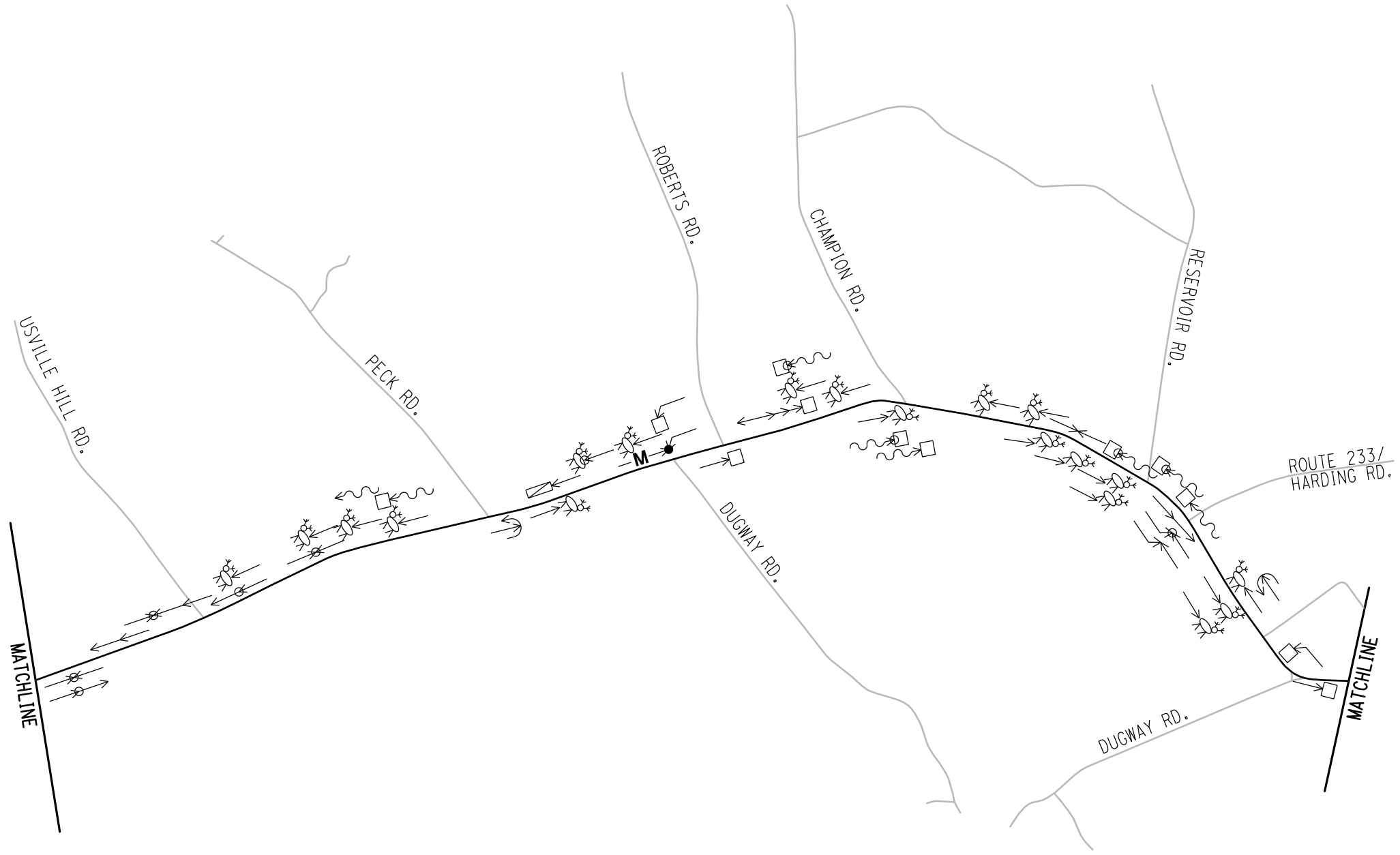
SEGMENT #1
ROUTE 12B COLLISION DIAGRAM

ROUTE 12B SAFETY STUDY

FIGURE
9A

DATE: 9/09



SYMBOL		MANNER OF COLLISION	
MOVING VEHICLE	PEDESTRIAN	REAR-END	HEAD-ON
M MOTORCYCLE	B BICYCLE	SIDE-SWIPE	OVERTAKE
BACKING VEHICLE	FIXED OBJECT	OUT OF CONTROL	LEFT-TURN
STOPPED VEHICLE	ANIMAL	SKIDDING	RIGHT-TURN
PARKED VEHICLE	PERSONAL INJURY	OVERTURNED	RIGHT ANGLE
	FATAL INJURY		

1600 0 1600 FT

SCALE

FILE NAME = Segment 2.dgn
DATE/TIME = 9/25/2009
USER = KPodgorski

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SEGMENT #2
ROUTE 12B COLLISION DIAGRAM

ROUTE 12B SAFETY STUDY

FIGURE
9B

DATE: 9/09

SYMBOL		MANNER OF COLLISION	
MOVING VEHICLE	PEDESTRIAN	REAR-END	HEAD-ON
M MOTORCYCLE	B BICYCLE	SIDE-SWIPE	OVERTAKE
BACKING VEHICLE	FIXED OBJECT	OUT OF CONTROL	LEFT-TURN
STOPPED VEHICLE	ANIMAL	SKIDDING	RIGHT-TURN
PARKED VEHICLE	PERSONAL INJURY	OVERTURNED	RIGHT ANGLE
	FATAL INJURY		

1600 0 1600 FT

SCALE

FILE NAME = Segment 3.dgn
DATE/TIME = 9/25/2009
USER = KPodgorski

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SEGMENT #3
ROUTE 12B COLLISION DIAGRAM

ROUTE 12B SAFETY STUDY

FIGURE
9C

DATE: 9/09

SYMBOL		MANNER OF COLLISION	
MOVING VEHICLE	PEDESTRIAN	REAR-END	HEAD-ON
M MOTORCYCLE	B BICYCLE	SIDE-SWIPE	OVERTAKE
BACKING VEHICLE	FIXED OBJECT	OUT OF CONTROL	LEFT-TURN
STOPPED VEHICLE	ANIMAL	SKIDDING	RIGHT-TURN
PARKED VEHICLE	PERSONAL INJURY	OVERTURNED	RIGHT ANGLE
	FATAL INJURY		

1600 0 1600 FT

SCALE

FILE NAME = Segment 4.dgn
DATE/TIME = 9/25/2009
USER = KFodgor-sk1

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SEGMENT #4
ROUTE 12B COLLISION DIAGRAM

ROUTE 12B SAFETY STUDY

FIGURE
9D

DATE: 9/09

APPENDIX B

LEVEL OF SERVICE CRITERIA

From the Highway Capacity Manual 2000 published by the Transportation Research Board:

Signalized Intersections

TABLE A HCS SIGNALIZED LOS STANDARDS	
LOS	Control Delay per Vehicle (s/veh)
A	10 or less
B	10 – 20
C	20 - 35
D	35 – 55
E	55 - 80
F	greater than 80

* s/veh = seconds per vehicle

LOS A describes operations with low control delay, up to 10 s/veh. This LOS occurs when progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may tend to contribute to low delay values.

LOS B describes operations with control delay greater than 10 and up to 20 s/veh. This level generally occurs with good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of delay.

LOS C describes operations with control delay greater than 20 and up to 35 s/veh. These higher delays may result from only fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level. Cycle failure occurs when a green phase does not serve queued vehicles, and overflows occur. The number of vehicles stopping is significant at this level, though many still pass through the intersection without stopping.

LOS D describes operations with control delay greater than 35 and up to 55 s/veh. At LOS D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volume-to-capacity (v/c) ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.

LOS E describes operations with control delay greater than 55 and up to 80 s/veh. These high delay values generally indicate poor progression, long cycle lengths, and high v/c ratios. Individual cycle failures are frequent.

LOS F describes operations with delay in excess of 80.0 s/veh. This level, considered unacceptable to most drivers, often occurs with over-saturation, that is, when arrival flow rates exceed the capacity of lane groups. It may also occur at high v/c ratios with many individual cycle failures. Poor progression and long cycle lengths may also contribute significantly to high delay levels. Often, vehicles do not pass through the intersection in one signal cycle.

Unsignalized Intersection Delay

The level of service criteria for an unsignalized intersection differs from that of a signalized intersection because of the expectation that signalized intersections encounter more traffic and therefore greater delays. The thresholds for the levels of service of unsignalized intersections are as follows:

TABLE B HCS UNSIGNALIZED LOS STANDARDS	
LOS	Control Delay per Vehicle (s/veh)
A	10 or less
B	10 – 15
C	15 - 25
D	25 – 35
E	35 - 50
F	Greater than 50

* s/veh = seconds per vehicle

Levels-of-service A, B, and C are considered acceptable, LOS D is generally considered marginally acceptable during peak periods and LOS E and F are considered unacceptable.

Two-Lane Highways

For Class II two-lane highways, service quality is based only on percent time spent following.

TABLE C HCS TWO-LANE HIGHWAY LOS CLASS II STANDARDS	
LOS	Density (pc/mi/ln)
A	40 or less
B	40 – 55
C	55 – 70
D	70 – 85
E	E Greater than 85
F	Applies whenever flow rate exceeds the segment capacity

APPENDIX C

CAPACITY ANALYSIS

INTERSECTIONS

SHORT REPORT

General Information		Site Information	
Analyst	*MWD*	Intersection	*Rte 12 at Rte 5*
Agency or Co.	*VN Engineers*	Area Type	*All other areas*
Date Performed	*8/31/2009*	Jurisdiction	
Time Period	*AM Peak*	Analysis Year	*2009*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	*1*	*2*	*0*	*2*	*2*	*0*	*0*	*1*	*2*	*0*	*1*	*0*
Lane Group	*L*	*TR*		*L*	*TR*			*LT*	*R*		*LTR*	
Volume (vph)	*1*	*679*	*3*	*285*	*662*	*22*	*1*	*1*	*427*	*1*	*1*	*1*
% Heavy Vehicles	*0*	*5*	*0*	*12*	*6*	*7*	*25*	*0*	*5*	*0*	*0*	*0*
PHF	*0.25*	*0.82*	*0.25*	*0.91*	*0.87*	*0.64*	*0.25*	*0.25*	*0.89*	*0.25*	*0.25*	*0.25*
Pretimed/Actuated (P/A)	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*
Startup Lost Time	*2.0*	*2.0*		*2.0*	*2.0*			*2.0*	*2.0*		*2.0*	
Extension of Effective Green	*2.0*	*2.0*		*2.0*	*2.0*			*2.0*	*2.0*		*2.0*	
Arrival Type	*3*	*5*		*3*	*5*			*3*	*3*		*3*	
Unit Extension	*3.0*	*3.0*		*3.0*	*3.0*			*3.0*	*3.0*		*3.0*	
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Lane Width	*12.0*	*12.0*		*12.0*	*12.0*			*12.0*	*12.0*		*12.0*	
Parking/Grade/Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking/Hour												
Bus Stops/Hour	*0*	*0*		*0*	*0*			*0*	*0*		*0*	
Minimum Pedestrian Time		*3.2*			*3.2*			*3.2*			*3.2*	

Phasing	Excl. Left	WB Only	Thru & RT	04	NB Only	SB Only	07	08
Timing	G = *6.0*	G = *8.0*	G = *22.0*	G = *0.0*	G = *8.0*	G = *6.0*	G = *0.0*	G = *0.0*
	Y = *0*	Y = *5*	Y = *5*	Y = *0*	Y = *5*	Y = *5*	Y = *0*	Y = *0*
Duration of Analysis (hrs) = *0.25*						Cycle Length C = *70.0*		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	*4*	*840*		*313*	*795*			*8*	*480*		*12*	
Lane Group Capacity	*155*	*1081*		*626*	*1695*			*188*	*855*		*153*	
v/c Ratio	*0.03*	*0.78*		*0.50*	*0.47*			*0.04*	*0.56*		*0.08*	
Green Ratio	*0.09*	*0.31*		*0.20*	*0.50*			*0.11*	*0.31*		*0.09*	
Uniform Delay d_1	*29.3*	*21.8*		*24.9*	*11.4*			*27.6*	*20.0*		*29.5*	
Delay Factor k	*0.11*	*0.33*		*0.11*	*0.11*			*0.11*	*0.16*		*0.11*	
Incremental Delay d_2	*0.1*	*3.7*		*0.6*	*0.2*			*0.1*	*0.8*		*0.2*	
PF Factor	*1.000*	*0.694*		*1.000*	*0.333*			*1.000*	*1.000*		*1.000*	
Control Delay	*29.4*	*18.8*		*25.5*	*4.0*			*27.7*	*20.8*		*29.7*	
Lane Group LOS	*C*	*B*		*C*	*A*			*C*	*C*		*C*	
Approach Delay	*18.8*			*10.1*			*20.9*			*29.7*		
Approach LOS	*B*			*B*			*C*			*C*		
Intersection Delay	*15.4*			Intersection LOS						*B*		

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BACK-OF-QUEUE WORKSHEET

General Information

Project Description *Route 12B Corridor Safety Study*

Average Back of Queue

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Lane Group	*L*	*TR*		*L*	*TR*			*LT*	*R*		*LTR*	
Initial Queue/Lane	*0.0*	*0.0*		*0.0*	*0.0*			*0.0*	*0.0*		*0.0*	
Flow Rate/Lane Group	*4*	*840*		*313*	*795*			*8*	*480*		*12*	
Satflow/Lane	*1805*	*1806*		*1612*	*1780*			*1648*	*1538*		*1785*	
Capacity/Lane Group	*155*	*1081*		*626*	*1695*			*188*	*855*		*153*	
Flow Ratio	*0.0*	*0.2*		*0.1*	*0.2*			*0.0*	*0.2*		0.0	
v/c Ratio	*0.03*	*0.78*		*0.50*	*0.47*			*0.04*	*0.56*		*0.08*	
I Factor	*1.000*	*1.000*		*1.000*	*1.000*			*1.000*	*1.000*		*1.000*	
Arrival Type	*3*	*5*		*3*	*5*			*3*	*3*		*3*	
Platoon Ratio	*1.00*	*1.67*		*1.00*	*1.67*			*1.00*	*1.00*		*1.00*	
PF Factor	*1.00*	*0.89*		*1.00*	*0.42*			*1.00*	*1.00*		*1.00*	
Q_1	*0.1*	*6.9*		*2.8*	*2.2*			*0.1*	*4.4*		*0.2*	
k_B	*0.2*	*0.4*		*0.3*	*0.6*			*0.2*	*0.4*		*0.2*	
Q_2	*0.0*	*1.4*		*0.3*	*0.5*			*0.0*	*0.5*		*0.0*	
Q Average	*0.1*	*8.2*		*3.1*	*2.7*			*0.1*	*4.9*		*0.2*	

Percentile Back of Queue (95th percentile)

$f_{B\%}$	*2.1*	*1.9*		*2.0*	*2.0*			*2.1*	*2.0*		*2.1*	
Back of Queue	*0.2*	*15.5*		*6.2*	*5.4*			*0.3*	*9.5*		*0.5*	

Queue Storage Ratio

Queue Spacing	*25.0*	*25.0*		*25.0*	*25.0*			*25.0*	*25.0*		*25.0*	
Queue Storage	*0*	*0*		*0*	*0*			*0*	*0*		*0*	
Average Queue Storage Ratio												
95% Queue Storage Ratio												

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SHORT REPORT

General Information		Site Information	
Analyst	*MWD*	Intersection	*Rte 12 at Rte 5*
Agency or Co.	*VN Engineers*	Area Type	*All other areas*
Date Performed	*8/31/2009*	Jurisdiction	
Time Period	*PM Peak*	Analysis Year	*2009*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	*1*	*2*	*0*	*2*	*2*	*0*	*0*	*1*	*2*	*0*	*1*	*0*
Lane Group	*L*	*TR*		*L*	*TR*			*LT*	*R*		*LTR*	
Volume (vph)	*2*	*1025*	*3*	*424*	*1178*	*24*	*12*	*13*	*323*	*5*	*1*	*1*
% Heavy Vehicles	*33*	*1*	*20*	*2*	*2*	*0*	*0*	*0*	*2*	*0*	*0*	*0*
PHF	*0.50*	*0.86*	*0.38*	*0.95*	*0.92*	*0.63*	*0.65*	*0.29*	*0.90*	*0.31*	*0.25*	*0.25*
Pretimed/Actuated (P/A)	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*
Startup Lost Time	*2.0*	*2.0*		*2.0*	*2.0*			*2.0*	*2.0*		*2.0*	
Extension of Effective Green	*2.0*	*2.0*		*2.0*	*2.0*			*2.0*	*2.0*		*2.0*	
Arrival Type	*3*	*5*		*3*	*5*			*3*	*3*		*3*	
Unit Extension	*3.0*	*3.0*		*3.0*	*3.0*			*3.0*	*3.0*		*3.0*	
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Lane Width	*12.0*	*12.0*		*12.0*	*12.0*			*12.0*	*12.0*		*12.0*	
Parking/Grade/Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking/Hour												
Bus Stops/Hour	*0*	*0*		*0*	*0*			*0*	*0*		*0*	
Minimum Pedestrian Time		*3.2*			*3.2*			*3.2*			*3.2*	

Phasing	Excl. Left	WB Only	Thru & RT	04	NB Only	SB Only	07	08
Timing	G = *6.0*	G = *12.0*	G = *37.0*	G = *0.0*	G = *9.0*	G = *6.0*	G = *0.0*	G = *0.0*
	Y = *0*	Y = *5*	Y = *5*	Y = *0*	Y = *5*	Y = *5*	Y = *0*	Y = *0*

Duration of Analysis (hrs) = *0.25* | Cycle Length C = *90.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	*4*	*1200*		*446*	*1318*			*63*	*359*		*24*	
Lane Group Capacity	*90*	*1469*		*687*	*2120*			*187*	*841*		*120*	
v/c Ratio	*0.04*	*0.82*		*0.65*	*0.62*			*0.34*	*0.43*		*0.20*	
Green Ratio	*0.07*	*0.41*		*0.20*	*0.60*			*0.10*	*0.30*		*0.07*	
Uniform Delay d_1	*39.3*	*23.5*		*33.1*	*11.5*			*37.7*	*25.3*		*39.7*	
Delay Factor k	*0.11*	*0.36*		*0.23*	*0.20*			*0.11*	*0.11*		*0.11*	
Incremental Delay d_2	*0.2*	*3.7*		*2.2*	*0.6*			*1.1*	*0.4*		*0.8*	
PF Factor	*1.000*	*0.535*		*1.000*	*0.125*			*1.000*	*1.000*		*1.000*	
Control Delay	*39.5*	*16.3*		*35.3*	*2.0*			*38.8*	*25.6*		*40.6*	
Lane Group LOS	*D*	*B*		*D*	*A*			*D*	*C*		*D*	
Approach Delay	*16.4*			*10.4*			*27.6*			*40.6*		
Approach LOS	*B*			*B*			*C*			*D*		
Intersection Delay	*14.9*			Intersection LOS						*B*		

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BACK-OF-QUEUE WORKSHEET

General Information

Project Description *Route 12B Corridor Safety Study*

Average Back of Queue

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Lane Group	*L*	*TR*		*L*	*TR*			*LT*	*R*		*LTR*	
Initial Queue/Lane	*0.0*	*0.0*		*0.0*	*0.0*			*0.0*	*0.0*		*0.0*	
Flow Rate/Lane Group	*4*	*1200*		*446*	*1318*			*63*	*359*		*24*	
Satflow/Lane	*1357*	*1877*		*1770*	*1855*			*1873*	*1584*		*1797*	
Capacity/Lane Group	*90*	*1469*		*687*	*2120*			*187*	*841*		*120*	
Flow Ratio	*0.0*	*0.3*		*0.1*	*0.4*			*0.0*	*0.1*		0.0	
v/c Ratio	*0.04*	*0.82*		*0.65*	*0.62*			*0.34*	*0.43*		*0.20*	
I Factor	*1.000*	*1.000*		*1.000*	*1.000*			*1.000*	*1.000*		*1.000*	
Arrival Type	*3*	*5*		*3*	*5*			*3*	*3*		*3*	
Platoon Ratio	*1.00*	*1.67*		*1.00*	*1.58*			*1.00*	*1.00*		*1.00*	
PF Factor	*1.00*	*0.81*		*1.00*	*0.19*			*1.00*	*1.00*		*1.00*	
Q_1	*0.1*	*11.3*		*5.3*	*2.1*			*1.5*	*4.1*		*0.6*	
k_B	*0.2*	*0.6*		*0.4*	*0.7*			*0.3*	*0.4*		*0.2*	
Q_2	*0.0*	*2.3*		*0.7*	*1.2*			*0.1*	*0.3*		*0.0*	
Q Average	*0.1*	*13.6*		*5.9*	*3.3*			*1.6*	*4.4*		*0.6*	

Percentile Back of Queue (95th percentile)

$f_{B\%}$	*2.1*	*1.8*		*1.9*	*2.0*			*2.0*	*2.0*		*2.1*	
Back of Queue	*0.2*	*24.2*		*11.4*	*6.6*			*3.3*	*8.6*		*1.3*	

Queue Storage Ratio

Queue Spacing	*25.0*	*25.0*		*25.0*	*25.0*			*25.0*	*25.0*		*25.0*	
Queue Storage	*0*	*0*		*0*	*0*			*0*	*0*		*0*	
Average Queue Storage Ratio												
95% Queue Storage Ratio												

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*MWD*
Agency/Co.	*VN Engineers*
Date Performed	*8/31/2009*
Analysis Time Period	*AM Peak*

Site Information

Intersection	*Route 12B at Myles Elementary*
Jurisdiction	
Analysis Year	*2009*

Project Description *Route 12B Safety Study*

East/West Street: *Route 12B* | North/South Street: *Myles Elementary School Dr A*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*5*	*431*			*284*	*40*
Peak-Hour Factor, PHF	*0.31*	*0.89*	*1.00*	*1.00*	*0.79*	*0.50*
Hourly Flow Rate, HFR (veh/h)	*16*	*484*	*0*	*0*	*359*	*80*
Percent Heavy Vehicles	*20*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LT*					*TR*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*9*		*6*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*0.45*	*1.00*	*0.38*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*20*	*0*	*15*
Percent Heavy Vehicles	*0*	*0*	*0*	*11*	*0*	*50*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*						*LR*	
v (veh/h)	*16*						*35*	
C (m) (veh/h)	*1032*						*362*	
v/c	*0.02*						*0.10*	
95% queue length	*0.05*						*0.32*	
Control Delay (s/veh)	*8.5*						*16.0*	
LOS	*A*						*C*	
Approach Delay (s/veh)	--	--				*16.0*		
Approach LOS	--	--				*C*		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*MWD*
Agency/Co.	*VN Engineers*
Date Performed	*8/31/2009*
Analysis Time Period	*PM Peak*

Site Information

Intersection	*Route 12B at Myles Elementary*
Jurisdiction	
Analysis Year	*2009*

Project Description *Route 12B Safety Study*

East/West Street: *Route 12B* | North/South Street: *Myles Elementary School Dr A*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*6*	*370*			*414*	*8*
Peak-Hour Factor, PHF	*0.25*	*0.88*	*1.00*	*1.00*	*0.90*	*0.33*
Hourly Flow Rate, HFR (veh/h)	*24*	*420*	*0*	*0*	*460*	*24*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LT*					*TR*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*14*		*12*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*0.34*	*1.00*	*0.33*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*41*	*0*	*36*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*						*LR*	
v (veh/h)	*24*						*77*	
C (m) (veh/h)	*1089*						*380*	
v/c	*0.02*						*0.20*	
95% queue length	*0.07*						*0.75*	
Control Delay (s/veh)	*8.4*						*16.9*	
LOS	*A*						*C*	
Approach Delay (s/veh)	--	--				*16.9*		
Approach LOS	--	--				*C*		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*MWD*
Agency/Co.	*VN Engineers*
Date Performed	*8/31/2009*
Analysis Time Period	*AM Peak*

Site Information

Intersection	*Route 12B at Merrit/Sycamore*
Jurisdiction	
Analysis Year	*2009*

Project Description *Route 12B Safety Study*

East/West Street: *Route 12B* | North/South Street: *Merrit/Sycamore*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*4*	*368*	*12*	*3*	*264*	*11*
Peak-Hour Factor, PHF	*0.33*	*0.96*	*0.65*	*0.38*	*0.73*	*0.69*
Hourly Flow Rate, HFR (veh/h)	*12*	*383*	*18*	*7*	*361*	*15*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LTR*			*LTR*		
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*13*	*6*	*22*	*30*	*3*	*11*
Peak-Hour Factor, PHF	*0.70*	*0.50*	*0.64*	*0.77*	*0.75*	*0.55*
Hourly Flow Rate, HFR (veh/h)	*18*	*12*	*34*	*38*	*4*	*19*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration		*LTR*			*LTR*	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LTR*	*LTR*		*LTR*			*LTR*	
v (veh/h)	*12*	*7*		*64*			*61*	
C (m) (veh/h)	*1194*	*1169*		*418*			*334*	
v/c	*0.01*	*0.01*		*0.15*			*0.18*	
95% queue length	*0.03*	*0.02*		*0.54*			*0.66*	
Control Delay (s/veh)	*8.0*	*8.1*		*15.2*			*18.2*	
LOS	*A*	*A*		*C*			*C*	
Approach Delay (s/veh)	--	--	*15.2*			*18.2*		
Approach LOS	--	--	*C*			*C*		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*MWD*
Agency/Co.	*VN Engineers*
Date Performed	*8/31/2009*
Analysis Time Period	*PM Peak*

Site Information

Intersection	*Route 12B at Merrit/Sycamore*
Jurisdiction	
Analysis Year	*2009*

Project Description *Route 12B Safety Study*

East/West Street: *Route 12B* | North/South Street: *Merrit/Sycamore*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*17*	*363*	*37*	*13*	*337*	*15*
Peak-Hour Factor, PHF	*0.75*	*0.92*	*0.68*	*0.58*	*0.87*	*0.50*
Hourly Flow Rate, HFR (veh/h)	*22*	*394*	*54*	*22*	*387*	*30*
Percent Heavy Vehicles	*0*	--	--	*7*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LTR*			*LTR*		
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*17*	*3*	*9*	*19*	*5*	*12*
Peak-Hour Factor, PHF	*0.64*	*0.75*	*0.45*	*0.83*	*0.42*	*0.65*
Hourly Flow Rate, HFR (veh/h)	*26*	*4*	*20*	*22*	*11*	*18*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration		*LTR*			*LTR*	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LTR*	*LTR*		*LTR*			*LTR*	
v (veh/h)	*22*	*22*		*50*			*51*	
C (m) (veh/h)	*1153*	*1086*		*311*			*307*	
v/c	*0.02*	*0.02*		*0.16*			*0.17*	
95% queue length	*0.06*	*0.06*		*0.56*			*0.59*	
Control Delay (s/veh)	*8.2*	*8.4*		*18.8*			*19.0*	
LOS	*A*	*A*		*C*			*C*	
Approach Delay (s/veh)	--	--	*18.8*			*19.0*		
Approach LOS	--	--	*C*			*C*		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*MWD*
Agency/Co.	*VN Engineers*
Date Performed	*8/31/2009*
Analysis Time Period	*AM Peak*

Site Information

Intersection	*Route 12B at Fawncrest*
Jurisdiction	
Analysis Year	*2009*

Project Description *Route 12B Safety Study*

East/West Street: *Route 12B* | North/South Street: *Fawncrest*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*7*	*410*			*315*	*4*
Peak-Hour Factor, PHF	*0.44*	*0.91*	*1.00*	*1.00*	*0.85*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*15*	*450*	*0*	*0*	*370*	*4*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LT*					*TR*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*14*		*16*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*0.75*	*1.00*	*0.53*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*18*	*0*	*30*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*6*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*						*LR*	
v (veh/h)	*15*						*48*	
C (m) (veh/h)	*1196*						*481*	
v/c	*0.01*						*0.10*	
95% queue length	*0.04*						*0.33*	
Control Delay (s/veh)	*8.0*						*13.3*	
LOS	*A*						*B*	
Approach Delay (s/veh)	--	--					*13.3*	
Approach LOS	--	--					*B*	

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*MWD*
Agency/Co.	*VN Engineers*
Date Performed	*8/31/2009*
Analysis Time Period	*PM Peak*

Site Information

Intersection	*Route 12B at Fawncrest*
Jurisdiction	
Analysis Year	*2009*

Project Description *Route 12B Safety Study*

East/West Street: *Route 12B* | North/South Street: *Fawncrest*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*9*	*390*			*359*	*9*
Peak-Hour Factor, PHF	*0.75*	*0.89*	*1.00*	*1.00*	*0.93*	*0.45*
Hourly Flow Rate, HFR (veh/h)	*12*	*438*	*0*	*0*	*386*	*20*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LT*					*TR*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*6*		*8*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*0.50*	*1.00*	*0.50*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*12*	*0*	*16*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*						*LR*	
v (veh/h)	*12*						*28*	
C (m) (veh/h)	*1164*						*459*	
v/c	*0.01*						*0.06*	
95% queue length	*0.03*						*0.19*	
Control Delay (s/veh)	*8.1*						*13.4*	
LOS	*A*						*B*	
Approach Delay (s/veh)	--	--					*13.4*	
Approach LOS	--	--					*B*	

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*MWD*
Agency/Co.	*VN Engineers*
Date Performed	*8/31/2009*
Analysis Time Period	*AM Peak*

Site Information

Intersection	*Route 12B at Prezwick*
Jurisdiction	
Analysis Year	*2009*

Project Description *Route 12B Safety Study*

East/West Street: *Route 12B* | North/South Street: *Prezwick Glenn Dr.*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*2*	*394*			*315*	*5*
Peak-Hour Factor, PHF	*0.50*	*0.85*	*1.00*	*1.00*	*0.73*	*0.63*
Hourly Flow Rate, HFR (veh/h)	*4*	*463*	*0*	*0*	*431*	*7*
Percent Heavy Vehicles	*50*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LT*					*TR*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*4*		*5*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*0.33*	*1.00*	*0.42*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*12*	*0*	*11*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*20*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*						*LR*	
v (veh/h)	*4*						*23*	
C (m) (veh/h)	*908*						*398*	
v/c	*0.00*						*0.06*	
95% queue length	*0.01*						*0.18*	
Control Delay (s/veh)	*9.0*						*14.6*	
LOS	*A*						*B*	
Approach Delay (s/veh)	--	--					*14.6*	
Approach LOS	--	--					*B*	

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*MWD*
Agency/Co.	*VN Engineers*
Date Performed	*8/31/2009*
Analysis Time Period	

Site Information

Intersection	*Route 12B at Prezwick*
Jurisdiction	
Analysis Year	*2009*

Project Description *Route 12B Safety Study*

East/West Street: *Route 12B* | North/South Street: *Prezwick Glenn Dr.*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*12*	*467*			*400*	*7*
Peak-Hour Factor, PHF	*0.50*	*0.91*	*1.00*	*1.00*	*0.90*	*0.58*
Hourly Flow Rate, HFR (veh/h)	*24*	*513*	*0*	*0*	*444*	*12*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LT*					*TR*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*4*		*2*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*0.50*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*4*	*0*	*4*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*						*LR*	
v (veh/h)	*24*						*8*	
C (m) (veh/h)	*1115*						*367*	
v/c	*0.02*						*0.02*	
95% queue length	*0.07*						*0.07*	
Control Delay (s/veh)	*8.3*						*15.0*	
LOS	*A*						*C*	
Approach Delay (s/veh)	--	--				*15.0*		
Approach LOS	--	--				*C*		

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SHORT REPORT

General Information		Site Information	
Analyst	*MWD*	Intersection	*Rte 12 at Rte 5B*
Agency or Co.	*VN Engineers*	Area Type	*All other areas*
Date Performed	*8/31/2009*	Jurisdiction	
Time Period	*AM Peak*	Analysis Year	*2009*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	*1*	*1*	*0*	*0*	*1*	*1*	*0*	*1*	*0*	*0*	*1*	*1*
Lane Group	*L*	*TR*			*LT*	*R*		*LTR*			*LT*	*R*
Volume (vph)	*163*	*364*	*5*	*1*	*241*	*67*	*1*	*1*	*1*	*35*	*6*	*84*
% Heavy Vehicles	*3*	*4*	*0*	*0*	*6*	*6*	*0*	*0*	*0*	*6*	*0*	*10*
PHF	*0.83*	*0.89*	*0.31*	*0.25*	*0.84*	*0.83*	*0.25*	*0.25*	*0.25*	*0.64*	*0.50*	*0.78*
Pretimed/Actuated (P/A)	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*
Startup Lost Time	*2.0*	*2.0*			*2.0*	*2.0*		*2.0*			*2.0*	*2.0*
Extension of Effective Green	*2.0*	*2.0*			*2.0*	*2.0*		*2.0*			*2.0*	*2.0*
Arrival Type	*3*	*3*			*3*	*3*		*3*			*3*	*3*
Unit Extension	*3.0*	*3.0*			*3.0*	*3.0*		*3.0*			*3.0*	*3.0*
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*13*	*0*	*0*	*0*	*0*	*0*	*17*
Lane Width	*12.0*	*12.0*			*12.0*	*12.0*		*16.0*			*11.0*	*12.0*
Parking/Grade/Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking/Hour												
Bus Stops/Hour	*0*	*0*			*0*	*0*		*0*			*0*	*0*
Minimum Pedestrian Time		*3.2*			*3.2*			*3.2*			*3.2*	

Phasing	EB Only	EW Perm	03	04	SB Only	NB Only	07	08
Timing	G = *15.0*	G = *27.0*	G = *0.0*	G = *0.0*	G = *12.0*	G = *6.0*	G = *0.0*	G = *0.0*
	Y = *5*	Y = *5*	Y = *0*	Y = *0*	Y = *5*	Y = *5*	Y = *0*	Y = *0*

Duration of Analysis (hrs) = *0.25* — Cycle Length C = *80.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB	
Adjusted Flow Rate	*196*	*425*		*291*	*65*		*12*			*67*	*86*
Lane Group Capacity	*621*	*1069*		*602*	*514*		*152*			*252*	*495*
v/c Ratio	*0.32*	*0.40*		*0.48*	*0.13*		*0.08*			*0.27*	*0.17*
Green Ratio	*0.59*	*0.59*		*0.34*	*0.34*		*0.08*			*0.15*	*0.34*
Uniform Delay d_1	*8.5*	*8.9*		*21.0*	*18.3*		*34.4*			*30.1*	*18.6*
Delay Factor k	*0.11*	*0.11*		*0.11*	*0.11*		*0.11*			*0.11*	*0.11*
Incremental Delay d_2	*0.3*	*0.2*		*0.6*	*0.1*		*0.2*			*0.6*	*0.2*
PF Factor	*1.000*	*1.000*		*1.000*	*1.000*		*1.000*			*1.000*	*1.000*
Control Delay	*8.8*	*9.1*		*21.6*	*18.5*		*34.7*			*30.7*	*18.8*
Lane Group LOS	*A*	*A*		*C*	*B*		*C*			*C*	*B*
Approach Delay	*9.0*			*21.0*			*34.7*			*24.0*	
Approach LOS	*A*			*C*			*C*			*C*	
Intersection Delay	*15.0*			Intersection LOS						*B*	

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BACK-OF-QUEUE WORKSHEET

General Information

Project Description *Route 12B Corridor Safety Study*

Average Back of Queue

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Lane Group	*L*	*TR*			*LT*	*R*		*LTR*			*LT*	*R*
Initial Queue/Lane	*0.0*	*0.0*			*0.0*	*0.0*		*0.0*			*0.0*	*0.0*
Flow Rate/Lane Group	*196*	*425*			*291*	*65*		*12*			*67*	*86*
Satflow/Lane	*1056*	*1819*			*1785*	*1524*		*2023*			*1681*	*1468*
Capacity/Lane Group	*621*	*1069*			*602*	*514*		*152*			*252*	*495*
Flow Ratio	*0.2*	*0.2*			*0.2*	*0.0*		*0.0*			0.0	*0.1*
v/c Ratio	*0.32*	*0.40*			*0.48*	*0.13*		*0.08*			*0.27*	*0.17*
I Factor	*1.000*	*1.000*			*1.000*	*1.000*		*1.000*			*1.000*	*1.000*
Arrival Type	*3*	*3*			*3*	*3*		*3*			*3*	*3*
Platoon Ratio	*1.00*	*1.00*			*1.00*	*1.00*		*1.00*			*1.00*	*1.00*
PF Factor	*1.00*	*1.00*			*1.00*	*1.00*		*1.00*			*1.00*	*1.00*
Q_1	*1.9*	*5.1*			*5.1*	*1.0*		*0.2*			*1.3*	*1.3*
k_B	*0.5*	*0.7*			*0.5*	*0.4*		*0.2*			*0.3*	*0.4*
Q_2	*0.2*	*0.4*			*0.4*	*0.1*		*0.0*			*0.1*	*0.1*
Q Average	*2.1*	*5.5*			*5.6*	*1.1*		*0.3*			*1.4*	*1.4*

Percentile Back of Queue (95th percentile)

$f_{B\%}$	*2.0*	*1.9*			*1.9*	*2.1*		*2.1*			*2.1*	*2.1*
Back of Queue	*4.3*	*10.7*			*10.8*	*2.2*		*0.6*			*2.9*	*2.9*

Queue Storage Ratio

Queue Spacing	*25.0*	*25.0*			*25.0*	*25.0*		*25.0*			*25.0*	*25.0*
Queue Storage	*0*	*0*			*0*	*0*		*0*			*0*	*0*
Average Queue Storage Ratio												
95% Queue Storage Ratio												

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SHORT REPORT

General Information		Site Information	
Analyst	*MWD*	Intersection	*Rte 12 at Rte 5B*
Agency or Co.	*VN Engineers*	Area Type	*All other areas*
Date Performed	*8/31/2009*	Jurisdiction	
Time Period	*PM Peak*	Analysis Year	*2009*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	*1*	*1*	*0*	*0*	*1*	*1*	*0*	*1*	*0*	*0*	*1*	*1*
Lane Group	*L*	*TR*			*LT*	*R*		*LTR*			*LT*	*R*
Volume (vph)	*188*	*265*	*2*	*1*	*297*	*53*	*6*	*1*	*1*	*73*	*4*	*255*
% Heavy Vehicles	*2*	*3*	*100*	*0*	*1*	*0*	*0*	*100*	*100*	*0*	*0*	*1*
PHF	*0.86*	*0.87*	*0.50*	*0.25*	*0.87*	*0.76*	*0.38*	*0.25*	*0.25*	*0.90*	*0.25*	*0.80*
Pretimed/Actuated (P/A)	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*
Startup Lost Time	*2.0*	*2.0*			*2.0*	*2.0*		*2.0*			*2.0*	*2.0*
Extension of Effective Green	*2.0*	*2.0*			*2.0*	*2.0*		*2.0*			*2.0*	*2.0*
Arrival Type	*3*	*3*			*3*	*3*		*3*			*3*	*3*
Unit Extension	*3.0*	*3.0*			*3.0*	*3.0*		*3.0*			*3.0*	*3.0*
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*11*	*0*	*0*	*0*	*0*	*0*	*51*
Lane Width	*12.0*	*12.0*			*12.0*	*12.0*		*12.0*			*12.0*	*12.0*
Parking/Grade/Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking/Hour												
Bus Stops/Hour	*0*	*0*			*0*	*0*		*0*			*0*	*0*
Minimum Pedestrian Time		*3.2*			*3.2*			*3.2*			*3.2*	

Phasing	EB Only	EW Perm	03	04	SB Only	NB Only	07	08
Timing	G = *15.0*	G = *27.0*	G = *0.0*	G = *0.0*	G = *12.0*	G = *6.0*	G = *0.0*	G = *0.0*
	Y = *5*	Y = *5*	Y = *0*	Y = *0*	Y = *5*	Y = *5*	Y = *0*	Y = *0*

Duration of Analysis (hrs) = *0.25* | Cycle Length C = *80.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB	
Adjusted Flow Rate	*219*	*309*			*345*	*55*		*24*			*97*	*255*
Lane Group Capacity	*582*	*1069*			*633*	*545*		*101*			*274*	*540*
v/c Ratio	*0.38*	*0.29*			*0.55*	*0.10*		*0.24*			*0.35*	*0.47*
Green Ratio	*0.59*	*0.59*			*0.34*	*0.34*		*0.08*			*0.15*	*0.34*
Uniform Delay d_1	*9.0*	*8.2*			*21.5*	*18.2*		*34.8*			*30.5*	*20.9*
Delay Factor k	*0.11*	*0.11*			*0.15*	*0.11*		*0.11*			*0.11*	*0.11*
Incremental Delay d_2	*0.4*	*0.2*			*1.0*	*0.1*		*1.2*			*0.8*	*0.7*
PF Factor	*1.000*	*1.000*			*1.000*	*1.000*		*1.000*			*1.000*	*1.000*
Control Delay	*9.4*	*8.3*			*22.5*	*18.3*		*36.1*			*31.3*	*21.5*
Lane Group LOS	*A*	*A*			*C*	*B*		*D*			*C*	*C*
Approach Delay	*8.8*			*21.9*			*36.1*			*24.2*		
Approach LOS	*A*			*C*			*D*			*C*		
Intersection Delay	*17.5*			Intersection LOS						*B*		

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BACK-OF-QUEUE WORKSHEET

General Information

Project Description *Route 12B Corridor Safety Study*

Average Back of Queue

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Lane Group	*L*	*TR*			*LT*	*R*		*LTR*			*LT*	*R*
Initial Queue/Lane	*0.0*	*0.0*			*0.0*	*0.0*		*0.0*			*0.0*	*0.0*
Flow Rate/Lane Group	*219*	*309*			*345*	*55*		*24*			*97*	*255*
Satflow/Lane	*991*	*1819*			*1875*	*1615*		*1348*			*1824*	*1599*
Capacity/Lane Group	*582*	*1069*			*633*	*545*		*101*			*274*	*540*
Flow Ratio	*0.2*	*0.2*			*0.2*	*0.0*		*0.0*			0.1	*0.2*
v/c Ratio	*0.38*	*0.29*			*0.55*	*0.10*		*0.24*			*0.35*	*0.47*
I Factor	*1.000*	*1.000*			*1.000*	*1.000*		*1.000*			*1.000*	*1.000*
Arrival Type	*3*	*3*			*3*	*3*		*3*			*3*	*3*
Platoon Ratio	*1.00*	*1.00*			*1.00*	*1.00*		*1.00*			*1.00*	*1.00*
PF Factor	*1.00*	*1.00*			*1.00*	*1.00*		*1.00*			*1.00*	*1.00*
Q_1	*2.2*	*3.4*			*6.2*	*0.8*		*0.5*			*1.9*	*4.5*
k_B	*0.5*	*0.7*			*0.5*	*0.4*		*0.2*			*0.3*	*0.4*
Q_2	*0.3*	*0.3*			*0.6*	*0.1*		*0.1*			*0.2*	*0.4*
Q Average	*2.4*	*3.7*			*6.8*	*0.9*		*0.6*			*2.1*	*4.9*
Percentile Back of Queue (95th percentile)												
$f_{B\%}$	*2.0*	*2.0*			*1.9*	*2.1*		*2.1*			*2.0*	*2.0*
Back of Queue	*4.9*	*7.3*			*13.0*	*1.8*		*1.2*			*4.3*	*9.5*
Queue Storage Ratio												
Queue Spacing	*25.0*	*25.0*			*25.0*	*25.0*		*25.0*			*25.0*	*25.0*
Queue Storage	*0*	*0*			*0*	*0*		*0*			*0*	*0*
Average Queue Storage Ratio												
95% Queue Storage Ratio												

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*MWD*
Agency/Co.	*VN Engineers*
Date Performed	*8/31/2009*
Analysis Time Period	*AM Peak*

Site Information

Intersection	*Route 12B at Limberlost*
Jurisdiction	
Analysis Year	*2009*

Project Description *Route 12B Safety Study*

East/West Street: *Route 12B* | North/South Street: *Limberlost Rd.*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*12*	*489*			*300*	*31*
Peak-Hour Factor, PHF	*0.65*	*0.92*	*1.00*	*1.00*	*0.88*	*0.69*
Hourly Flow Rate, HFR (veh/h)	*18*	*531*	*0*	*0*	*340*	*44*
Percent Heavy Vehicles	*8*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*1*	*1*	*0*	*0*	*1*	*1*
Configuration	*L*	*T*			*T*	*R*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*62*		*15*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*0.65*	*1.00*	*0.67*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*95*	*0*	*22*
Percent Heavy Vehicles	*0*	*0*	*0*	*6*	*0*	*5*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*						*LR*	
v (veh/h)	*18*						*117*	
C (m) (veh/h)	*1142*						*332*	
v/c	*0.02*						*0.35*	
95% queue length	*0.05*						*1.54*	
Control Delay (s/veh)	*8.2*						*21.6*	
LOS	*A*						*C*	
Approach Delay (s/veh)	--	--					*21.6*	
Approach LOS	--	--					*C*	

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*MWD*
Agency/Co.	*VN Engineers*
Date Performed	*8/31/2009*
Analysis Time Period	*PM Peak*

Site Information

Intersection	*Route 12B at Limberlost*
Jurisdiction	
Analysis Year	*2009*

Project Description *Route 12B Safety Study*

East/West Street: *Route 12B* | North/South Street: *Limberlost Rd.*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*10*	*454*			*530*	*59*
Peak-Hour Factor, PHF	*0.69*	*0.85*	*1.00*	*1.00*	*0.85*	*0.65*
Hourly Flow Rate, HFR (veh/h)	*14*	*534*	*0*	*0*	*623*	*90*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*1*	*1*	*0*	*0*	*1*	*1*
Configuration	*L*	*T*			*T*	*R*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*45*		*10*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*0.69*	*1.00*	*0.50*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*65*	*0*	*20*
Percent Heavy Vehicles	*0*	*0*	*0*	*2*	*0*	*10*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*						*LR*	
v (veh/h)	*14*						*85*	
C (m) (veh/h)	*896*						*237*	
v/c	*0.02*						*0.36*	
95% queue length	*0.05*						*1.55*	
Control Delay (s/veh)	*9.1*						*28.4*	
LOS	*A*						*D*	
Approach Delay (s/veh)	--	--					*28.4*	
Approach LOS	--	--					*D*	

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*MWD*
Agency/Co.	*VN Engineers*
Date Performed	*8/31/2009*
Analysis Time Period	*AM Peak*

Site Information

Intersection	*Route 12B at Togglestown*
Jurisdiction	
Analysis Year	*2009*

Project Description *Route 12B Safety Study*

East/West Street: *Togglestown* | North/South Street: *Route 12B*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*447*	*5*	*2*	*305*	
Peak-Hour Factor, PHF	*1.00*	*0.95*	*0.63*	*0.50*	*0.82*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*470*	*7*	*4*	*371*	*0*
Percent Heavy Vehicles	*0*	--	--	*50*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*7*		*8*
Peak-Hour Factor, PHF	*0.69*	*0.65*	*0.63*	*0.58*	*1.00*	*0.67*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*12*	*0*	*11*
Percent Heavy Vehicles	*2*	*0*	*0*	*13*	*0*	*29*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*4*		*23*				
C (m) (veh/h)		*876*		*392*				
v/c		*0.00*		*0.06*				
95% queue length		*0.01*		*0.19*				
Control Delay (s/veh)		*9.1*		*14.8*				
LOS		*A*		*B*				
Approach Delay (s/veh)	--	--	*14.8*					
Approach LOS	--	--	*B*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*MWD*
Agency/Co.	*VN Engineers*
Date Performed	*8/31/2009*
Analysis Time Period	*PM Peak*

Site Information

Intersection	*Route 12B at Togglestown*
Jurisdiction	
Analysis Year	*2009*

Project Description *Route 12B Safety Study*

East/West Street: *Togglestown* | North/South Street: *Route 12B*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*433*	*10*	*10*	*544*	
Peak-Hour Factor, PHF	*1.00*	*0.95*	*0.63*	*0.63*	*0.96*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*455*	*15*	*15*	*566*	*0*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*7*		*3*
Peak-Hour Factor, PHF	*0.69*	*0.95*	*0.63*	*0.58*	*1.00*	*0.75*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*12*	*0*	*4*
Percent Heavy Vehicles	*2*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*15*		*16*				
C (m) (veh/h)		*1102*		*291*				
v/c		*0.01*		*0.05*				
95% queue length		*0.04*		*0.17*				
Control Delay (s/veh)		*8.3*		*18.1*				
LOS		*A*		*C*				
Approach Delay (s/veh)	--	--	*18.1*					
Approach LOS	--	--	*C*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*MWD*
Agency/Co.	*VN Engineers*
Date Performed	*8/31/2009*
Analysis Time Period	*AM Peak*

Site Information

Intersection	*Route 12B at Brimfield*
Jurisdiction	
Analysis Year	*2009*

Project Description *Route 12B Safety Study*

East/West Street: *Brimfield* | North/South Street: *Route 12B*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*436*	*35*	*16*	*262*	
Peak-Hour Factor, PHF		*0.86*	*0.66*	*0.71*	*0.83*	
Hourly Flow Rate, HFR (veh/h)	*0*	*506*	*53*	*22*	*315*	*0*
Percent Heavy Vehicles		--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*51*		*52*
Peak-Hour Factor, PHF				*0.70*		*0.72*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*72*	*0*	*72*
Percent Heavy Vehicles	*2*	*0*	*0*	*9*	*0*	*2*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*22*		*144*				
C (m) (veh/h)		*1022*		*385*				
v/c		*0.02*		*0.37*				
95% queue length		*0.07*		*1.70*				
Control Delay (s/veh)		*8.6*		*19.8*				
LOS		*A*		*C*				
Approach Delay (s/veh)	--	--	*19.8*					
Approach LOS	--	--	*C*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*MWD*
Agency/Co.	*VN Engineers*
Date Performed	*8/31/2009*
Analysis Time Period	*PM Peak*

Site Information

Intersection	*Route 12B at Brimfield*
Jurisdiction	
Analysis Year	*2009*

Project Description *Route 12B Safety Study*

East/West Street: *Brimfield* | North/South Street: *Route 12B*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*431*	*48*	*52*	*562*	
Peak-Hour Factor, PHF		*0.90*	*0.74*	*0.76*	*0.98*	
Hourly Flow Rate, HFR (veh/h)	*0*	*478*	*64*	*68*	*573*	*0*
Percent Heavy Vehicles		--	--	*6*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*45*		*20*
Peak-Hour Factor, PHF				*0.84*		*0.75*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*53*	*0*	*26*
Percent Heavy Vehicles		*0*	*0*	*2*	*0*	*5*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*68*		*79*				
C (m) (veh/h)		*1007*		*238*				
v/c		*0.07*		*0.33*				
95% queue length		*0.22*		*1.39*				
Control Delay (s/veh)		*8.8*		*27.5*				
LOS		*A*		*D*				
Approach Delay (s/veh)	--	--	*27.5*					
Approach LOS	--	--	*D*					

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SHORT REPORT

General Information		Site Information	
Analyst	*MWD*	Intersection	*Rte 12B @ West Park @ Willams*
Agency or Co.	*VN Engineers*	Area Type	*All other areas*
Date Performed	*8/31/2009*	Jurisdiction	*Clinton*
Time Period	*AM Peak*	Analysis Year	*2009*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		*1*	*0*	*0*	*1*		*0*		*0*	*0*	*1*	*0*
Lane Group		*TR*			*LT*			*LR*			*LTR*	
Volume (vph)		*418*	*4*	*6*	*275*		*5*		*9*	*21*	*2*	*39*
% Heavy Vehicles		*4*	*0*	*17*	*10*		*0*		*11*	*2*	*0*	*14*
PHF		*0.82*	*0.50*	*0.50*	*0.85*		*0.63*		*0.75*	*0.69*	*0.50*	*0.85*
Pretimed/Actuated (P/A)		*P*	*P*	*P*	*P*		*A*		*A*	*A*	*A*	*A*
Startup Lost Time		*2.0*			*2.0*			*2.0*			*2.0*	
Extension of Effective Green		*2.0*			*2.0*			*2.0*			*2.0*	
Arrival Type		*3*			*3*			*3*			*3*	
Unit Extension		*3.0*			*3.0*			*3.0*			*3.0*	
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*		*0*	*0*	*0*	*0*	*0*	*0*
Lane Width		*13.0*			*10.0*			*16.0*			*16.0*	
Parking/Grade/Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking/Hour												
Bus Stops/Hour		*0*			*0*			*0*			*0*	
Minimum Pedestrian Time		*3.2*			*3.2*			*3.2*			*3.2*	

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = *30.0*	G = *0.0*	G = *0.0*	G = *0.0*	G = *26.0*	G = *0.0*	G = *0.0*	G = *0.0*
	Y = *4.5*	Y = *0*	Y = *0*	Y = *0*	Y = *4.5*	Y = *0*	Y = *0*	Y = *0*
Duration of Analysis (hrs) = *0.25*						Cycle Length C = *65.0*		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		*518*			*336*			*20*			*80*	
Lane Group Capacity		*870*			*728*			*619*			*717*	
v/c Ratio		*0.60*			*0.46*			*0.03*			*0.11*	
Green Ratio		*0.46*			*0.46*			*0.40*			*0.40*	
Uniform Delay d_1		*13.0*			*12.0*			*11.9*			*12.2*	
Delay Factor k		*0.50*			*0.50*			*0.11*			*0.11*	
Incremental Delay d_2		*3.0*			*2.1*			*0.0*			*0.1*	
PF Factor		*1.000*			*1.000*			*1.000*			*1.000*	
Control Delay		*16.0*			*14.1*			*11.9*			*12.3*	
Lane Group LOS		*B*			*B*			*B*			*B*	
Approach Delay	*16.0*			*14.1*			*11.9*			*12.3*		
Approach LOS	*B*			*B*			*B*			*B*		
Intersection Delay	*14.9*			Intersection LOS			*B*					

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BACK-OF-QUEUE WORKSHEET

General Information

Project Description *Route 12B Safety Study*

Average Back of Queue

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Lane Group		*TR*			*LT*			*LR*			*LTR*	
Initial Queue/Lane		*0.0*			*0.0*			*0.0*			*0.0*	
Flow Rate/Lane Group		*518*			*336*			*20*			*80*	
Satflow/Lane		*1885*			*1577*			*1548*			*1792*	
Capacity/Lane Group		*870*			*728*			*619*			*717*	
Flow Ratio		*0.3*			*0.2*			*0.0*			0.0	
v/c Ratio		*0.60*			*0.46*			*0.03*			*0.11*	
I Factor		*1.000*			*1.000*			*1.000*			*1.000*	
Arrival Type		*3*			*3*			*3*			*3*	
Platoon Ratio		*1.00*			*1.00*			*1.00*			*1.00*	
PF Factor		*1.00*			*1.00*			*1.00*			*1.00*	
Q_1		*6.9*			*4.2*			*0.2*			*0.9*	
k_B		*0.8*			*0.7*			*0.4*			*0.5*	
Q_2		*1.2*			*0.6*			*0.0*			*0.1*	
Q Average		*8.1*			*4.8*			*0.2*			*1.0*	
Percentile Back of Queue (95th percentile)												
$f_{B\%}$		*1.8*			*2.0*			*2.1*			*2.1*	
Back of Queue		*14.6*			*9.5*			*0.5*			*2.0*	
Queue Storage Ratio												
Queue Spacing		*25.0*			*25.0*			*25.0*			*25.0*	
Queue Storage		*0*			*0*			*0*			*0*	
Average Queue Storage Ratio												
95% Queue Storage Ratio												

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SHORT REPORT

General Information		Site Information	
Analyst	*Mike Bauer*	Intersection	*Rte 12B @ West Park @ Willams*
Agency or Co.	*VN Engineers*	Area Type	*All other areas*
Date Performed	*8/31/2009*	Jurisdiction	*Clinton*
Time Period	*PM Peak*	Analysis Year	*2009*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		*1*	*0*	*0*	*1*		*0*		*0*	*0*	*1*	*0*
Lane Group		*TR*			*LT*			*LR*			*LTR*	
Volume (vph)		*512*	*11*	*9*	*377*		*3*		*3*	*84*	*12*	*127*
% Heavy Vehicles		*2*	*0*	*11*	*1*		*0*		*0*	*1*	*0*	*1*
PHF		*0.89*	*0.69*	*0.56*	*0.96*		*0.75*		*0.75*	*0.70*	*0.54*	*0.81*
Pretimed/Actuated (P/A)		*P*	*P*	*P*	*P*		*A*		*A*	*A*	*A*	*A*
Startup Lost Time		*2.0*			*2.0*			*2.0*			*2.0*	
Extension of Effective Green		*2.0*			*2.0*			*2.0*			*2.0*	
Arrival Type		*3*			*3*			*3*			*3*	
Unit Extension		*3.0*			*3.0*			*3.0*			*3.0*	
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*		*0*	*0*	*0*	*0*	*0*	*0*
Lane Width		*13.0*			*16.0*			*10.0*			*16.0*	
Parking/Grade/Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking/Hour												
Bus Stops/Hour		*0*			*0*			*0*			*0*	
Minimum Pedestrian Time		*3.2*			*3.2*			*3.2*			*3.2*	

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = *30.0*	G = *0.0*	G = *0.0*	G = *0.0*	G = *26.0*	G = *0.0*	G = *0.0*	G = *0.0*
	Y = *4.5*	Y = *0*	Y = *0*	Y = *0*	Y = *4.5*	Y = *0*	Y = *0*	Y = *0*
Duration of Analysis (hrs) = *0.25*						Cycle Length C = *65.0*		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		*591*			*409*			*8*			*299*	
Lane Group Capacity		*886*			*954*			*457*			*777*	
v/c Ratio		*0.67*			*0.43*			*0.02*			*0.38*	
Green Ratio		*0.46*			*0.46*			*0.40*			*0.40*	
Uniform Delay d_1		*13.6*			*11.7*			*11.8*			*13.8*	
Delay Factor k		*0.50*			*0.50*			*0.11*			*0.11*	
Incremental Delay d_2		*4.0*			*1.4*			*0.0*			*0.3*	
PF Factor		*1.000*			*1.000*			*1.000*			*1.000*	
Control Delay		*17.6*			*13.2*			*11.8*			*14.1*	
Lane Group LOS		*B*			*B*			*B*			*B*	
Approach Delay	*17.6*			*13.2*			*11.8*			*14.1*		
Approach LOS	*B*			*B*			*B*			*B*		
Intersection Delay	*15.4*			Intersection LOS			*B*					

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BACK-OF-QUEUE WORKSHEET

General Information

Project Description *Route 12B Safety Study*

Average Back of Queue

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Lane Group		*TR*			*LT*			*LR*			*LTR*	
Initial Queue/Lane		*0.0*			*0.0*			*0.0*			*0.0*	
Flow Rate/Lane Group		*591*			*409*			*8*			*299*	
Satflow/Lane		*1919*			*2067*			*1143*			*1943*	
Capacity/Lane Group		*886*			*954*			*457*			*777*	
Flow Ratio		*0.3*			*0.2*			*0.0*			0.2	
v/c Ratio		*0.67*			*0.43*			*0.02*			*0.38*	
I Factor		*1.000*			*1.000*			*1.000*			*1.000*	
Arrival Type		*3*			*3*			*3*			*3*	
Platoon Ratio		*1.00*			*1.00*			*1.00*			*1.00*	
PF Factor		*1.00*			*1.00*			*1.00*			*1.00*	
Q_1		*8.3*			*5.0*			*0.1*			*3.8*	
k_B		*0.8*			*0.9*			*0.4*			*0.5*	
Q_2		*1.6*			*0.7*			*0.0*			*0.3*	
Q Average		*9.9*			*5.6*			*0.1*			*4.1*	
Percentile Back of Queue (95th percentile)												
$f_{B\%}$		*1.7*			*1.9*			*2.1*			*2.0*	
Back of Queue		*17.2*			*10.8*			*0.2*			*8.2*	
Queue Storage Ratio												
Queue Spacing		*25.0*			*25.0*			*25.0*			*25.0*	
Queue Storage		*0*			*0*			*0*			*0*	
Average Queue Storage Ratio												
95% Queue Storage Ratio												

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SHORT REPORT

General Information		Site Information	
Analyst	*MWD*	Intersection	*Rte 12B @ Rte 412*
Agency or Co.	*VN Engineers*	Area Type	*All other areas*
Date Performed	*8/31/2009*	Jurisdiction	*Clinton*
Time Period	*AM Peak*	Analysis Year	*2009*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		*1*	*0*	*1*	*1*		*1*		*1*			
Lane Group		*TR*		*L*	*T*		*L*		*R*			
Volume (vph)		*138*	*61*	*150*	*184*		*76*		*287*			
% Heavy Vehicles		*4*	*5*	*6*	*6*		*0*		*2*			
PHF		*0.82*	*0.83*	*0.89*	*0.76*		*0.94*		*0.93*			
Pretimed/Actuated (P/A)		*A*	*A*	*A*	*A*		*A*		*A*			
Startup Lost Time		*2.0*		*2.0*	*2.0*		*2.0*		*2.0*			
Extension of Effective Green		*2.0*		*2.0*	*2.0*		*2.0*		*2.0*			
Arrival Type		*3*		*3*	*3*		*3*		*3*			
Unit Extension		*3.0*		*3.0*	*3.0*		*3.0*		*3.0*			
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*		*0*	*0*	*0*	*0*	*0*	
Lane Width		*16.0*		*11.0*	*10.0*		*10.0*		*10.0*			
Parking/Grade/Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking/Hour												
Bus Stops/Hour		*0*		*0*	*0*		*0*		*0*			
Minimum Pedestrian Time		*3.2*			*3.2*			*3.2*			*3.2*	

Phasing	WB Only	EW Perm	03	04	NB Only	06	07	08
Timing	G = *15.0*	G = *20.0*	G = *0.0*	G = *0.0*	G = *28.0*	G = *0.0*	G = *0.0*	G = *0.0*
	Y = *5*	Y = *5*	Y = *0*	Y = *0*	Y = *5*	Y = *0*	Y = *0*	Y = *0*

Duration of Analysis (hrs) = *0.25* | Cycle Length C = *78.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		*241*		*169*	*242*		*81*		*309*			
Lane Group Capacity		*508*		*483*	*858*		*605*		*910*			
v/c Ratio		*0.47*		*0.35*	*0.28*		*0.13*		*0.34*			
Green Ratio		*0.26*		*0.51*	*0.51*		*0.36*		*0.62*			
Uniform Delay d_1		*24.6*		*11.6*	*10.8*		*16.8*		*7.3*			
Delay Factor k		*0.11*		*0.11*	*0.11*		*0.11*		*0.11*			
Incremental Delay d_2		*0.7*		*0.4*	*0.2*		*0.1*		*0.2*			
PF Factor		*1.000*		*1.000*	*1.000*		*1.000*		*1.000*			
Control Delay		*25.3*		*12.0*	*11.0*		*16.9*		*7.5*			
Lane Group LOS		*C*		*B*	*B*		*B*		*A*			
Approach Delay	*25.3*			*11.4*			*9.5*					
Approach LOS	*C*			*B*			*A*					
Intersection Delay	*13.9*			Intersection LOS						*B*		

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BACK-OF-QUEUE WORKSHEET

General Information

Project Description *Route 12B Safety Study*

Average Back of Queue

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Lane Group		*TR*		*L*	*T*		*L*		*R*			
Initial Queue/Lane		*0.0*		*0.0*	*0.0*		*0.0*		*0.0*			
Flow Rate/Lane Group		*241*		*169*	*242*		*81*		*309*			
Satflow/Lane		*1980*		*941*	*1673*		*1685*		*1478*			
Capacity/Lane Group		*508*		*483*	*858*		*605*		*910*			
Flow Ratio		*0.1*		*0.2*	*0.1*		*0.0*		*0.2*			
v/c Ratio		*0.47*		*0.35*	*0.28*		*0.13*		*0.34*			
I Factor		*1.000*		*1.000*	*1.000*		*1.000*		*1.000*			
Arrival Type		*3*		*3*	*3*		*3*		*3*			
Platoon Ratio		*1.00*		*1.00*	*1.00*		*1.00*		*1.00*			
PF Factor		*1.00*		*1.00*	*1.00*		*1.00*		*1.00*			
Q_1		*4.4*		*1.9*	*3.0*		*1.2*		*3.3*			
k_B		*0.4*		*0.4*	*0.6*		*0.5*		*0.6*			
Q_2		*0.4*		*0.2*	*0.2*		*0.1*		*0.3*			
Q Average		*4.8*		*2.1*	*3.2*		*1.3*		*3.6*			

Percentile Back of Queue (95th percentile)

$f_{B\%}$		*2.0*		*2.0*	*2.0*		*2.1*		*2.0*			
Back of Queue		*9.4*		*4.3*	*6.4*		*2.6*		*7.1*			

Queue Storage Ratio

Queue Spacing		*25.0*		*25.0*	*25.0*		*25.0*		*25.0*			
Queue Storage		*0*		*0*	*0*		*0*		*0*			
Average Queue Storage Ratio												
95% Queue Storage Ratio												

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SHORT REPORT

General Information		Site Information	
Analyst	*MWD*	Intersection	*Rte 12B @ Rte 412*
Agency or Co.	*VN Engineers*	Area Type	*All other areas*
Date Performed	*8/31/2009*	Jurisdiction	*Clinton*
Time Period	*PM Peak*	Analysis Year	*2009*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		*1*	*0*	*1*	*1*		*1*		*1*			
Lane Group		*TR*		*L*	*T*		*L*		*R*			
Volume (vph)		*251*	*122*	*364*	*207*		*141*		*276*			
% Heavy Vehicles		*1*	*1*	*1*	*0*		*0*		*1*			
PHF		*0.89*	*0.91*	*0.85*	*0.86*		*0.74*		*0.82*			
Pretimed/Actuated (P/A)		*A*	*A*	*A*	*A*		*A*		*A*			
Startup Lost Time		*2.0*		*2.0*	*2.0*		*2.0*		*2.0*			
Extension of Effective Green		*2.0*		*2.0*	*2.0*		*2.0*		*2.0*			
Arrival Type		*3*		*3*	*3*		*3*		*3*			
Unit Extension		*3.0*		*3.0*	*3.0*		*3.0*		*3.0*			
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*		*0*	*0*	*0*	*0*	*0*	
Lane Width		*16.0*		*11.0*	*10.0*		*10.0*		*10.0*			
Parking/Grade/Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking/Hour												
Bus Stops/Hour		*0*		*0*	*0*		*0*		*0*			
Minimum Pedestrian Time		*3.2*			*3.2*			*3.2*			*3.2*	

Phasing	WB Only	EW Perm	03	04	NB Only	06	07	08
Timing	G = *15.0*	G = *20.0*	G = *0.0*	G = *0.0*	G = *28.0*	G = *0.0*	G = *0.0*	G = *0.0*
	Y = *5*	Y = *5*	Y = *0*	Y = *0*	Y = *5*	Y = *0*	Y = *0*	Y = *0*

Duration of Analysis (hrs) = *0.25* | Cycle Length C = *78.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		*416*		*428*	*241*		*191*		*337*			
Lane Group Capacity		*523*		*425*	*909*		*605*		*918*			
v/c Ratio		*0.80*		*1.01*	*0.27*		*0.32*		*0.37*			
Green Ratio		*0.26*		*0.51*	*0.51*		*0.36*		*0.62*			
Uniform Delay d_1		*27.1*		*20.9*	*10.7*		*18.1*		*7.5*			
Delay Factor k		*0.34*		*0.50*	*0.11*		*0.11*		*0.11*			
Incremental Delay d_2		*8.4*		*45.4*	*0.2*		*0.3*		*0.2*			
PF Factor		*1.000*		*1.000*	*1.000*		*1.000*		*1.000*			
Control Delay		*35.4*		*66.3*	*10.9*		*18.4*		*7.7*			
Lane Group LOS		*D*		*E*	*B*		*B*		*A*			
Approach Delay		*35.4*			*46.3*			*11.6*				
Approach LOS		*D*			*D*			*B*				
Intersection Delay		*32.1*			Intersection LOS						*C*	

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BACK-OF-QUEUE WORKSHEET

General Information

Project Description *Route 12B Safety Study*

Average Back of Queue

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Lane Group		*TR*		*L*	*T*		*L*		*R*			
Initial Queue/Lane		*0.0*		*0.0*	*0.0*		*0.0*		*0.0*			
Flow Rate/Lane Group		*416*		*428*	*241*		*191*		*337*			
Satflow/Lane		*2039*		*830*	*1773*		*1685*		*1492*			
Capacity/Lane Group		*523*		*425*	*909*		*605*		*918*			
Flow Ratio		*0.2*		*0.5*	*0.1*		*0.1*		*0.2*			
v/c Ratio		*0.80*		*1.01*	*0.27*		*0.32*		*0.37*			
I Factor		*1.000*		*1.000*	*1.000*		*1.000*		*1.000*			
Arrival Type		*3*		*3*	*3*		*3*		*3*			
Platoon Ratio		*1.00*		*1.00*	*1.00*		*1.00*		*1.00*			
PF Factor		*1.00*		*1.00*	*1.00*		*1.00*		*1.00*			
Q_1		*8.4*		*5.6*	*2.9*		*3.0*		*3.6*			
k_B		*0.4*		*0.4*	*0.6*		*0.5*		*0.6*			
Q_2		*1.5*		*4.7*	*0.2*		*0.2*		*0.3*			
Q Average		*9.9*		*10.3*	*3.2*		*3.2*		*4.0*			
Percentile Back of Queue (95th percentile)												
$f_{B\%}$		*1.8*		*1.8*	*2.0*		*2.0*		*2.0*			
Back of Queue		*18.3*		*18.9*	*6.3*		*6.4*		*7.9*			
Queue Storage Ratio												
Queue Spacing		*25.0*		*25.0*	*25.0*		*25.0*		*25.0*			
Queue Storage		*0*		*0*	*0*		*0*		*0*			
Average Queue Storage Ratio												
95% Queue Storage Ratio												

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*MWD*
Agency/Co.	*VN Engineers*
Date Performed	*8/31/2009*
Analysis Time Period	*AM Peak*

Site Information

Intersection	*Route 12B at Route 315*
Jurisdiction	
Analysis Year	*2009*

Project Description *Route 12B Safety Study*

East/West Street: *Route 315* | North/South Street: *Route 12B*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*186*	*17*	*74*	*49*	
Peak-Hour Factor, PHF	*1.00*	*0.92*	*0.88*	*0.85*	*0.90*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*202*	*19*	*87*	*54*	*0*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*8*		*48*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*0.42*	*1.00*	*0.78*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*19*	*0*	*61*
Percent Heavy Vehicles	*0*	*0*	*0*	*20*	*0*	*17*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*87*		*80*				
C (m) (veh/h)		*1360*		*699*				
v/c		*0.06*		*0.11*				
95% queue length		*0.20*		*0.39*				
Control Delay (s/veh)		*7.8*		*10.8*				
LOS		*A*		*B*				
Approach Delay (s/veh)	--	--	*10.8*					
Approach LOS	--	--	*B*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*MWD*
Agency/Co.	*VN Engineers*
Date Performed	*8/31/2009*
Analysis Time Period	*PM Peak*

Site Information

Intersection	*Route 12B at Route 315*
Jurisdiction	
Analysis Year	*2009*

Project Description *Route 12B Safety Study*

East/West Street: *Route 315* | North/South Street: *Route 12B*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*102*	*27*	*97*	*190*	
Peak-Hour Factor, PHF	*1.00*	*0.77*	*0.61*	*0.91*	*0.97*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*132*	*44*	*106*	*195*	*0*
Percent Heavy Vehicles		--	--	*2*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*25*		*55*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*0.86*	*1.00*	*0.94*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*29*	*0*	*58*
Percent Heavy Vehicles	*0*	*0*	*0*	*7*	*0*	*5*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*106*		*87*				
C (m) (veh/h)		*1400*		*664*				
v/c		*0.08*		*0.13*				
95% queue length		*0.25*		*0.45*				
Control Delay (s/veh)		*7.8*		*11.2*				
LOS		*A*		*B*				
Approach Delay (s/veh)	--	--	*11.2*					
Approach LOS	--	--	*B*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*MWD*
Agency/Co.	*VN Engineers*
Date Performed	*8/31/2009*
Analysis Time Period	*AM Peak*

Site Information

Intersection	*Route 12B at Route 26*
Jurisdiction	
Analysis Year	*2009*

Project Description *Route 12B Safety Study*

East/West Street: *Route 12B* | North/South Street: *Route 26*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)				*82*	*16*	*2*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*0.82*	*0.71*	*0.38*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*100*	*22*	*5*
Percent Heavy Vehicles	*2*	--	--	*28*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*1*	*0*
Configuration				*LTR*		
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*55*	*11*	*104*	*7*	*9*	*4*
Peak-Hour Factor, PHF	*0.94*	*0.88*	*0.92*	*0.75*	*0.69*	*0.63*
Hourly Flow Rate, HFR (veh/h)	*58*	*12*	*113*	*9*	*13*	*6*
Percent Heavy Vehicles	*3*	*0*	*15*	*11*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration		*LTR*			*LTR*	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LTR*		*LTR*			*LTR*	
v (veh/h)		*100*		*183*			*28*	
C (m) (veh/h)		*1468*		*856*			*652*	
v/c		*0.07*		*0.21*			*0.04*	
95% queue length		*0.22*		*0.81*			*0.13*	
Control Delay (s/veh)		*7.6*		*10.3*			*10.8*	
LOS		*A*		*B*			*B*	
Approach Delay (s/veh)	--	--	*10.3*			*10.8*		
Approach LOS	--	--	*B*			*B*		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*MWD*
Agency/Co.	*VN Engineers*
Date Performed	*8/31/2009*
Analysis Time Period	*PM Peak*

Site Information

Intersection	*Route 12B at Route 26*
Jurisdiction	
Analysis Year	*2009*

Project Description *Route 12B Safety Study*

East/West Street: *Route 12B* | North/South Street: *Route 26*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)				*133*	*46*	*6*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*0.86*	*0.68*	*0.58*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*154*	*67*	*10*
Percent Heavy Vehicles	*2*	--	--	*1*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*1*	*0*
Configuration				*LTR*		
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*54*	*24*	*122*	*9*	*17*	*6*
Peak-Hour Factor, PHF	*0.84*	*0.58*	*0.88*	*0.55*	*0.75*	*0.40*
Hourly Flow Rate, HFR (veh/h)	*64*	*41*	*138*	*16*	*22*	*14*
Percent Heavy Vehicles	*3*	*3*	*7*	*18*	*5*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration		*LTR*			*LTR*	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LTR*		*LTR*			*LTR*	
v (veh/h)		*154*		*243*			*52*	
C (m) (veh/h)		*1630*		*711*			*505*	
v/c		*0.09*		*0.34*			*0.10*	
95% queue length		*0.31*		*1.52*			*0.34*	
Control Delay (s/veh)		*7.4*		*12.7*			*12.9*	
LOS		*A*		*B*			*B*	
Approach Delay (s/veh)	--	--	*12.7*			*12.9*		
Approach LOS	--	--	*B*			*B*		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*MWD*
Agency/Co.	*VN Engineers*
Date Performed	*8/31/2009*
Analysis Time Period	*AM Peak*

Site Information

Intersection	*Route 12B at Route 20*
Jurisdiction	
Analysis Year	*2009*

Project Description *Route 12B Safety Study*

East/West Street: *Route 20* | North/South Street: *Route 12B*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*49*	*62*			*140*	*10*
Peak-Hour Factor, PHF	*0.80*	*0.92*	*1.00*	*1.00*	*0.92*	*0.65*
Hourly Flow Rate, HFR (veh/h)	*61*	*67*	*0*	*0*	*152*	*15*
Percent Heavy Vehicles	*17*	--	--	*0*	--	--
Median Type	*Raised curb*					
RT Channelized			*0*			*0*
Lanes	*1*	*1*	*0*	*0*	*2*	*1*
Configuration	*L*	*T*			*T*	*R*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*10*		*116*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*0.50*	*1.00*	*0.74*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*20*	*0*	*156*
Percent Heavy Vehicles	*0*	*0*	*0*	*33*	*0*	*10*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*1*
Lanes	*0*	*0*	*0*	*1*	*0*	*1*
Configuration				*L*		*R*

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*					*L*		*R*
v (veh/h)	*61*					*20*		*156*
C (m) (veh/h)	*1305*					*575*		*959*
v/c	*0.05*					*0.03*		*0.16*
95% queue length	*0.15*					*0.11*		*0.58*
Control Delay (s/veh)	*7.9*					*11.5*		*9.5*
LOS	*A*					*B*		*A*
Approach Delay (s/veh)	--	--				*9.7*		
Approach LOS	--	--				*A*		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*MWD*
Agency/Co.	*VN Engineers*
Date Performed	*8/31/2009*
Analysis Time Period	*PM Peak*

Site Information

Intersection	*Route 12B at Route 20*
Jurisdiction	
Analysis Year	*2009*

Project Description *Route 12B Safety Study*

East/West Street: *Route 20* | North/South Street: *Route 12B*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*146*	*187*			*122*	*12*
Peak-Hour Factor, PHF	*0.81*	*0.81*	*1.00*	*1.00*	*0.77*	*0.54*
Hourly Flow Rate, HFR (veh/h)	*180*	*230*	*0*	*0*	*158*	*22*
Percent Heavy Vehicles	*5*	--	--	*0*	--	--
Median Type	*Raised curb*					
RT Channelized			*0*			*0*
Lanes	*1*	*1*	*0*	*0*	*2*	*1*
Configuration	*L*	*T*			*T*	*R*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*8*		*117*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*0.42*	*1.00*	*0.75*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*19*	*0*	*156*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*2*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*1*
Lanes	*0*	*0*	*0*	*1*	*0*	*1*
Configuration				*L*		*R*

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*					*L*		*R*
v (veh/h)	*180*					*19*		*156*
C (m) (veh/h)	*1371*					*385*		*980*
v/c	*0.13*					*0.05*		*0.16*
95% queue length	*0.45*					*0.16*		*0.56*
Control Delay (s/veh)	*8.0*					*14.8*		*9.4*
LOS	*A*					*B*		*A*
Approach Delay (s/veh)	--	--				*10.0*		
Approach LOS	--	--				*A*		

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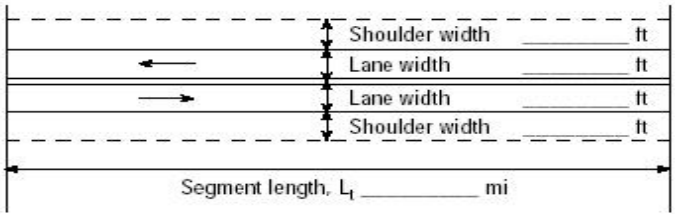
TWO LANE ANALYSIS

TWO-WAY TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		***Site Information***	
Analyst	*MWD*	Highway	*Route 12B*
Agency or Company	*NYSDOT*	From/To	*US 20 to Oriskany Falls*
Date Performed	*10/26/2009*	Jurisdiction	
Analysis Time Period	*AM PEAK-Segment 1*	Analysis Year	

Project Description: *Route 12B Corridor Study*

Input Data



☑ Class I highway ☐ Class II highway

Terrain ☐ Level ☑ Rolling

Two-way hourly volume	*220* veh/h
Directional split	*60 / 40*
Peak-hour factor, PHF	*0.75*
No-passing zone	*85*
% Trucks and Buses , P_T	*10* %
% Recreational vehicles, P_R	*4%*
Access points/ *mi*	*8*

Average Travel Speed

Grade adjustment factor, f_G (Exhibit 20-7)	*0.71*
Passenger-car equivalents for trucks, E_T (Exhibit 20-9)	*2.5*
Passenger-car equivalents for RVs, E_R (Exhibit 20-9)	*1.1*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.867*
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	*477*
v_p * highest directional split proportion[2] (pc/h)	*286*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Field Measured speed, S_{FM}	*mi/h*	Base free-flow speed, $BFFS_{FM}$	*65.0 mi/h*
Observed volume, V_f	*veh/h*	Adj. for lane width and shoulder width[3], f_{LS} (Exhibit 20-5)	*0.0 mi/h*
Free-flow speed, FFS $FFS=S_{FM}+0.00776(V_f/f_{HV})$	*mi/h*	Adj. for access points, f_A (Exhibit 20-6)	*2.0 mi/h*
		Free-flow speed, FFS $(FSS=BFFS-f_{LS}-f_A)$	*63.0 mi/h*

Adj. for no-passing zones, f_{np} (*mi/h*) (Exhibit 20-11)	*3.8*
Average travel speed, ATS (*mi/h*) $ATS=FFS-0.00776v_p-f_{np}$	*55.5*

Percent Time-Spent-Following

Grade Adjustment factor, f_G (Exhibit 20-8)	*0.77*
Passenger-car equivalents for trucks, E_T (Exhibit 20-10)	*1.8*
Passenger-car equivalents for RVs, E_R (Exhibit 20-10)	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.926*
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	*411*
v_p * highest directional split proportion[2] (pc/h)	*247*
Base percent time-spent-following, $BPTSF(\%)=100(1-e^{-0.000879v_p})$	*30.3*
Adj. for directional distribution and no-passing zone, $f_{d/hp}$(%)(Exh. 20-12)	*21.6*
Percent time-spent-following, $PTSF(\%)=BPTSF+f_{d/np}$	*51.9*

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 20-3 for Class I or 20-4 for Class II)	*C*
Volume to capacity ratio, $v/c=V_p/3{,}200$	*0.15*
Peak 15-min veh-miles of travel, VMT_{15} (veh- *mi*)= $0.25L_t(V/PHF)$	*176*

Peak-hour vehicle-miles of travel, VMT_{60}(veh- *mi*)=V*L_t	*528*
Peak 15-min total travel time, TT_{15}(veh-h)= VMT_{15}/ATS	*3.2*
Notes	
1. If Vp >= 3,200 pc/h, terminate analysis-the LOS is F. 2. If highest directional split Vp>= 1,700 pc/h, terminated anlysis-the LOS is F.	

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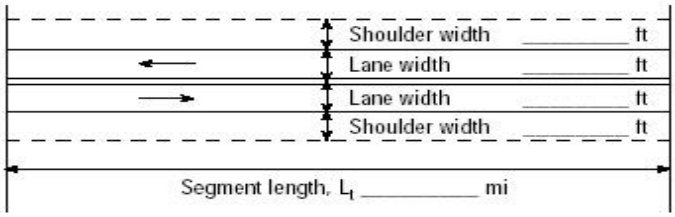
TWO-WAY TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		***Site Information***	
Analyst	*MWD*	Highway	*Route 12B*
Agency or Company	*NYSDOT*	From/To	*US 20 to Oriskany Falls*
Date Performed	*10/26/2009*	Jurisdiction	
Analysis Time Period	*PM PEAK-Segment 1*	Analysis Year	

Project Description: *Route 12B Corridor Study*

Input Data



☑ Class I highway ☐ Class II highway

Terrain ☐ Level ☑ Rolling

Two-way hourly volume	*295* veh/h
Directional split	*60 / 40*
Peak-hour factor, PHF	*0.80*
No-passing zone	*85*
% Trucks and Buses , P_T	*4* %
% Recreational vehicles, P_R	*4%*
Access points/ *mi*	*8*

Average Travel Speed

Grade adjustment factor, f_G (Exhibit 20-7)	*0.71*
Passenger-car equivalents for trucks, E_T (Exhibit 20-9)	*2.5*
Passenger-car equivalents for RVs, E_R (Exhibit 20-9)	*1.1*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.940*
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	*553*
v_p * highest directional split proportion[2] (pc/h)	*332*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Field Measured speed, S_{FM}	*mi/h*	Base free-flow speed, $BFFS_{FM}$	*65.0 mi/h*
Observed volume, V_f	*veh/h*	Adj. for lane width and shoulder width[3], f_{LS} (Exhibit 20-5)	*0.0 mi/h*
Free-flow speed, FFS $FFS=S_{FM}+0.00776(V_f/f_{HV})$	*mi/h*	Adj. for access points, f_A (Exhibit 20-6)	*2.0 mi/h*
		Free-flow speed, FFS ($FSS=BFFS-f_{LS}-f_A$)	*63.0 mi/h*

Adj. for no-passing zones, f_{np} (*mi/h*) (Exhibit 20-11)	*3.6*
Average travel speed, ATS (*mi/h*) $ATS=FFS-0.00776v_p-f_{np}$	*55.1*

Percent Time-Spent-Following

Grade Adjustment factor, f_G (Exhibit 20-8)	*0.77*
Passenger-car equivalents for trucks, E_T (Exhibit 20-10)	*1.8*
Passenger-car equivalents for RVs, E_R (Exhibit 20-10)	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.969*
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	*494*
v_p * highest directional split proportion[2] (pc/h)	*296*
Base percent time-spent-following, $BPTSF(\%)=100(1-e^{-0.000879v_p})$	*35.2*
Adj. for directional distribution and no-passing zone, $f_{d/hp}$(%)(Exh. 20-12)	*20.9*
Percent time-spent-following, $PTSF(\%)=BPTSF+f_{d/np}$	*56.1*

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 20-3 for Class I or 20-4 for Class II)	*C*
Volume to capacity ratio, $v/c=V_p/3{,}200$	*0.17*
Peak 15-min veh-miles of travel, VMT_{15} (veh- *mi*)= $0.25L_t(V/PHF)$	*221*

Peak-hour vehicle-miles of travel, VMT_{60}(veh- *mi*)=V*L_t	*708*
Peak 15-min total travel time, TT_{15}(veh-h)= VMT_{15}/ATS	*4.0*
Notes	
1. If Vp >= 3,200 pc/h, terminate analysis-the LOS is F. 2. If highest directional split Vp>= 1,700 pc/h, terminated anlysis-the LOS is F.	

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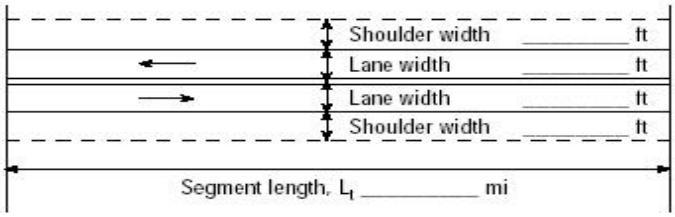
TWO-WAY TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		***Site Information***	
Analyst	*MWD*	Highway	*Route 12B*
Agency or Company	*NYSDOT*	From/To	*Oriskany Falls to Deansboro*
Date Performed	*10/26/2009*	Jurisdiction	
Analysis Time Period	*AM PEAK-Segment 2*	Analysis Year	*2009 Existing Conditions*

Project Description: *Route 12B Corridor Study*

Input Data



☑ Class I highway ☐ Class II highway

Terrain ☐ Level ☑ Rolling

Two-way hourly volume	*250* veh/h
Directional split	*60 / 40*
Peak-hour factor, PHF	*0.85*
No-passing zone	*85*
% Trucks and Buses , P_T	*6* %
% Recreational vehicles, P_R	*4%*
Access points/ *mi*	*8*

Average Travel Speed

Grade adjustment factor, f_G (Exhibit 20-7)	*0.71*
Passenger-car equivalents for trucks, E_T (Exhibit 20-9)	*2.5*
Passenger-car equivalents for RVs, E_R (Exhibit 20-9)	*1.1*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.914*
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	*453*
v_p * highest directional split proportion[2] (pc/h)	*272*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Field Measured speed, S_{FM}	*mi/h*	Base free-flow speed, $BFFS_{FM}$	*60.0 mi/h*
Observed volume, V_f	*veh/h*	Adj. for lane width and shoulder width[3], f_{LS} (Exhibit 20-5)	*0.0 mi/h*
Free-flow speed, FFS $FFS=S_{FM}+0.00776(V_f/f_{HV})$	*mi/h*	Adj. for access points, f_A (Exhibit 20-6)	*2.0 mi/h*
		Free-flow speed, FFS $(FSS=BFFS-f_{LS}-f_A)$	*58.0 mi/h*

Adj. for no-passing zones, f_{np} (*mi/h*) (Exhibit 20-11)	*3.9*
Average travel speed, ATS (*mi/h*) $ATS=FFS-0.00776v_p-f_{np}$	*50.6*

Percent Time-Spent-Following

Grade Adjustment factor, f_G (Exhibit 20-8)	*0.77*
Passenger-car equivalents for trucks, E_T (Exhibit 20-10)	*1.8*
Passenger-car equivalents for RVs, E_R (Exhibit 20-10)	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.954*
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	*400*
v_p * highest directional split proportion[2] (pc/h)	*240*
Base percent time-spent-following, $BPTSF(\%)=100(1-e^{-0.000879v_p})$	*29.6*
Adj. for directional distribution and no-passing zone, $f_{d/hp}$(%)(Exh. 20-12)	*21.7*
Percent time-spent-following, $PTSF(\%)=BPTSF+f_{d/np}$	*51.3*

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 20-3 for Class I or 20-4 for Class II)	*C*
Volume to capacity ratio, $v/c=V_p/3{,}200$	*0.14*
Peak 15-min veh-miles of travel, VMT_{15} (veh- *mi*)= $0.25L_t(V/PHF)$	*301*

Peak-hour vehicle-miles of travel, VMT_{60}(veh- *mi*)=V*L_t	*1025*
Peak 15-min total travel time, TT_{15}(veh-h)= VMT_{15}/ATS	*6.0*
Notes	
1. If Vp >= 3,200 pc/h, terminate analysis-the LOS is F. 2. If highest directional split Vp>= 1,700 pc/h, terminated anlysis-the LOS is F.	

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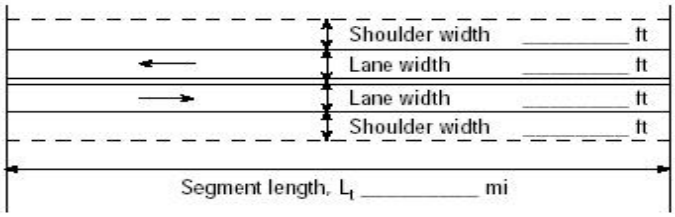
TWO-WAY TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		***Site Information***	
Analyst	*MWD*	Highway	*Route 12B*
Agency or Company	*NYSDOT*	From/To	*Oriskany Falls to Deansboro*
Date Performed	*10/26/2009*	Jurisdiction	
Analysis Time Period	*PM PEAK-Segment 2*	Analysis Year	*2009 Existing Conditions*

Project Description: *Route 12B Corridor Study*

Input Data



☑ Class I highway ☐ Class II highway

Terrain ☐ Level ☑ Rolling

Two-way hourly volume	*330* veh/h
Directional split	*60 / 40*
Peak-hour factor, PHF	*0.90*
No-passing zone	*85*
% Trucks and Buses , P_T	*2 %*
% Recreational vehicles, P_R	*4%*
Access points/ *mi*	*8*

Average Travel Speed

Grade adjustment factor, f_G (Exhibit 20-7)	*0.71*
Passenger-car equivalents for trucks, E_T (Exhibit 20-9)	*2.5*
Passenger-car equivalents for RVs, E_R (Exhibit 20-9)	*1.1*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.967*
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	*534*
v_p * highest directional split proportion[2] (pc/h)	*320*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Field Measured speed, S_{FM}	*mi/h*	Base free-flow speed, $BFFS_{FM}$	*60.0 mi/h*
Observed volume, V_f	*veh/h*	Adj. for lane width and shoulder width[3], f_{LS} (Exhibit 20-5)	*0.0 mi/h*
Free-flow speed, FFS $FFS=S_{FM}+0.00776(V_f/f_{HV})$	*mi/h*	Adj. for access points, f_A (Exhibit 20-6)	*2.0 mi/h*
		Free-flow speed, FFS ($FSS=BFFS-f_{LS}-f_A$)	*58.0 mi/h*

Adj. for no-passing zones, f_{np} (*mi/h*) (Exhibit 20-11)	*3.7*
Average travel speed, ATS (*mi/h*) $ATS=FFS-0.00776v_p-f_{np}$	*50.2*

Percent Time-Spent-Following

Grade Adjustment factor, f_G (Exhibit 20-8)	*0.77*
Passenger-car equivalents for trucks, E_T (Exhibit 20-10)	*1.8*
Passenger-car equivalents for RVs, E_R (Exhibit 20-10)	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.984*
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	*484*
v_p * highest directional split proportion[2] (pc/h)	*290*
Base percent time-spent-following, $BPTSF(\%)=100(1-e^{-0.000879v_p})$	*34.7*
Adj. for directional distribution and no-passing zone, $f_{d/hp}$(%)(Exh. 20-12)	*21.0*
Percent time-spent-following, $PTSF(\%)=BPTSF+f_{d/np}$	*55.6*

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 20-3 for Class I or 20-4 for Class II)	*C*
Volume to capacity ratio, $v/c=V_p/3{,}200$	*0.17*
Peak 15-min veh-miles of travel, VMT_{15} (veh- *mi*)= $0.25L_t(V/PHF)$	*376*

Peak-hour vehicle-miles of travel, VMT_{60}(veh- *mi*)=V*L_t	*1353*
Peak 15-min total travel time, TT_{15}(veh-h)= VMT_{15}/ATS	*7.5*
Notes	
1. If Vp >= 3,200 pc/h, terminate analysis-the LOS is F. 2. If highest directional split Vp>= 1,700 pc/h, terminated anlysis-the LOS is F.	

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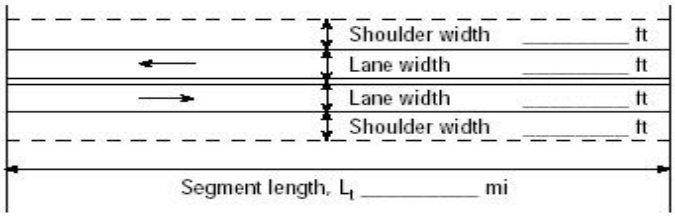
TWO-WAY TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		***Site Information***	
Analyst	*MWD*	Highway	*Route 12B*
Agency or Company	*NYSDOT*	From/To	*Deansboro to Clinton*
Date Performed	*10/26/2009*	Jurisdiction	
Analysis Time Period	*AM PEAK-Segment 3*	Analysis Year	

Project Description: *Route 12B Corridor Study*

Input Data



☑ Class I highway ☐ Class II highway

Terrain ☐ Level ☑ Rolling

Two-way hourly volume	*390* veh/h
Directional split	*70 / 30*
Peak-hour factor, PHF	*0.85*
No-passing zone	*80*
% Trucks and Buses , P_T	*6* %
% Recreational vehicles, P_R	*4%*
Access points/ *mi*	*8*

Average Travel Speed

Grade adjustment factor, f_G (Exhibit 20-7)	*0.93*
Passenger-car equivalents for trucks, E_T (Exhibit 20-9)	*1.9*
Passenger-car equivalents for RVs, E_R (Exhibit 20-9)	*1.1*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.945*
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	*522*
v_p * highest directional split proportion[2] (pc/h)	*365*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Field Measured speed, S_{FM}	*mi/h*	Base free-flow speed, $BFFS_{FM}$	*60.0 mi/h*
Observed volume, V_f	*veh/h*	Adj. for lane width and shoulder width[3], f_{LS} (Exhibit 20-5)	*0.0 mi/h*
Free-flow speed, FFS $FFS=S_{FM}+0.00776(V_f/f_{HV})$	*mi/h*	Adj. for access points, f_A (Exhibit 20-6)	*2.0 mi/h*
		Free-flow speed, FFS ($FSS=BFFS-f_{LS}-f_A$)	*58.0 mi/h*

Adj. for no-passing zones, f_{np} (*mi/h*) (Exhibit 20-11)	*3.6*
Average travel speed, ATS (*mi/h*) $ATS=FFS-0.00776v_p-f_{np}$	*50.4*

Percent Time-Spent-Following

Grade Adjustment factor, f_G (Exhibit 20-8)	*0.94*
Passenger-car equivalents for trucks, E_T (Exhibit 20-10)	*1.5*
Passenger-car equivalents for RVs, E_R (Exhibit 20-10)	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.971*
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	*503*
v_p * highest directional split proportion[2] (pc/h)	*352*
Base percent time-spent-following, $BPTSF(\%)=100(1-e^{-0.000879v_p})$	*35.7*
Adj. for directional distribution and no-passing zone, $f_{d/hp}$(%)(Exh. 20-12)	*21.3*
Percent time-spent-following, $PTSF(\%)=BPTSF+f_{d/np}$	*57.0*

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 20-3 for Class I or 20-4 for Class II)	*C*
Volume to capacity ratio, $v/c=V_p/3{,}200$	*0.16*
Peak 15-min veh-miles of travel, VMT_{15} (veh- *mi*)= $0.25L_t(V/PHF)$	*516*

Peak-hour vehicle-miles of travel, VMT_{60}(veh- *mi*)=V*L_t	*1755*
Peak 15-min total travel time, TT_{15}(veh-h)= VMT_{15}/ATS	*10.2*
Notes	
1. If Vp >= 3,200 pc/h, terminate analysis-the LOS is F. 2. If highest directional split Vp>= 1,700 pc/h, terminated anlysis-the LOS is F.	

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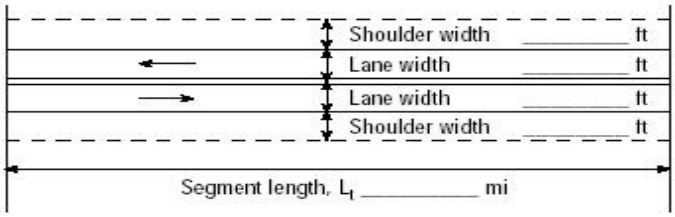
TWO-WAY TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		***Site Information***	
Analyst	*MWD*	Highway	*Route 12B*
Agency or Company	*NYSDOT*	From/To	*Deansboro to Clinton*
Date Performed	*10/26/2009*	Jurisdiction	
Analysis Time Period	*PM PEAK-Segment 3*	Analysis Year	*2009 Existing Conditions*

Project Description: *Route 12B Corridor Study*

Input Data



☑ Class I highway ☐ Class II highway

Terrain ☐ Level ☑ Rolling

Two-way hourly volume	*515* veh/h
Directional split	*65 / 35*
Peak-hour factor, PHF	*0.90*
No-passing zone	*80*
% Trucks and Buses , P_T	*2 %*
% Recreational vehicles, P_R	*4%*
Access points/ *mi*	*8*

Average Travel Speed

Grade adjustment factor, f_G (Exhibit 20-7)	*0.93*
Passenger-car equivalents for trucks, E_T (Exhibit 20-9)	*1.9*
Passenger-car equivalents for RVs, E_R (Exhibit 20-9)	*1.1*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.978*
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	*629*
v_p * highest directional split proportion[2] (pc/h)	*409*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Field Measured speed, S_{FM}	*mi/h*	Base free-flow speed, $BFFS_{FM}$	*60.0 mi/h*
Observed volume, V_f	*veh/h*	Adj. for lane width and shoulder width[3], f_{LS} (Exhibit 20-5)	*0.0 mi/h*
Free-flow speed, FFS $FFS=S_{FM}+0.00776(V_f/f_{HV})$	*mi/h*	Adj. for access points, f_A (Exhibit 20-6)	*2.0 mi/h*
		Free-flow speed, FFS ($FSS=BFFS-f_{LS}-f_A$)	*58.0 mi/h*

Adj. for no-passing zones, f_{np} (*mi/h*) (Exhibit 20-11)	*3.3*
Average travel speed, ATS (*mi/h*) $ATS=FFS-0.00776v_p-f_{np}$	*49.8*

Percent Time-Spent-Following

Grade Adjustment factor, f_G (Exhibit 20-8)	*0.94*
Passenger-car equivalents for trucks, E_T (Exhibit 20-10)	*1.5*
Passenger-car equivalents for RVs, E_R (Exhibit 20-10)	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.990*
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	*615*
v_p * highest directional split proportion[2] (pc/h)	*400*
Base percent time-spent-following, $BPTSF(\%)=100(1-e^{-0.000879v_p})$	*41.8*
Adj. for directional distribution and no-passing zone, $f_{d/hp}$(%)(Exh. 20-12)	*19.4*
Percent time-spent-following, $PTSF(\%)=BPTSF+f_{d/np}$	*61.2*

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 20-3 for Class I or 20-4 for Class II)	*C*
Volume to capacity ratio, $v/c=V_p/3{,}200$	*0.20*
Peak 15-min veh-miles of travel, VMT_{15} (veh- *mi*)= $0.25L_t(V/PHF)$	*644*

Peak-hour vehicle-miles of travel, VMT_{60}(veh- *mi*)=V*L_t	*2318*
Peak 15-min total travel time, TT_{15}(veh-h)= VMT_{15}/ATS	*12.9*
Notes	
1. If Vp >= 3,200 pc/h, terminate analysis-the LOS is F. 2. If highest directional split Vp>= 1,700 pc/h, terminated anlysis-the LOS is F.	

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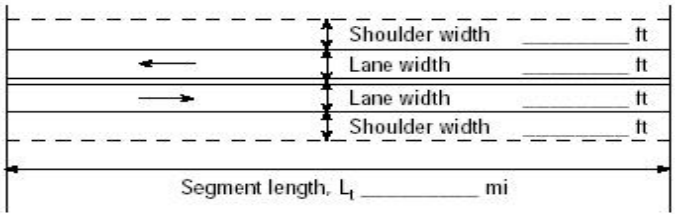
TWO-WAY TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		***Site Information***	
Analyst	*MWD*	Highway	*Route 12B*
Agency or Company	*NYSDOT*	From/To	*Clinton to Rte 5B*
Date Performed	*10/26/2009*	Jurisdiction	
Analysis Time Period	*AM PEAK-Segment 4*	Analysis Year	*2009 Existing Conditions*

Project Description: *Route 12B Corridor Study*

Input Data



☑ Class I highway ☐ Class II highway

Terrain ☐ Level ☑ Rolling

Two-way hourly volume	*765* veh/h
Directional split	*60 / 40*
Peak-hour factor, PHF	*0.85*
No-passing zone	*100*
% Trucks and Buses , P_T	*6* %
% Recreational vehicles, P_R	*4%*
Access points/ *mi*	*8*

Average Travel Speed

Grade adjustment factor, f_G (Exhibit 20-7)	*0.93*
Passenger-car equivalents for trucks, E_T (Exhibit 20-9)	*1.9*
Passenger-car equivalents for RVs, E_R (Exhibit 20-9)	*1.1*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.945*
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	*1024*
v_p * highest directional split proportion[2] (pc/h)	*614*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Field Measured speed, S_{FM}	*mi/h*	Base free-flow speed, $BFFS_{FM}$	*60.0 mi/h*
Observed volume, V_f	*veh/h*	Adj. for lane width and shoulder width[3], f_{LS} (Exhibit 20-5)	*0.0 mi/h*
Free-flow speed, FFS $FFS=S_{FM}+0.00776(V_f/f_{HV})$	*mi/h*	Adj. for access points, f_A (Exhibit 20-6)	*2.0 mi/h*
		Free-flow speed, FFS ($FSS=BFFS-f_{LS}-f_A$)	*58.0 mi/h*

Adj. for no-passing zones, f_{np} (*mi/h*) (Exhibit 20-11)	*2.5*
Average travel speed, ATS (*mi/h*) $ATS=FFS-0.00776v_p-f_{np}$	*47.5*

Percent Time-Spent-Following

Grade Adjustment factor, f_G (Exhibit 20-8)	*0.94*
Passenger-car equivalents for trucks, E_T (Exhibit 20-10)	*1.5*
Passenger-car equivalents for RVs, E_R (Exhibit 20-10)	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.971*
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	*986*
v_p * highest directional split proportion[2] (pc/h)	*592*
Base percent time-spent-following, $BPTSF(\%)=100(1-e^{-0.000879v_p})$	*58.0*
Adj. for directional distribution and no-passing zone, $f_{d/hp}$(%)(Exh. 20-12)	*12.4*
Percent time-spent-following, $PTSF(\%)=BPTSF+f_{d/np}$	*70.4*

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 20-3 for Class I or 20-4 for Class II)	*D*
Volume to capacity ratio, $v/c=V_p/3{,}200$	*0.32*
Peak 15-min veh-miles of travel, VMT_{15} (veh- *mi*)= $0.25L_t(V/PHF)$	*720*

Peak-hour vehicle-miles of travel, VMT_{60}(veh- *mi*)=V*L_t	*2448*
Peak 15-min total travel time, TT_{15}(veh-h)= VMT_{15}/ATS	*15.2*
Notes	
1. If Vp >= 3,200 pc/h, terminate analysis-the LOS is F. 2. If highest directional split Vp>= 1,700 pc/h, terminated anlysis-the LOS is F.	

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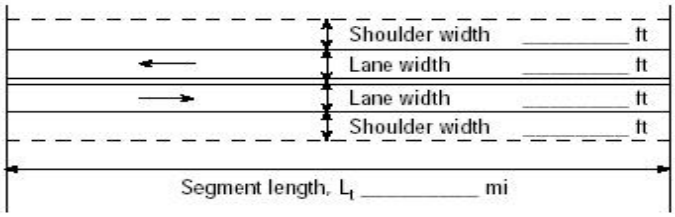
TWO-WAY TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		***Site Information***	
Analyst	*MWD*	Highway	*Route 12B*
Agency or Company	*NYSDOT*	From/To	*Clinton to Rte 5B*
Date Performed	*10/26/2009*	Jurisdiction	
Analysis Time Period	*PM PEAK-Segment 4*	Analysis Year	*2009 Existing Conditions*

Project Description: *Route 12B Corridor Study*

Input Data



☑ Class I highway ☐ Class II highway

Terrain ☐ Level ☑ Rolling

Two-way hourly volume	*1020* veh/h
Directional split	*55 / 45*
Peak-hour factor, PHF	*0.90*
No-passing zone	*100*
% Trucks and Buses , P_T	*2* %
% Recreational vehicles, P_R	*4%*
Access points/ *mi*	*8*

Average Travel Speed

Grade adjustment factor, f_G (Exhibit 20-7)	*0.99*
Passenger-car equivalents for trucks, E_T (Exhibit 20-9)	*1.5*
Passenger-car equivalents for RVs, E_R (Exhibit 20-9)	*1.1*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.986*
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	*1161*
v_p * highest directional split proportion[2] (pc/h)	*639*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Field Measured speed, S_{FM}	*mi/h*	Base free-flow speed, $BFFS_{FM}$	*60.0 mi/h*
Observed volume, V_f	*veh/h*	Adj. for lane width and shoulder width[3], f_{LS} (Exhibit 20-5)	*0.0 mi/h*
Free-flow speed, FFS $FFS=S_{FM}+0.00776(V_f/f_{HV})$	*mi/h*	Adj. for access points, f_A (Exhibit 20-6)	*2.0 mi/h*
		Free-flow speed, FFS ($FSS=BFFS-f_{LS}-f_A$)	*58.0 mi/h*

Adj. for no-passing zones, f_{np} (*mi/h*) (Exhibit 20-11)	*2.2*
Average travel speed, ATS (*mi/h*) $ATS=FFS-0.00776v_p-f_{np}$	*46.8*

Percent Time-Spent-Following

Grade Adjustment factor, f_G (Exhibit 20-8)	*1.00*
Passenger-car equivalents for trucks, E_T (Exhibit 20-10)	*1.0*
Passenger-car equivalents for RVs, E_R (Exhibit 20-10)	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*1.000*
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	*1133*
v_p * highest directional split proportion[2] (pc/h)	*623*
Base percent time-spent-following, $BPTSF(\%)=100(1-e^{-0.000879v_p})$	*63.1*
Adj. for directional distribution and no-passing zone, $f_{d/hp}$(%)(Exh. 20-12)	*11.1*
Percent time-spent-following, $PTSF(\%)=BPTSF+f_{d/np}$	*74.1*

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 20-3 for Class I or 20-4 for Class II)	*D*
Volume to capacity ratio, $v/c=V_p/3{,}200$	*0.36*
Peak 15-min veh-miles of travel, VMT_{15} (veh- *mi*)= $0.25L_t(V/PHF)$	*907*

Peak-hour vehicle-miles of travel, VMT_{60}(veh- *mi*)=V*L_t	*3264*
Peak 15-min total travel time, TT_{15}(veh-h)= VMT_{15}/ATS	*19.4*
Notes	
1. If Vp >= 3,200 pc/h, terminate analysis-the LOS is F. 2. If highest directional split Vp>= 1,700 pc/h, terminated anlysis-the LOS is F.	

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APPENDIX D

SPOT SPEED STUDY

PIN 2065.35
Route 12B from Route 20 to Routes 5/12; Safety Improvement Study
Location: Between College Street and Green Vedder Road
Radar Speed Study

% Speed	Speed (mph)	Northbound (Number of Vehicles)			Speed (mph)	Southbound (Number of Vehicles)			% Speed
		Passenger Car	Single Unit	Multi Unit		Passenger Car	Single Unit	Multi Unit	
	>75	0	0	0	**>75**	0	0	0	
	75	0	0	0	**75**	0	0	0	
	74	0	0	0	**74**	0	0	0	
	73	0	0	0	**73**	0	0	0	
	72	0	0	0	**72**	0	0	0	
	71	0	0	0	**71**	0	0	0	
	70	0	0	0	**70**	0	0	0	
	69	0	0	0	**69**	0	0	0	
	68	0	0	0	**68**	0	0	0	
	67	0	0	0	**67**	0	0	0	
	66	0	0	0	**66**	0	0	0	
	65	0	0	0	**65**	0	0	0	
	64	0	0	0	**64**	0	0	0	
	63	0	0	0	**63**	0	0	0	
	62	0	0	0	**62**	0	0	0	
	61	0	0	0	**61**	0	0	0	
	60	0	0	0	**60**	0	0	0	
	59	0	0	0	**59**	0	0	0	
	58	0	0	0	**58**	0	0	0	
	57	0	0	0	**57**	0	0	0	
	56	0	0	0	**56**	0	0	0	
	55	0	0	0	**55**	0	0	0	
	54	0	0	0	**54**	0	0	0	
	53	0	0	0	**53**	1	0	0	
	52	0	0	0	**52**	0	0	0	
	51	1	0	0	**51**	0	0	0	
	50	1	0	0	**50**	0	0	0	
	49	1	0	0	**49**	0	0	0	
	48	3	0	0	**48**	1	0	0	
	47	2	0	0	**47**	0	0	0	
	46	3	1	0	**46**	3	0	0	
90th	**45**	5	0	0	**45**	0	0	0	
	44	7	0	0	**44**	6	0	1	
85th	**43**	7	0	0	**43**	7	0	0	
	42	10	0	0	**42**	6	1	0	90th
	41	13	2	0	**41**	5	0	1	
	40	12	1	0	**40**	12	0	0	85th
	39	9	0	0	**39**	14	0	1	
50th	**38**	12	2	2	**38**	19	1	1	
	37	25	0	0	**37**	18	0	0	
	36	12	1	0	**36**	17	0	0	50th
	35	7	1	0	**35**	18	4	1	
	34	2	0	0	**34**	17	2	2	
	33	3	0	1	**33**	15	0	0	
	32	4	0	0	**32**	14	3	0	
	31	6	0	0	**31**	4	1	0	
	30	0	0	0	**30**	7	0	0	
	29	2	0	0	**29**	7	0	0	
	28	1	0	0	**28**	1	0	0	
	27	0	0	0	**27**	2	0	0	
	26	1	0	0	**26**	0	0	0	
	25	0	0	0	**25**	0	0	0	
	24	0	0	0	**24**	0	0	0	
	23	0	0	0	**23**	0	0	0	
	22	0	0	0	**22**	0	0	0	
	21	0	0	0	**21**	0	0	0	
	20	0	0	0	**20**	0	0	0	
	19	0	0	0	**19**	0	0	0	
	18	0	0	0	**18**	0	0	0	
	17	0	0	0	**17**	0	0	0	
	16	0	0	0	**16**	0	0	0	
	15	0	0	0	**15**	0	0	0	
	<15	0	0	0	**<15**	0	0	0	
	Total	149	8	3	Total	194	12	7	

PIN 2065.35
Route 12B from Route 20 to Routes 5/12; Safety Improvement Study
Location: Between Fawncrest Boulevard and Route 5B
Speed Study

% Speed	Speed (mph)	Northbound (Number of Vehicles)			Speed (mph)	Southbound (Number of Vehicles)			% Speed
		Passenger Car	Single Unit	Multi Unit		Passenger Car	Single Unit	Multi Unit	
	>75	0	0	0	**>75**	0	0	0	
	75	0	0	0	**75**	0	0	0	
	74	0	0	0	**74**	0	0	0	
	73	0	0	0	**73**	0	0	0	
	72	0	0	0	**72**	0	0	0	
	71	0	0	0	**71**	0	0	0	
	70	0	0	0	**70**	0	0	0	
	69	0	0	0	**69**	0	0	0	
	68	0	0	0	**68**	0	0	0	
	67	0	0	0	**67**	0	0	0	
	66	0	0	0	**66**	0	0	0	
	65	0	0	0	**65**	0	0	0	
	64	0	0	0	**64**	0	0	0	
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	62	0	0	0	**62**	0	0	0	
	61	0	0	0	**61**	0	0	0	
	60	0	0	0	**60**	0	0	0	
	59	0	0	0	**59**	0	0	0	
	58	2	0	0	**58**	0	0	0	
	57	0	0	0	**57**	0	0	0	
	56	1	0	0	**56**	0	0	0	
	55	4	0	0	**55**	1	0	0	
	54	5	0	0	**54**	1	0	0	
	53	14	0	0	**53**	2	0	0	
90th	**52**	8	1	0	**52**	12	2	0	
85th	**51**	18	0	0	**51**	13	0	0	90th
	50	25	2	0	**50**	21	0	0	85th
	49	23	2	0	**49**	20	1	0	
	48	24	2	0	**48**	25	1	0	
	47	34	4	0	**47**	34	1	0	
50th	**46**	13	2	0	**46**	30	1	0	50th
	45	22	4	1	**45**	45	2	3	
	44	18	2	0	**44**	30	3	1	
	43	18	2	2	**43**	15	0	0	
	42	15	0	0	**42**	7	1	0	
	41	16	1	0	**41**	7	0	1	
	40	13	0	1	**40**	8	2	0	
	39	9	2	0	**39**	3	0	0	
	38	2	0	1	**38**	2	0	0	
	37	1	0	0	**37**	2	0	0	
	36	1	1	0	**36**	2	0	0	
	35	0	0	1	**35**	2	0	0	
	34	0	0	0	**34**	0	0	0	
	33	0	1	0	**33**	0	0	0	
	32	1	0	0	**32**	1	0	0	
	31	2	0	0	**31**	0	0	0	
	30	0	0	0	**30**	0	0	0	
	29	0	0	0	**29**	1	0	0	
	28	0	0	0	**28**	0	0	0	
	27	0	0	0	**27**	0	0	0	
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	19	0	0	0	**19**	0	0	0	
	18	0	0	0	**18**	0	0	0	
	17	0	0	0	**17**	0	0	0	
	16	0	0	0	**16**	0	0	0	
	15	0	0	0	**15**	0	0	0	
	<15	0	0	0	**<15**	0	0	0	
	Total	289	26	6	Total	284	14	5	

PIN 2065.35
Route 12B from Route 20 to Routes 5/12; Safety Improvement Study
Location: Between Grant Road and Dugway Road
Radar Speed Study

% Speed	Speed (mph)	Northbound (Number of Vehicles)			Speed (mph)	Southbound (Number of Vehicles)			% Speed
		Passenger Car	Single Unit	Multi Unit		Passenger Car	Single Unit	Multi Unit	
	>75	0	0	0	**>75**	0	0	0	
	75	0	0	0	**75**	0	0	0	
	74	0	0	0	**74**	0	0	0	
	73	0	0	0	**73**	0	0	0	
	72	0	0	0	**72**	0	0	0	
	71	0	0	0	**71**	0	0	0	
	70	0	0	0	**70**	0	0	0	
	69	0	0	0	**69**	0	0	0	
	68	0	0	0	**68**	0	0	0	
	67	0	0	0	**67**	0	0	0	
	66	0	0	0	**66**	0	0	0	
	65	0	0	0	**65**	0	0	0	
	64	0	0	0	**64**	0	0	0	
	63	0	0	0	**63**	0	0	0	
	62	0	0	0	**62**	0	0	0	
	61	0	0	0	**61**	0	0	0	
	60	0	0	0	**60**	0	0	0	
	59	0	0	0	**59**	0	0	0	
	58	0	0	0	**58**	2	0	0	
	57	0	0	0	**57**	0	0	0	
	56	0	0	0	**56**	0	0	0	
	55	0	0	0	**55**	0	0	0	
	54	0	0	0	**54**	0	0	0	
	53	0	0	0	**53**	0	0	0	
	52	0	0	0	**52**	2	0	0	
	51	1	0	0	**51**	1	0	0	
	50	0	0	0	**50**	2	0	0	
	49	0	0	0	**49**	1	1	0	
	48	0	0	0	**48**	5	0	0	
	47	1	0	0	**47**	6	0	0	
	46	4	0	0	**46**	10	1	0	90th
	45	2	0	0	**45**	11	1	0	85th
	44	4	0	0	**44**	13	0	1	
	43	10	0	0	**43**	17	1	1	
90th	**42**	16	0	0	**42**	28	0	1	
85th	**41**	23	1	0	**41**	22	0	0	50th
	40	32	3	1	**40**	30	2	0	
	39	20	0	0	**39**	19	1	1	
50th	**38**	29	2	1	**38**	9	0	0	
	37	26	3	6	**37**	15	0	0	
	36	30	2	0	**36**	12	0	0	
	35	18	2	0	**35**	9	0	0	
	34	5	0	1	**34**	0	0	0	
	33	4	0	0	**33**	2	0	0	
	32	3	0	0	**32**	0	0	0	
	31	1	0	0	**31**	0	0	0	
	30	6	0	0	**30**	0	0	0	
	29	2	0	0	**29**	0	0	0	
	28	0	0	0	**28**	0	0	0	
	27	0	0	0	**27**	0	0	0	
	26	0	1	0	**26**	0	0	0	
	25	0	0	0	**25**	0	0	0	
	24	0	0	0	**24**	0	0	0	
	23	0	0	0	**23**	0	0	0	
	22	0	0	0	**22**	0	0	0	
	21	0	0	0	**21**	0	0	0	
	20	0	0	0	**20**	0	0	0	
	19	0	0	0	**19**	0	0	0	
	18	0	0	0	**18**	0	0	0	
	17	0	0	0	**17**	0	0	0	
	16	0	0	0	**16**	0	0	0	
	15	0	0	0	**15**	0	0	0	
	<15	0	0	0	**<15**	0	0	0	
	Total	237	14	9	Total	216	7	4	

PIN 2065.35
Route 12B from Route 20 to Routes 5/12; Safety Improvement Study
Location: Between Stebbins Drive and Toggletown Road
Radar Speed Study

% Speed	Speed (mph)	Northbound (Number of Vehicles)			Speed (mph)	Southbound (Number of Vehicles)			% Speed
		Passenger Car	Single Unit	Multi Unit		Passenger Car	Single Unit	Multi Unit	
	>75	0	0	0	**>75**	0	0	0	
	75	0	0	0	**75**	0	0	0	
	74	0	0	0	**74**	0	0	0	
	73	0	0	0	**73**	0	0	0	
	72	0	0	0	**72**	0	0	0	
	71	0	0	0	**71**	0	0	0	
	70	0	0	0	**70**	0	0	0	
	69	0	0	0	**69**	0	0	0	
	68	0	0	0	**68**	0	0	0	
	67	0	0	0	**67**	0	0	0	
	66	0	0	0	**66**	0	0	0	
	65	0	0	0	**65**	0	0	0	
	64	0	0	0	**64**	0	0	0	
	63	0	0	0	**63**	0	0	0	
	62	0	0	0	**62**	0	0	0	
	61	0	0	0	**61**	0	0	0	
	60	0	0	0	**60**	0	0	0	
	59	0	0	0	**59**	0	0	0	
	58	0	0	0	**58**	0	0	0	
	57	0	0	0	**57**	0	0	0	
	56	1	0	0	**56**	0	0	0	
	55	0	0	0	**55**	0	0	0	
	54	0	0	0	**54**	2	0	0	
	53	0	0	0	**53**	0	0	0	
	52	0	0	0	**52**	1	0	0	
	51	1	0	0	**51**	0	0	0	
	50	0	0	0	**50**	0	0	0	
	49	1	0	0	**49**	2	0	0	
	48	1	0	0	**48**	5	0	0	
	47	6	0	0	**47**	4	0	0	
	46	11	0	0	**46**	10	0	0	
90th	**45**	25	0	1	**45**	20	0	1	90th
85th	**44**	19	1	0	**44**	20	0	1	85th
	43	15	0	0	**43**	28	2	0	
	42	35	1	0	**42**	28	2	1	
	41	29	4	1	**41**	44	3	1	50th
50th	**40**	55	3	0	**40**	28	3	0	
	39	30	1	0	**39**	28	0	0	
	38	24	2	0	**38**	21	0	0	
	37	29	1	1	**37**	22	0	0	
	36	14	1	0	**36**	19	2	0	
	35	9	2	2	**35**	15	0	0	
	34	10	0	0	**34**	5	0	0	
	33	7	0	1	**33**	7	0	1	
	32	3	0	0	**32**	3	0	0	
	31	3	0	0	**31**	5	0	0	
	30	4	0	0	**30**	2	0	0	
	29	1	0	0	**29**	0	0	0	
	28	0	0	0	**28**	0	0	0	
	27	0	0	0	**27**	0	0	0	
	26	0	0	0	**26**	0	0	0	
	25	0	0	0	**25**	0	0	0	
	24	0	0	0	**24**	0	0	0	
	23	0	0	0	**23**	0	0	0	
	22	0	0	0	**22**	0	0	0	
	21	0	0	0	**21**	0	0	0	
	20	0	0	0	**20**	0	0	0	
	19	0	0	0	**19**	0	0	0	
	18	0	0	0	**18**	0	0	0	
	17	0	0	0	**17**	0	0	0	
	16	0	0	0	**16**	0	0	0	
	15	0	0	0	**15**	0	0	0	
	<15	0	0	0	**<15**	0	0	0	
	Total	333	16	6	Total	319	12	5	

APPENDIX E

TRAVEL TIME AND DELAY STUDY

SPEED STUDY

Distance

	8/12/2009					8/13/2009				
	SB	NB	SB	NB		SB	NB	SB	NB	AVG
Seneca to School	0.7	0.8	0.8	0.8		0.7	0.9	0.8	0.8	0.80
School to Merrit	0.2	0.2	0.2	0.2		0.3	0.2	0.2	0.2	0.20
Merrit to Fauncrest	0.3	0.3	0.3	0.2		0.3	0.3	0.3	0.3	0.30
Fauncrest to Prezwick	0.1	0.1	0.1	0.2		0.1	0.1	0.1	0.1	0.10
Prezwick to Rte 5B	0.5	0.5	0.4	0.4		0.4	0.4	0.5	0.5	0.50
Rte 5B to Limberlost	0.1	0.1	0.1	0.1		0.1	0.1	0.1	0.1	0.10
Limberlost to Toggletown	1	1	1.1	1.1		1.1	1	1	1	1.00
Toggletown to Brimsfield	0.5	0.5	0.5	0.5		0.5	0.5	0.5	0.5	0.50
Brimsfield to WPR	0.7	0.7	0.6	0.7		0.6	0.7	0.7	0.7	0.70
WPR to Rte 412	0.2	0.1	0.1	0.1		0.1	0.1	0.1	0.2	0.10
Rte 412 to Rte 233	1.9	1.8	1.7	1.7		1.8	1.7	1.7	1.7	1.80
Rte 233 to Rte 315	2.8	2.9	3	3		2.9	3	3	3	3.00
Rte 315 t Main St.	4.2	4.3	4.2	4.2		4.3	4.2	4.2	4.2	4.20
Main St. to Rte 20	2.6	2.5	2.6	2.6		2.5	2.6	2.5	2.5	2.60
Total	15.8	15.8	15.7	15.8		15.7	15.8	15.7	15.8	15.90

Total Travel time minus delay time

Time (seconds)

	8/12/2009					8/13/2009				AVG.	
	SB	NB	SB	NB		SB	NB	SB	NB	SB	NB
Seneca to School	80	71	63	70		67	69	68	68	69.50	69.50
School to Merrit	23	15	20	18		18	18	17	15	19.50	16.50
Merrit to Fauncrest	23	21	21	18		20	22	21	21	21.25	20.50
Fauncrest to Prezwick	10	8	10	9		7	9	7	7	8.50	8.25
Prezwick to Rte 5B	37	38	35	34		43	35	32	32	36.75	34.75
Rte 5B to Limberlost	14	9	13	8		11	8	11	9	12.25	8.50
Limberlost to Toggletown	83	84	99	80		94	85	91	76	91.75	81.25
Toggletown to Brimsfield	45	45	50	40		49	44	46	38	47.50	41.75
Brimsfield to WPR	76	90	95	74		93	94	105	89	92.25	86.75
WPR to Rte 412	26	30	37	18		30	36	21	32	28.50	29.00
Rte 412 to Rte 233	162	165	150	145		161	165	156	155	157.25	157.50
Rte 233 to Rte 315	211	212	201	201		209	206	217	196	209.50	203.75
Rte 315 t Main St.	321	313	301	289		307	310	326	305	313.75	304.25
Main St. to Rte 20	210	197	200	191		225	199	197	207	208.00	198.50
Total	1321	1298	1295	1195		1334	1300	1315	1250	1316.25	1260.75

Speed

	8/12/2009					8/13/2009				AVG.	
	SB	NB	SB	NB		SB	NB	SB	NB	SB	NB
Seneca to School	36.0	40.6	45.7	41.1		43.0	41.7	42.4	42.4	41.4	41.4
School to Merrit	31.3	48.0	36.0	40.0		40.0	40.0	42.4	48.0	36.9	43.6
Merrit to Fauncrest	47.0	51.4	51.4	60.0		54.0	49.1	51.4	51.4	50.8	52.7
Fauncrest to Prezwick	36.0	45.0	36.0	40.0		51.4	40.0	51.4	51.4	42.4	43.6
Prezwick to Rte 5B	48.6	47.4	51.4	52.9		41.9	51.4	56.3	56.3	49.0	51.8
Rte 5B to Limberlost	25.7	40.0	27.7	45.0		32.7	45.0	32.7	40.0	29.4	42.4
Limberlost to Toggletown	43.4	42.9	36.4	45.0		38.3	42.4	39.6	47.4	39.2	44.3
Toggletown to Brimsfield	40.0	40.0	36.0	45.0		36.7	40.9	39.1	47.4	37.9	43.1
Brimsfield to WPR	33.2	28.0	26.5	34.1		27.1	26.8	24.0	28.3	27.3	29.0
WPR to Rte 412	13.8	12.0	9.7	20.0		12.0	10.0	17.1	11.3	12.6	12.4
Rte 412 to Rte 233	40.0	39.3	43.2	44.7		40.2	39.3	41.5	41.8	41.2	41.1
Rte 233 to Rte 315	51.2	50.9	53.7	53.7		51.7	52.4	49.8	55.1	51.6	53.0
Rte 315 t Main St.	47.1	48.3	50.2	52.3		49.3	48.8	46.4	49.6	48.2	49.7
Main St. to Rte 20	44.6	47.5	46.8	49.0		41.6	47.0	47.5	45.2	45.0	47.2
Total	43.3	44.1	44.2	47.9		42.9	44.0	43.5	45.8	43.5	45.4

Summary - Average Operating Speed

Distance

	8/12/2009					8/13/2009				AVG.	
	SB	NB	SB	NB		SB	NB	SB	NB	SB	NB
Seneca to 5B	1.90	1.90	1.90	1.90		1.90	1.90	1.90	1.90	1.90	1.90
Rte 5B to Brimsfield	1.60	1.60	1.60	1.60		1.60	1.60	1.60	1.60	1.60	1.60
Brimsfield to WPR	0.70	0.70	0.70	0.70		0.70	0.70	0.70	0.70	0.70	0.70
WPR to Rte 412	0.10	0.10	0.10	0.10		0.10	0.10	0.10	0.10	0.10	0.10
Rte 412 to Rte 233	1.80	1.80	1.80	1.80		1.80	1.80	1.80	1.80	1.80	1.80
Rte 233 to Rte 315	3.00	3.00	3.00	3.00		3.00	3.00	3.00	3.00	3.00	3.00
Rte 315 t Main St.	4.20	4.20	4.20	4.20		4.20	4.20	4.20	4.20	4.20	4.20
Main St. to Rte 20	2.60	2.60	2.60	2.60		2.60	2.60	2.60	2.60	2.60	2.60

Time

	8/12/2009					8/13/2009				AVG.	
	SB	NB	SB	NB		SB	NB	SB	NB	SB	NB
Seneca to 5B	173	153	149	149		155	153	145	143	155.50	149.50
Rte 5B to Brimsfield	142	138	162	128		154	137	148	123	151.50	131.50
Brimsfield to WPR	76	90	95	74		93	94	105	89	92.25	86.75
WPR to Rte 412	26	30	37	18		30	36	21	32	28.50	29.00
Rte 412 to Rte 233	162	165	150	145		161	165	156	155	157.25	157.50
Rte 233 to Rte 315	211	212	201	201		209	206	217	196	209.50	203.75
Rte 315 t Main St.	321	313	301	289		307	310	326	305	313.75	304.25
Main St. to Rte 20	210	197	200	191		225	199	197	207	208.00	198.50

	8/12/2009					8/13/2009				AVG.	
Speed	SB	NB	SB	NB		SB	NB	SB	NB	SB	NB
Seneca to 5B	39.5	44.7	45.9	45.9		44.1	44.7	47.2	47.8	44.0	45.8
Rte 5B to Brimsfield	40.6	41.7	35.6	45.0		37.4	42.0	38.9	46.8	38.0	43.8
Brimsfield to WPR	33.2	28.0	26.5	34.1		27.1	26.8	24.0	28.3	27.3	29.0
WPR to Rte 412	13.8	12.0	9.7	20.0		12.0	10.0	17.1	11.3	12.6	12.4
Rte 412 to Rte 233	40.0	39.3	43.2	44.7		40.2	39.3	41.5	41.8	41.2	41.1
Rte 233 to Rte 315	51.2	50.9	53.7	53.7		51.7	52.4	49.8	55.1	51.6	53.0
Rte 315 t Main St.	47.1	48.3	50.2	52.3		49.3	48.8	46.4	49.6	48.2	49.7
Main St. to Rte 20	44.6	47.5	46.8	49.0		41.6	47.0	47.5	45.2	45.0	47.2

Total Travel time with delay time

Time (seconds)

	8/12/2009					8/13/2009				AVG.	
	SB	NB	SB	NB		SB	NB	SB	NB	SB	NB
Seneca to School	80	92	63	103		67	103	68	146	69.50	111.00
School to Merrit	25	15	24	18		18	18	17	15	21.00	16.50
Merrit to Fauncrest	23	21	21	18		20	22	21	21	21.25	20.50
Fauncrest to Prezwick	10	8	10	9		7	9	7	7	8.50	8.25
Prezwick to Rte 5B	60	38	46	34		43	35	40	32	47.25	34.75
Rte 5B to Limberlost	14	9	13	8		11	8	11	9	12.25	8.50
Limberlost to Toggletown	83	84	99	80		94	85	91	76	91.75	81.25
Toggletown to Brimsfield	48	45	50	40		49	44	46	110	48.25	59.75
Brimsfield to WPR	95	90	111	74		106	94	105	89	104.25	86.75
WPR to Rte 412	34	30	47	18		76	65	142	48	74.75	40.25
Rte 412 to Rte 233	167	197	150	145		161	181	156	172	158.50	173.75
Rte 233 to Rte 315	211	212	201	201		209	206	217	196	209.50	203.75
Rte 315 t Main St.	321	313	301	294		307	310	332	305	315.25	305.50
Main St. to Rte 20	233	197	205	191		244	199	218	220	225.00	201.75
Total	1404	1351	1341	1233		1412	1379	1471	1446	1407.00	1352.25

Speed

	8/12/2009					8/13/2009				AVG.	
	SB	NB	SB	NB		SB	NB	SB	NB	SB	NB
Seneca to School	36.0	31.3	45.7	28.0		43.0	28.0	42.4	19.7	41.4	25.9
School to Merrit	28.8	48.0	30.0	40.0		40.0	40.0	42.4	48.0	34.3	43.6
Merrit to Fauncrest	47.0	51.4	51.4	60.0		54.0	49.1	51.4	51.4	50.8	52.7
Fauncrest to Prezwick	36.0	45.0	36.0	40.0		51.4	40.0	51.4	51.4	42.4	43.6
Prezwick to Rte 5B	30.0	47.4	39.1	52.9		41.9	51.4	45.0	56.3	38.1	51.8
Rte 5B to Limberlost	25.7	40.0	27.7	45.0		32.7	45.0	32.7	40.0	29.4	42.4
Limberlost to Toggletown	43.4	42.9	36.4	45.0		38.3	42.4	39.6	47.4	39.2	44.3
Toggletown to Brimsfield	37.5	40.0	36.0	45.0		36.7	40.9	39.1	16.4	37.3	30.1
Brimsfield to WPR	26.5	28.0	22.7	34.1		23.8	26.8	24.0	28.3	24.2	29.0
WPR to Rte 412	10.6	12.0	7.7	20.0		4.7	5.5	2.5	7.5	4.8	8.9
Rte 412 to Rte 233	38.8	32.9	43.2	44.7		40.2	35.8	41.5	37.7	40.9	37.3
Rte 233 to Rte 315	51.2	50.9	53.7	53.7		51.7	52.4	49.8	55.1	51.6	53.0
Rte 315 t Main St.	47.1	48.3	50.2	51.4		49.3	48.8	45.5	49.6	48.0	49.5
Main St. to Rte 20	40.2	47.5	45.7	49.0		38.4	47.0	42.9	42.5	41.6	46.4
Total	40.8	42.4	42.7	46.4		40.5	41.5	38.9	39.6	40.7	42.3

Summary - Average Operating Speed

Distance

	8/12/2009					8/13/2009				AVG.	
	SB	NB	SB	NB		SB	NB	SB	NB	SB	NB
Seneca to 5B	1.90	1.90	1.90	1.90		1.90	1.90	1.90	1.90	1.90	1.90
Rte 5B to Brimsfield	1.60	1.60	1.60	1.60		1.60	1.60	1.60	1.60	1.60	1.60
Brimsfield to WPR	0.70	0.70	0.70	0.70		0.70	0.70	0.70	0.70	0.70	0.70
WPR to Rte 412	0.10	0.10	0.10	0.10		0.10	0.10	0.10	0.10	0.10	0.10
Rte 412 to Rte 233	1.80	1.80	1.80	1.80		1.80	1.80	1.80	1.80	1.80	1.80
Rte 233 to Rte 315	3.00	3.00	3.00	3.00		3.00	3.00	3.00	3.00	3.00	3.00
Rte 315 t Main St.	4.20	4.20	4.20	4.20		4.20	4.20	4.20	4.20	4.20	4.20
Main St. to Rte 20	2.60	2.60	2.60	2.60		2.60	2.60	2.60	2.60	2.60	2.60

Time

	8/12/2009					8/13/2009				AVG.	
	SB	NB	SB	NB		SB	NB	SB	NB	SB	NB
Seneca to 5B	198	174	164	182		155	187	153	221	167.50	191.00
Rte 5B to Brimsfield	145	138	162	128		154	137	148	195	152.25	149.50
Brimsfield to WPR	95	90	111	74		106	94	105	89	104.25	86.75
WPR to Rte 412	34	30	47	18		76	65	142	48	74.75	40.25
Rte 412 to Rte 233	167	197	150	145		161	181	156	172	158.50	173.75
Rte 233 to Rte 315	211	212	201	201		209	206	217	196	209.50	203.75
Rte 315 t Main St.	321	313	301	294		307	310	332	305	315.25	305.50
Main St. to Rte 20	233	197	205	191		244	199	218	220	225.00	201.75

	8/12/2009					8/13/2009				AVG.	
Speed	SB	NB	SB	NB		SB	NB	SB	NB	SB	NB
Seneca to 5B	34.5	39.3	41.7	37.6		44.1	36.6	44.7	31.0	40.8	35.8
Rte 5B to Brimsfield	39.7	41.7	35.6	45.0		37.4	42.0	38.9	29.5	37.8	38.5
Brimsfield to WPR	26.5	28.0	22.7	34.1		23.8	26.8	24.0	28.3	24.2	29.0
WPR to Rte 412	10.6	12.0	7.7	20.0		4.7	5.5	2.5	7.5	4.8	8.9
Rte 412 to Rte 233	38.8	32.9	43.2	44.7		40.2	35.8	41.5	37.7	40.9	37.3
Rte 233 to Rte 315	51.2	50.9	53.7	53.7		51.7	52.4	49.8	55.1	51.6	53.0
Rte 315 t Main St.	47.1	48.3	50.2	51.4		49.3	48.8	45.5	49.6	48.0	49.5
Main St. to Rte 20	40.2	47.5	45.7	49.0		38.4	47.0	42.9	42.5	41.6	46.4

TRAVEL DELAY

CHA
Travel Time and Delay Study

LOCATION: **Route 12B: Oneida & Madison Counties** DIRECTION: **SB**

ROUTE NO. Rte 12B
TRIP NO. 1
DRIVER: cd
RECORDER mjd
DATE: 8/12/09
DAY: Wed.

TRIP STARTED AT 4:28 A.M. / P.M. AT Seneca (LOCATION) 241.9 (ODOMETER START)

TRIP ENDED AT 4:51 A.M. / P.M. AT Rte 20 (LOCATION) 257.7 (ODOMETER END)

LINK	STOPS/SLOWS START Min:Sec	STOPS/SLOWS END Min:Sec	Link Length (Miles)	LOCATION	TOTAL LINK TIME MIN:SEC	DELAY TIME MIN:SEC	NET Travel Time MIN:SEC	CAUSE S	CAUSE LT	CAUSE RT	CAUSE PEDS	CAUSE OTHER	COMMENTS
Seneca to School	00:00	01:20	0.8		01:20		01:20						
School to Merritt	01:20	01:45	0.2	Merritt Intrsctn	00:25	00:02	00:23		X				
Merrit to Fawncrest	01:45	02:08	0.3		00:23		00:23						
Fawncrest to Prezwick	02:08	02:18	0.1		00:10		00:10						
Prezwick to Rte 5B	02:18	03:18	0.5	Rte 5B Intrsctn	01:00	00:23	00:37	X					
Rte 5B to Limberlost	03:18	03:32	0.1		00:14		00:14						
Limberlost to Toggletown	03:32	04:55	1.0		01:23		01:23						
Toggletown to Brimsfield	04:55	05:43	0.5		00:48	00:03	00:45		X				
Brimsfield to W Park Row	05:43	07:18	0.7	W Park Row Intsctn	01:35	00:19	01:16	X					
W Park Row to Rte 412	07:18	07:52	0.1	Rte 412 Intrsctn	00:34	00:08	00:26		X				LT Queue @ signal
Rte 412 to Rte 233	07:52	10:39	1.8	before Dugway Intrsctn	02:47	00:05	02:42			X			
Rte 233 to Rte 315	10:39	14:10	3.0		03:31		03:31						
Rte 315 to Main St.	14:10	19:31	4.2		05:21		05:21						
Main St. to Rte 20	19:31	23:24	2.6		03:53	00:23	03:30					X	Stop Sign

Key: S= Traffic Signal, LT = Left Turns, RT = Right Turns, PED = Pedestrians

CHA

CHA
Travel Time and Delay Study

LOCATION: **Route 12B: Oneida & Madison Counties** DIRECTION: **NB**

ROUTE NO. Rte 12B
TRIP NO. 2
DRIVER: cd
RECORDER mjd
DATE: 8/12/09
DAY: Wed.

TRIP STARTED AT 4:53 A.M. / P.M. AT Rte 20 (LOCATION) 258.5 (ODOMETER START)

TRIP ENDED AT 5:16 A.M. / P.M. AT Seneca (LOCATION) 274.3 (ODOMETER END)

LINK	STOPS/SLOWS START Min:Sec	STOPS/SLOWS END Min:Sec	Link Length (Miles)	LOCATION	TOTAL LINK TIME MIN:SEC	DELAY TIME MIN:SEC	NET Travel Time MIN:SEC	CAUSE S	CAUSE LT	CAUSE RT	CAUSE PEDS	CAUSE OTHER	COMMENTS
Rte 20 to Main St	00:00	03:17	2.6		03:17		03:17						
Main St to Rte 315	03:17	08:30	4.2		05:13		05:13						
Rte 316 to Rte 233	08:30	12:02	3.0		03:32		03:32						
Rte 233 to Rte 412	12:02	15:19	1.8	Rte 412	03:17	00:32	02:45	X					
Rte 412 to W Park Row	15:19	15:49	0.1		00:30		00:30						
W Park Row to Brimsfield	15:49	17:19	0.7		01:30		01:30						
Brismfield to Togglestown	17:19	18:04	0.5		00:45		00:45						
Togglestown to Limberlost	18:04	19:28	1.0		01:24		01:24						
Limberlost to Rte 5B	19:28	19:37	0.1		00:09		00:09						
Rte 5B to Prezxwick	19:37	20:15	0.5		00:38		00:38						
Prezxwick to Fawncrest	20:15	20:23	0.1		00:08		00:08						
Fawncrest to Merritt	20:23	20:44	0.3		00:21		00:21						
Merritt to School	20:44	20:59	0.2		00:15		00:15						
School to Rte 5	20:59	22:31	0.8	Rte 5	01:32	00:21	01:11	X					

Key: S= Traffic Signal, LT = Left Turns, RT = Right Turns, PED = Pedestrians

CHA

CHA
Travel Time and Delay Study

LOCATION: **Route 12B: Oneida & Madison Counties** DIRECTION: **SB**

ROUTE NO. Rte 12B
TRIP NO. 3
DRIVER: cd
RECORDER mjd
DATE: 8/12/09
DAY: Wed.

TRIP STARTED AT 5:17 A.M. / P.M. AT Seneca (LOCATION) 274.4 (ODOMETER START)

TRIP ENDED AT 5:40 A.M. / P.M. AT Rte 20 (LOCATION) 290.3 (ODOMETER END)

LINK	STOPS/SLOWS START Min:Sec	STOPS/SLOWS END Min:Sec	Link Length (Miles)	LOCATION	TOTAL LINK TIME MIN:SEC	DELAY TIME MIN:SEC	NET Travel Time MIN:SEC	CAUSE S	CAUSE LT	CAUSE RT	CAUSE PEDS	CAUSE OTHER	COMMENTS
Seneca to School	00:00	01:03	0.8		01:03		01:03						
School to Merritt	01:03	01:27	0.2		00:24	00:04	00:20			X			
Merrit to Fawncrest	01:27	01:48	0.3		00:21		00:21						
Fawncrest to Prezwick	01:48	01:58	0.1		00:10		00:10						
Prezwick to Rte 5B	01:58	02:44	0.5		00:46	00:11	00:35	X					
Rte 5B to Limberlost	02:44	02:57	0.1		00:13		00:13						
Limberlost to Toggletown	02:57	04:36	1.0		01:39		01:39						
Toggletown to Brimsfield	04:36	05:26	0.5		00:50		00:50						
Brimsfield to W Park Row	05:26	07:17	0.7	W Park Row	01:51	00:16	01:35	X					
W Park Row to Rte 412	07:17	08:04	0.1	Rte 412	00:47	00:10	00:37	X					
Rte 412 to Rte 233	08:04	10:34	1.8		02:30		02:30						
Rte 233 to Rte 315	10:34	13:55	3.0		03:21		03:21						
Rte 315 to Main St.	13:55	18:56	4.2		05:01		05:01						
Main St. to Rte 20	18:56	22:21	2.6		03:25	00:05	03:20					X	Stop Sign

Key: S= Traffic Signal, LT = Left Turns, RT = Right Turns, PED = Pedestrians

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CHA
Travel Time and Delay Study

LOCATION: **Route 12B: Oneida & Madison Counties** DIRECTION: **NB**

ROUTE NO. Rte 12B
TRIP NO. 4
DRIVER: cd
RECORDER mjd
DATE: 8/12/09
DAY: Wed.

TRIP STARTED AT 5:41 A.M. / P.M. AT Rte 20 (LOCATION) 290.9 (ODOMETER START)

TRIP ENDED AT 6:02 A.M. / P.M. AT Seneca (LOCATION) 306.7 (ODOMETER END)

LINK	STOPS/SLOWS START Min:Sec	STOPS/SLOWS END Min:Sec	Link Length (Miles)	LOCATION	TOTAL LINK TIME MIN:SEC	DELAY TIME MIN:SEC	NET Travel Time MIN:SEC	CAUSE S	CAUSE LT	CAUSE RT	CAUSE PEDS	CAUSE OTHER	COMMENTS
Rte 20 to Main St	00:00	03:11	2.6		03:11		03:11						
Main St to Rte 315	03:11	08:05	4.2	Dwy north of 315	04:54	00:05	04:49		X				
Rte 316 to Rte 233	08:05	11:26	3.0		03:21		03:21						
Rte 233 to Rte 412	11:26	13:51	1.8		02:25		02:25						
Rte 412 to W Park Row	13:51	14:09	0.1		00:18		00:18						
W Park Row to Brimsfield	14:09	15:23	0.7		01:14		01:14						
Brismfield to Togglestown	15:23	16:03	0.5		00:40		00:40						
Togglestown to Limberlost	16:03	17:23	1.0		01:20		01:20						
Limberlost to Rte 5B	17:23	17:31	0.1		00:08		00:08						
Rte 5B to Prezxwick	17:31	18:05	0.5		00:34		00:34						
Prezxwick to Fawncrest	18:05	18:14	0.1		00:09		00:09						
Fawncrest to Merritt	18:14	18:32	0.3		00:18		00:18						
Merritt to School	18:32	18:50	0.2		00:18		00:18						
School to Rte 5	18:50	20:33	0.8	Rte 5	01:43	00:33	01:10	X					

Key: S= Traffic Signal, LT = Left Turns, RT = Right Turns, PED = Pedestrians

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CHA
Travel Time and Delay Study

LOCATION: **Route 12B: Oneida & Madison Counties** DIRECTION: **SB**

ROUTE NO. Rte 12B
TRIP NO. 1
DRIVER: cd
RECORDER mjd
DATE: 8/13/09
DAY: Thurs

TRIP STARTED AT 3:57 A.M. / P.M. AT Rte 5 (LOCATION) 157.6 (ODOMETER START)

TRIP ENDED AT 4:21 A.M. / P.M. AT Rte 20 (LOCATION) 173.4 (ODOMETER END)

LINK	STOPS/SLOWS START Min:Sec	STOPS/SLOWS END Min:Sec	Link Length (Miles)	LOCATION	TOTAL LINK TIME MIN:SEC	DELAY TIME MIN:SEC	NET Travel Time MIN:SEC	CAUSE S	CAUSE LT	CAUSE RT	CAUSE PEDS	CAUSE OTHER	COMMENTS
Rte 5 to School	00:00	01:07	0.8		01:07		01:07						
School to Merritt	01:07	01:25	0.2		00:18		00:18						
Merrit to Fawncrest	01:25	01:45	0.3		00:20		00:20						
Fawncrest to Prezwick	01:45	01:52	0.1		00:07		00:07						
Prezwick to Rte 5B	01:52	02:35	0.5		00:43		00:43						
Rte 5B to Limberlost	02:35	02:46	0.1		00:11		00:11						
Limberlost to Toggletown	02:46	04:20	1.0		01:34		01:34						
Toggletown to Brimsfield	04:20	05:09	0.5		00:49		00:49						
Brimsfield to W Park Row	05:09	06:55	0.7	W Park Row	01:46	00:13	01:33	X					
W Park Row to Rte 412	06:55	08:11	0.1	Rte 412	01:16	00:46	00:30	X	X				
Rte 412 to Rte 233	08:11	10:52	1.8		02:41		02:41						
Rte 233 to Rte 315	10:52	14:21	3.0		03:29		03:29						
Rte 315 to Main St.	14:21	19:28	4.2		05:07		05:07						
Main St. to Rte 20	19:28	23:32	2.6	Rte 20	04:04	00:19	03:45					X	Stop Sign

Key: S= Traffic Signal, LT = Left Turns, RT = Right Turns, PED = Pedestrians

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CHA
Travel Time and Delay Study

LOCATION: **Route 12B: Oneida & Madison Counties** DIRECTION: **NB**

ROUTE NO. Rte 12B
TRIP NO. 2
DRIVER: cd
RECORDER mjd
DATE: 8/13/09
DAY: Thurs

TRIP STARTED AT 4:22 A.M. / P.M. AT Rte 20 (LOCATION) 174.0 (ODOMETER START)

TRIP ENDED AT 4:45 A.M. / P.M. AT Rte 5 (LOCATION) 189.9 (ODOMETER END)

LINK	STOPS/SLOWS START Min:Sec	STOPS/SLOWS END Min:Sec	Link Length (Miles)	LOCATION	TOTAL LINK TIME MIN:SEC	DELAY TIME MIN:SEC	NET Travel Time MIN:SEC	CAUSE S	CAUSE LT	CAUSE RT	CAUSE PEDS	CAUSE OTHER	COMMENTS
Rte 20 to Main St	00:00	03:19	2.6		03:19		03:19						
Main St to Rte 315	03:19	08:29	4.2		05:10		05:10						
Rte 316 to Rte 233	08:29	11:55	3.0		03:26		03:26						
Rte 233 to Rte 412	11:55	14:56	1.8	Rte 412	03:01	00:16	02:45	X					
Rte 412 to W Park Row	14:56	16:01	0.1	W Park Row Queue	01:05	00:29	00:36	X					
W Park Row to Brimsfield	16:01	17:35	0.7		01:34		01:34						
Brismfield to Togglestown	17:35	18:19	0.5		00:44		00:44						
Togglestown to Limberlost	18:19	19:44	1.0		01:25		01:25						
Limberlost to Rte 5B	19:44	19:52	0.1		00:08		00:08						
Rte 5B to Prezxwick	19:52	20:27	0.5		00:35		00:35						
Prezxwick to Fawncrest	20:27	20:36	0.1		00:09		00:09						
Fawncrest to Merritt	20:36	20:58	0.3		00:22		00:22						
Merritt to School	20:58	21:16	0.2		00:18		00:18						
School to Rte 5	21:16	22:59	0.8	Rte 5	01:43	00:34	01:09	X					

Key: S= Traffic Signal, LT = Left Turns, RT = Right Turns, PED = Pedestrians

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CHA
Travel Time and Delay Study

LOCATION: **Route 12B: Oneida & Madison Counties** DIRECTION: **SB**

ROUTE NO. Rte 12B
TRIP NO. 3
DRIVER: cd
RECORDER mjd
DATE: 8/13/09
DAY: Thurs

TRIP STARTED AT 4:48 A.M. / P.M. AT Rte 5 (LOCATION) 190.0 (ODOMETER START)

TRIP ENDED AT 5:12 A.M. / P.M. AT Rte 20 (LOCATION) 205.8 (ODOMETER END)

LINK	STOPS/SLOWS START Min:Sec	STOPS/SLOWS END Min:Sec	Link Length (Miles)	LOCATION	TOTAL LINK TIME MIN:SEC	DELAY TIME MIN:SEC	NET Travel Time MIN:SEC	CAUSE S	CAUSE LT	CAUSE RT	CAUSE PEDS	CAUSE OTHER	COMMENTS
Rte 5 to School	00:00	01:08	0.8		01:08		01:08						
School to Merritt	01:08	01:25	0.2		00:17		00:17						
Merrit to Fawncrest	01:25	01:46	0.3		00:21		00:21						
Fawncrest to Prezwick	01:46	01:53	0.1		00:07		00:07						
Prezwick to Rte 5B	01:53	02:33	0.5	Rte 5B	00:40	00:08	00:32	X					
Rte 5B to Limberlost	02:33	02:44	0.1		00:11		00:11						
Limberlost to Toggletown	02:44	04:15	1.0		01:31		01:31						
Toggletown to Brimsfield	04:15	05:01	0.5		00:46		00:46						
Brimsfield to W Park Row	05:01	06:46	0.7		01:45		01:45						
W Park Row to Rte 412	06:46	09:08	0.1	Queue at Rte 412	02:22	02:01	00:21	X					
Rte 412 to Rte 233	09:08	11:44	1.8		02:36		02:36						
Rte 233 to Rte 315	11:44	15:21	3.0		03:37		03:37						
Rte 315 to Main St.	15:21	20:53	4.2		05:32	00:06	05:26			X			Veh turn into dwy
Main St. to Rte 20	20:53	24:31	2.6	Rte 20	03:38	00:21	03:17					X	Stop Sign

Key: S= Traffic Signal, LT = Left Turns, RT = Right Turns, PED = Pedestrians

CHA

CHA
Travel Time and Delay Study

LOCATION: **Route 12B: Oneida & Madison Counties** DIRECTION: **NB**

ROUTE NO. Rte 12B
TRIP NO. 4
DRIVER: cd
RECORDER mjd
DATE: 8/13/09
DAY: Thurs

TRIP STARTED AT 5:14 A.M. / P.M. AT Rte 20 (LOCATION) 206.5 (ODOMETER START)

TRIP ENDED AT 5:38 A.M. / P.M. AT Rte 5 (LOCATION) 222.3 (ODOMETER END)

LINK	STOPS/SLOWS START Min:Sec	STOPS/SLOWS END Min:Sec	Link Length (Miles)	LOCATION	TOTAL LINK TIME MIN:SEC	DELAY TIME MIN:SEC	NET Travel Time MIN:SEC	CAUSE S	CAUSE LT	CAUSE RT	CAUSE PEDS	CAUSE OTHER	COMMENTS
Rte 20 to Main St	00:00	03:40	2.6	before Newell St	03:40	00:13	03:27		X				behind a constrctn veh
Main St to Rte 315	03:40	08:45	4.2		05:05		05:05						
Rte 316 to Rte 233	08:45	12:01	3.0		03:16		03:16						
Rte 233 to Rte 412	12:01	14:53	1.8	Rte 412	02:52	00:17	02:35	X					
Rte 412 to W Park Row	14:53	15:41	0.1	W Park Row	00:48	00:16	00:32	X					
W Park Row to Brimsfield	15:41	17:31	0.7	Taylor Ave	01:50	00:21	01:29		X				
Brismfield to Togglestown	17:31	18:09	0.5		00:38		00:38						
Togglestown to Limberlost	18:09	19:25	1.0		01:16		01:16						
Limberlost to Rte 5B	19:25	19:34	0.1		00:09		00:09						
Rte 5B to Prezxwick	19:34	20:06	0.5		00:32		00:32						
Prezxwick to Fawncrest	20:06	20:13	0.1		00:07		00:07						
Fawncrest to Merritt	20:13	20:34	0.3		00:21		00:21						
Merritt to School	20:34	20:49	0.2		00:15		00:15						
School to Rte 5	20:49	23:15	0.8	Rte 5	02:26	01:18	01:08	X					

Key: S= Traffic Signal, LT = Left Turns, RT = Right Turns, PED = Pedestrians

CHA

APPENDIX F

TRAFFIC COUNT DATA

CHA MANUAL COUNT DATA

III Winners Circle, P.O. Box 5269
Albany, NY 12205-0269
518-453-4500
www.chacompanies.com

Route 12B Corridor Safety Study
12B & Route 5
AM
7 to 9

File Name : Route 12B & Route 5 AM
Site Code : 00000001
Start Date : 7/28/2009
Page No : 1

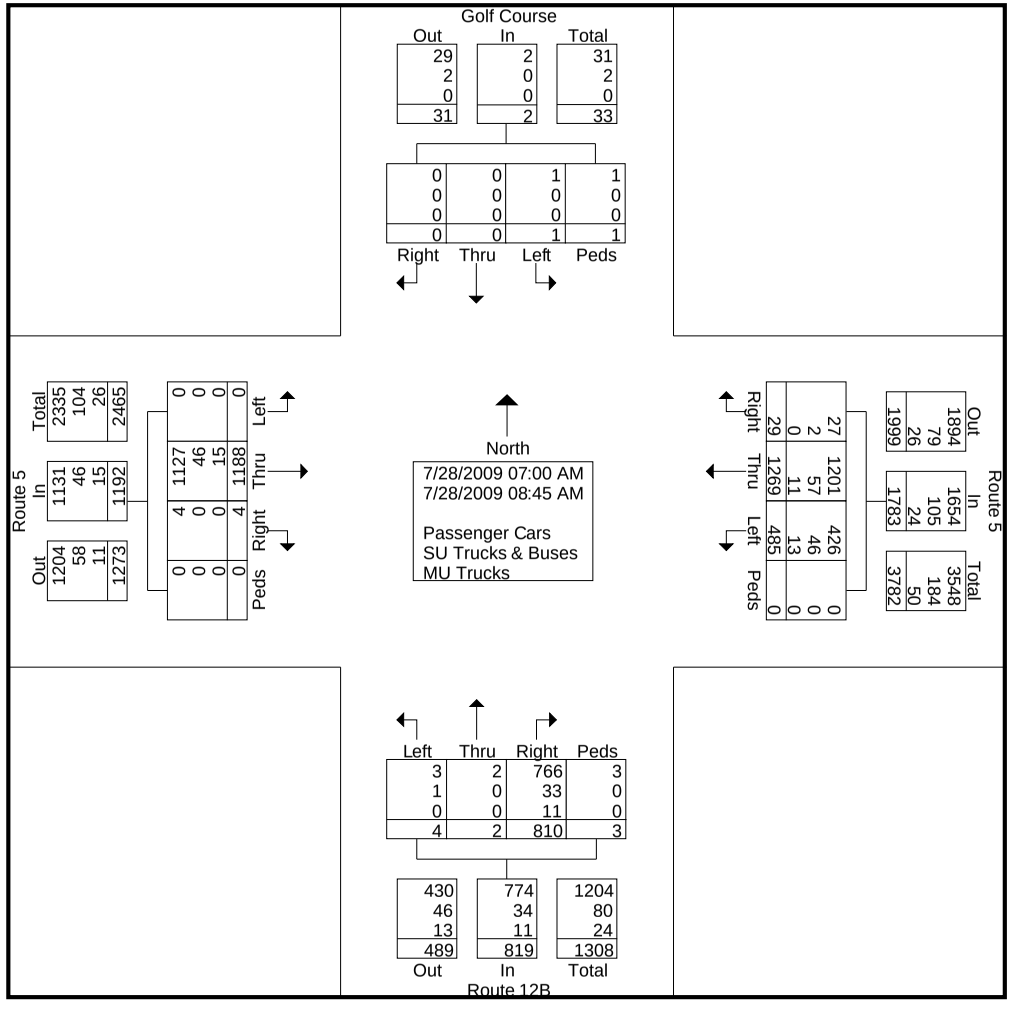
Groups Printed- Passenger Cars - SU Trucks & Buses - MU Trucks

	Golf Course Southbound					Route 5 Westbound					Route 12B Northbound					Route 5 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	130	31	0	161	81	0	0	0	81	0	88	0	0	88	330
07:15 AM	0	0	0	0	0	1	132	44	0	177	92	0	0	0	92	0	103	0	0	103	372
07:30 AM	0	0	0	1	1	2	147	48	0	197	88	1	1	0	90	0	153	0	0	153	441
07:45 AM	0	0	0	0	0	9	198	81	0	288	107	0	0	1	108	0	215	0	0	215	611
Total	0	0	0	1	1	12	607	204	0	823	368	1	1	1	371	0	559	0	0	559	1754
08:00 AM	0	0	0	0	0	7	197	82	0	286	119	0	0	2	121	0	164	0	0	164	571
08:15 AM	0	0	1	0	1	7	153	73	0	233	124	0	1	0	125	0	172	0	0	172	531
08:30 AM	0	0	0	0	0	0	141	61	0	202	94	0	0	0	94	3	156	0	0	159	455
08:45 AM	0	0	0	0	0	3	171	65	0	239	105	1	2	0	108	1	137	0	0	138	485
Total	0	0	1	0	1	17	662	281	0	960	442	1	3	2	448	4	629	0	0	633	2042
Grand Total	0	0	1	1	2	29	1269	485	0	1783	810	2	4	3	819	4	1188	0	0	1192	3796
Apprch %	0	0	50	50		1.6	71.2	27.2	0		98.9	0.2	0.5	0.4		0.3	99.7	0	0		
Total %	0	0	0	0	0.1	0.8	33.4	12.8	0	47	21.3	0.1	0.1	0.1	21.6	0.1	31.3	0	0	31.4	
Passenger Cars																					
% Passenger Cars	0	0	100	100	100	93.1	94.6	87.8	0	92.8	94.6	100	75	100	94.5	100	94.9	0	0	94.9	93.8
SU Trucks & Buses	0	0	0	0	0	2	57	46	0	105	33	0	1	0	34	0	46	0	0	46	185
% SU Trucks & Buses	0	0	0	0	0	6.9	4.5	9.5	0	5.9	4.1	0	25	0	4.2	0	3.9	0	0	3.9	4.9
MU Trucks	0	0	0	0	0	0	11	13	0	24	11	0	0	0	11	0	15	0	0	15	50
% MU Trucks	0	0	0	0	0	0	0.9	2.7	0	1.3	1.4	0	0	0	1.3	0	1.3	0	0	1.3	1.3

III Winners Circle, P.O. Box 5269
Albany, NY 12205-0269
518-453-4500
www.chacompanies.com

Route 12B Corridor Safety Study
12B & Route 5
AM
7 to 9

File Name : Route 12B & Route 5 AM
Site Code : 00000001
Start Date : 7/28/2009
Page No : 2



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Route 12B Corridor Safety Study
12B & Route 5
AM
7 to 9

File Name : Route 12B & Route 5 AM
Site Code : 00000001
Start Date : 7/28/2009

	Golf Course Southbound					Route 5 Westbound					Route 12B Northbound					Route 5 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	0	0	0	0	**9**	**198**			**288**							**215**			**215**	**611**
08:00 AM	0	0	0	0	0	7	197	**82**	0	286	119	0	0	**2**	121	0	164	0	0	164	571
08:15 AM	0	0	**1**	0	**1**	7	153	73	0	233	**124**	0	**1**	0	**125**	0	172	0	0	172	531
08:30 AM	0	0	0	0	0	0	141	61	0	202	94	0	0	0	94	**3**	156	0	0	159	455
Total Volume	0	0	1	0	1	23	689	297	0	1009	444	0	1	3	448	3	707	0	0	710	2168
% App. Total	0	0	100	0		2.3	68.3	29.4	0		99.1	0	0.2	0.7		0.4	99.6	0	0		
PHF	.000	.000	.250	.000	.250	.639	.870	.905	.000	.876	.895	.000	.250	.375	.896	.250	.822	.000	.000	.826	.887
Passenger Cars	0	0	1	0	1	22	655	256	0	933	415	0	1	3	419	3	677	0	0	680	2033
% Passenger Cars	0	0	100	0	100	95.7	95.1	86.2	0	92.5	93.5	0	100	100	93.5	100	95.8	0	0	95.8	93.8
SU Trucks & Buses	0	0	0	0	0	1	31	33	0	65	23	0	0	0	23	0	22	0	0	22	110
% SU Trucks & Buses	0	0	0	0	0	4.3	4.5	11.1	0	6.4	5.2	0	0	0	5.1	0	3.1	0	0	3.1	5.1
MU Trucks	0	0	0	0	0	0	3	8	0	11	6	0	0	0	6	0	8	0	0	8	25
% MU Trucks	0	0	0	0	0	0	0.4	2.7	0	1.1	1.4	0	0	0	1.3	0	1.1	0	0	1.1	1.2

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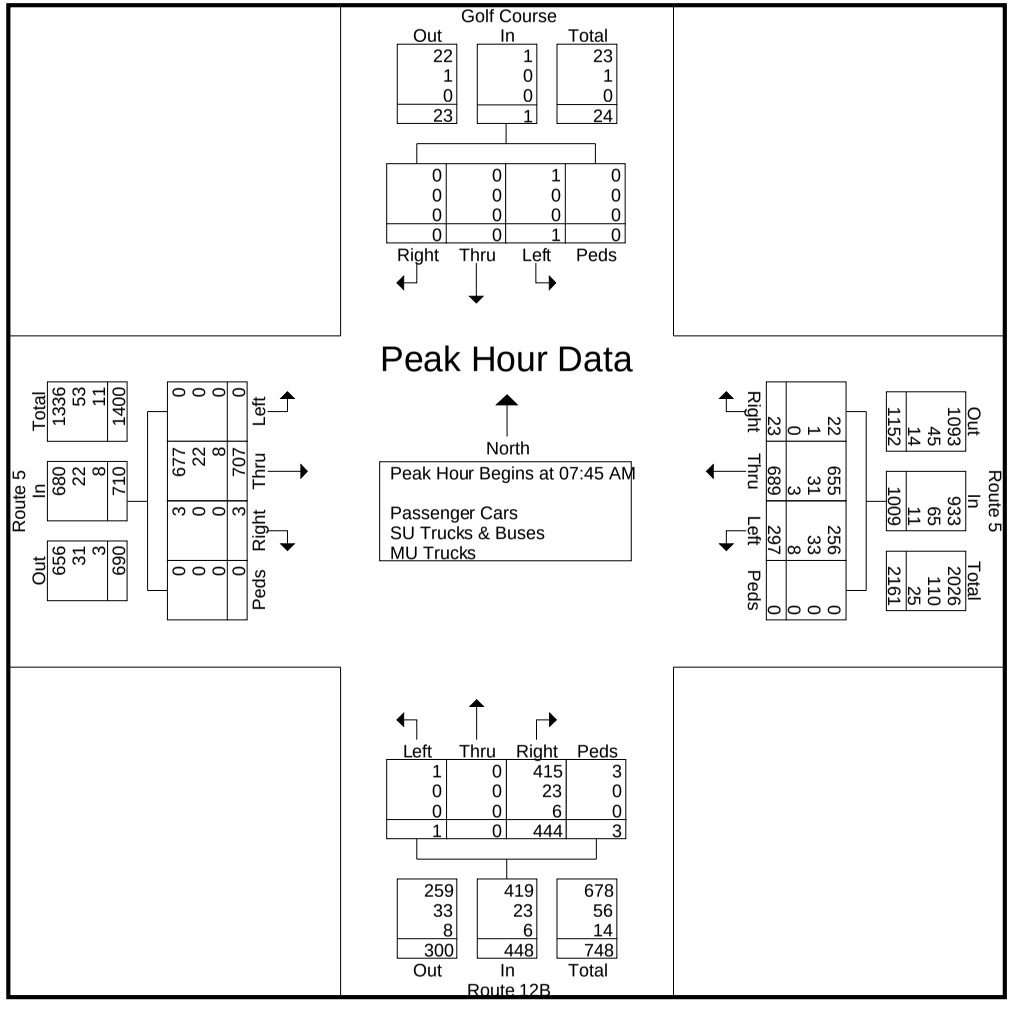
Route 12B Corridor Safety Study
12B & Route 5
AM
7 to 9

File Name : Route 12B & Route 5 AM
Site Code : 00000001
Start Date : 7/28/2009
Page No : 4



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Route 12B Corridor Safety Study
12B & Route 5
PM
4 to 6

File Name : Route 12B & Route 5 PM
Site Code : 00000002
Start Date : 7/28/2009
Page No : 1

Groups Printed- Passenger Cars - SU Trucks & Buses - MU Trucks

	Golf Course Southbound					Route 5 Westbound					Route 12B Northbound					Route 5 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	2	0	2	0	4	7	304	111	0	422	102	2	2	0	106	0	239	1	0	240	772
04:15 PM	0	0	2	0	2	11	291	113	0	415	98	0	3	2	103	1	230	0	0	231	751
04:30 PM	1	1	10	0	12	9	325	111	0	445	87	1	2	1	91	0	259	0	0	259	807
04:45 PM	0	0	1	0	1	5	290	111	0	406	101	2	1	0	104	1	260	1	0	262	773
Total	3	1	15	0	19	32	1210	446	0	1688	388	5	8	3	404	2	988	2	0	992	3103
05:00 PM	0	0	0	1	1	10	334	116	0	460	102	0	4	1	107	0	254	0	0	254	822
05:15 PM	0	0	4	0	4	7	311	99	0	417	80	0	3	0	83	0	242	1	0	243	747
05:30 PM	1	0	0	0	1	3	291	115	0	409	83	12	5	3	103	2	311	0	1	314	827
05:45 PM	0	1	3	0	4	4	246	76	0	326	63	0	3	0	66	1	237	0	0	238	634
Total	1	1	7	1	10	24	1182	406	0	1612	328	12	15	4	359	3	1044	1	1	1049	3030
Grand Total	4	2	22	1	29	56	2392	852	0	3300	716	17	23	7	763	5	2032	3	1	2041	6133
Apprch %	13.8	6.9	75.9	3.4		1.7	72.5	25.8	0		93.8	2.2	3	0.9		0.2	99.6	0.1	0		
Total %	0.1	0	0.4	0	0.5	0.9	39	13.9	0	53.8	11.7	0.3	0.4	0.1	12.4	0.1	33.1	0	0	33.3	
Passenger Cars																					
% Passenger Cars	100	100	100	100	100	100	98.3	98.1	0	98.3	97.6	100	100	100	97.8	80	98.6	66.7	100	98.5	98.3
SU Trucks & Buses	0	0	0	0	0	0	33	12	0	45	12	0	0	0	12	1	24	0	0	25	82
% SU Trucks & Buses	0	0	0	0	0	0	1.4	1.4	0	1.4	1.7	0	0	0	1.6	20	1.2	0	0	1.2	1.3
MU Trucks	0	0	0	0	0	0	8	4	0	12	5	0	0	0	5	0	5	1	0	6	23
% MU Trucks	0	0	0	0	0	0	0.3	0.5	0	0.4	0.7	0	0	0	0.7	0	0.2	33.3	0	0.3	0.4

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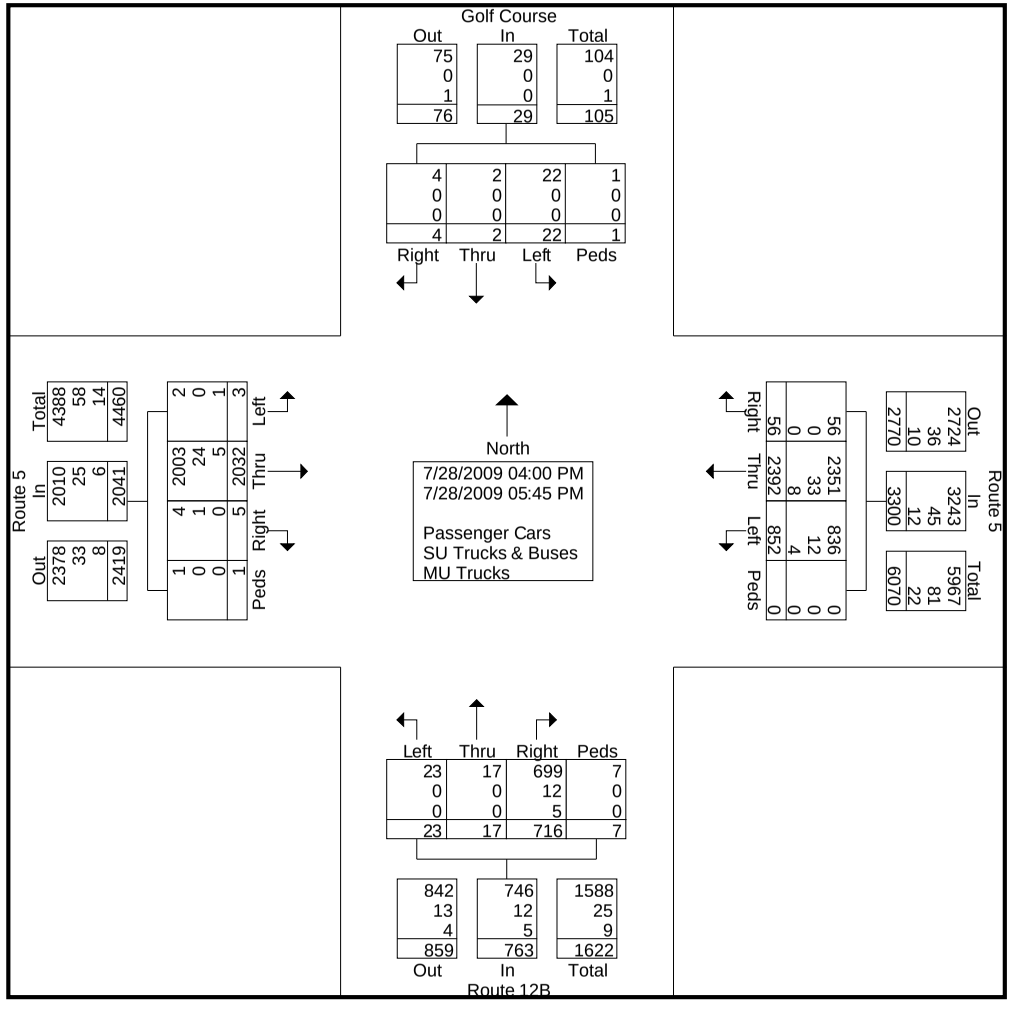
Route 12B Corridor Safety Study
12B & Route 5
PM
4 to 6

File Name : Route 12B & Route 5 PM
Site Code : 00000002
Start Date : 7/28/2009
Page No : 2



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Route 12B Corridor Safety Study
12B & Route 5
PM
4 to 6

File Name : Route 12B & Route 5 PM
Site Code : 00000002
Start Date : 7/28/2009
Page No : 3

	Golf Course Southbound					Route 5 Westbound					Route 12B Northbound					Route 5 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	0	1	0	1	5	290	111	0	406	101	2	1	0	104	1	260	**1**			
05:00 PM	0	0	0	**1**	1	**10**	**334**	**116**	0	**460**	**102**	0	4	1	**107**	0	254	0	0	254	822
05:15 PM	0	0	**4**	0	**4**	7	311	99	0	417	80	0	3	0	83	0	242	1	0	243	747
05:30 PM	**1**	0	0	0	1	3	291	115	0	409	83	**12**	**5**	**3**	103	**2**	**311**	0	**1**	**314**	**827**
Total Volume	1	0	5	1	7	25	1226	441	0	1692	366	14	13	4	397	3	1067	2	1	1073	3169
% App. Total	14.3	0	71.4	14.3		1.5	72.5	26.1	0		92.2	3.5	3.3	1		0.3	99.4	0.2	0.1		
PHF	.250	.000	.313	.250	.438	.625	.918	.950	.000	.920	.897	.292	.650	.333	.928	.375	.858	.500	.250	.854	.958
Passenger Cars	1	0	5	1	7	25	1202	434	0	1661	357	14	13	4	388	2	1053	2	1	1058	3114
% Passenger Cars	100	0	100	100	100	100	98.0	98.4	0	98.2	97.5	100	100	100	97.7	66.7	98.7	100	100	98.6	98.3
SU Trucks & Buses	0	0	0	0	0	0	20	5	0	25	7	0	0	0	7	1	11	0	0	12	44
% SU Trucks & Buses	0	0	0	0	0	0	1.6	1.1	0	1.5	1.9	0	0	0	1.8	33.3	1.0	0	0	1.1	1.4
MU Trucks	0	0	0	0	0	0	4	2	0	6	2	0	0	0	2	0	3	0	0	3	11
% MU Trucks	0	0	0	0	0	0	0.3	0.5	0	0.4	0.5	0	0	0	0.5	0	0.3	0	0	0.3	0.3

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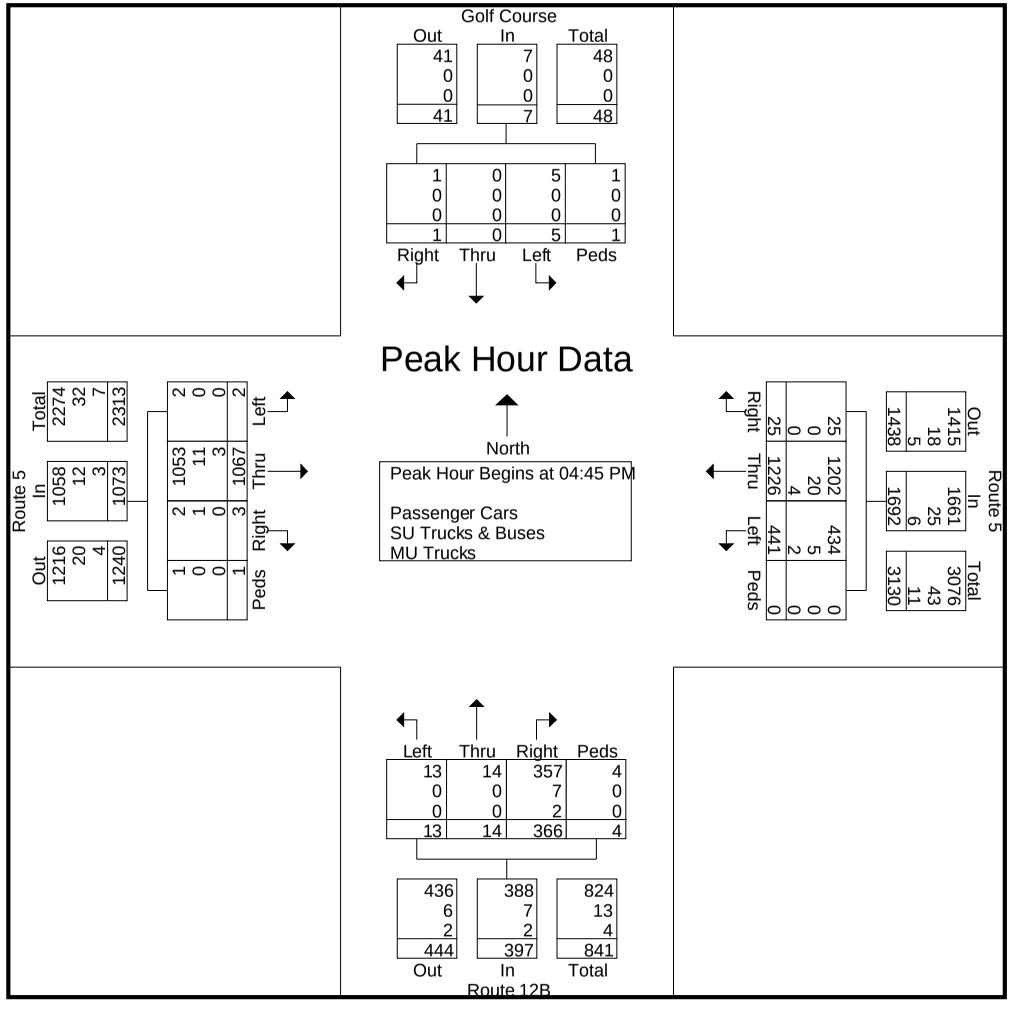
Route 12B Corridor Safety Study
12B & Route 5
PM
4 to 6

File Name : Route 12B & Route 5 PM
Site Code : 00000002
Start Date : 7/28/2009
Page No : 4



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Route 12B Corridor Safety Study
12B & Myles Elementary School
AM
7 to 9

File Name : Route 12B & Myles Elem AM
Site Code : 11111111
Start Date : 7/28/2009
Page No : 1

Groups Printed- Passenger Cars - SU Trucks & Buses - MU Trucks

	Myles Elementary Southbound					Route 12B Westbound					Northbound					Route 12B Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	1	0	2	0	3	1	37	0	0	38	0	0	0	0	0	0	71	1	0	72	113
07:15 AM	0	0	0	0	0	0	54	0	0	54	0	0	0	0	0	0	92	1	0	93	147
07:30 AM	0	0	0	0	0	0	67	0	0	67	0	0	0	0	0	0	113	0	0	113	180
07:45 AM	1	0	0	0	1	21	94	0	0	115	0	0	0	0	0	0	105	1	0	106	222
Total	2	0	2	0	4	22	252	0	0	274	0	0	0	0	0	0	381	3	0	384	662
08:00 AM	4	0	5	0	9	7	72	0	1	80	0	0	0	0	0	0	105	0	0	105	194
08:15 AM	1	0	4	0	5	14	63	0	0	77	0	0	0	0	0	0	126	4	0	130	212
08:30 AM	0	0	5	0	5	9	58	0	0	67	0	0	0	0	0	0	88	1	0	89	161
08:45 AM	2	0	5	0	7	16	45	0	0	61	0	0	0	0	0	0	88	3	0	91	159
Total	7	0	19	0	26	46	238	0	1	285	0	0	0	0	0	0	407	8	0	415	726
Grand Total	9	0	21	0	30	68	490	0	1	559	0	0	0	0	0	0	788	11	0	799	1388
Apprch %	30	0	70	0		12.2	87.7	0	0.2		0	0	0	0		0	98.6	1.4	0		
Total %	0.6	0	1.5	0	2.2	4.9	35.3	0	0.1	40.3	0	0	0	0	0	0	56.8	0.8	0	57.6	
Passenger Cars																					
% Passenger Cars	66.7	0	95.2	0	86.7	92.6	92.2	0	0	92.1	0	0	0	0	0	0	96.2	90.9	0	96.1	94.3
SU Trucks & Buses	3	0	1	0	4	5	28	0	1	34	0	0	0	0	0	0	23	1	0	24	62
% SU Trucks & Buses	33.3	0	4.8	0	13.3	7.4	5.7	0	100	6.1	0	0	0	0	0	0	2.9	9.1	0	3	4.5
MU Trucks	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	7	0	0	7	17
% MU Trucks	0	0	0	0	0	0	2	0	0	1.8	0	0	0	0	0	0	0.9	0	0	0.9	1.2

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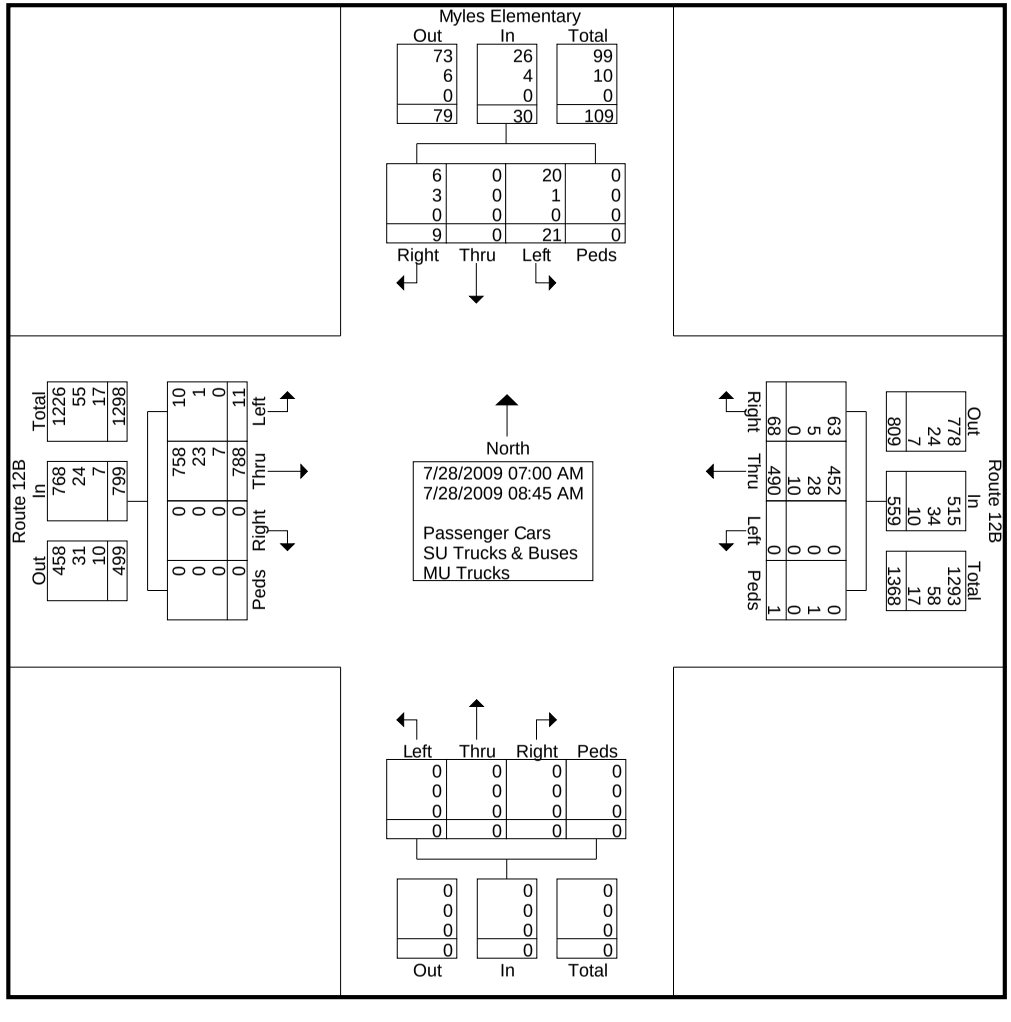
Route 12B Corridor Safety Study
12B & Myles Elementary School
AM
7 to 9

File Name : Route 12B & Myles Elem AM
Site Code : 11111111
Start Date : 7/28/2009
Page No : 2



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Route 12B Corridor Safety Study
12B & Myles Elementary School
AM
7 to 9

File Name : Route 12B & Myles Elem AM
Site Code : 11111111
Start Date : 7/28/2009

	Myles Elementary Southbound					Route 12B Westbound					Northbound					Route 12B Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	0	0	0	0	67	0	0	67	0	0	0	0	0	0	113	0	0	113	180
07:45 AM	1	0	0	0	1	**21**	**94**			**115**											**222**
08:00 AM	**4**	0	**5**	0	**9**	7	72	0	**1**	80	0	0	0	0	0	0	105	0	0	105	194
08:15 AM	1	0	4	0	5	14	63	0	0	77	0	0	0	0	0	0	**126**	**4**	0	**130**	212
Total Volume	6	0	9	0	15	42	296	0	1	339	0	0	0	0	0	0	449	5	0	454	808
% App. Total	40	0	60	0		12.4	87.3	0	0.3		0	0	0	0		0	98.9	1.1	0		
PHF	.375	.000	.450	.000	.417	.500	.787	.000	.250	.737	.000	.000	.000	.000	.000	.000	.891	.313	.000	.873	.910
Passenger Cars	3	0	8	0	11	38	272	0	0	310	0	0	0	0	0	0	430	4	0	434	755
% Passenger Cars	50.0	0	88.9	0	73.3	90.5	91.9	0	0	91.4	0	0	0	0	0	0	95.8	80.0	0	95.6	93.4
SU Trucks & Buses	3	0	1	0	4	4	19	0	1	24	0	0	0	0	0	0	15	1	0	16	44
% SU Trucks & Buses	50.0	0	11.1	0	26.7	9.5	6.4	0	100	7.1	0	0	0	0	0	0	3.3	20.0	0	3.5	5.4
MU Trucks	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	9
% MU Trucks	0	0	0	0	0	0	1.7	0	0	1.5	0	0	0	0	0	0	0.9	0	0	0.9	1.1

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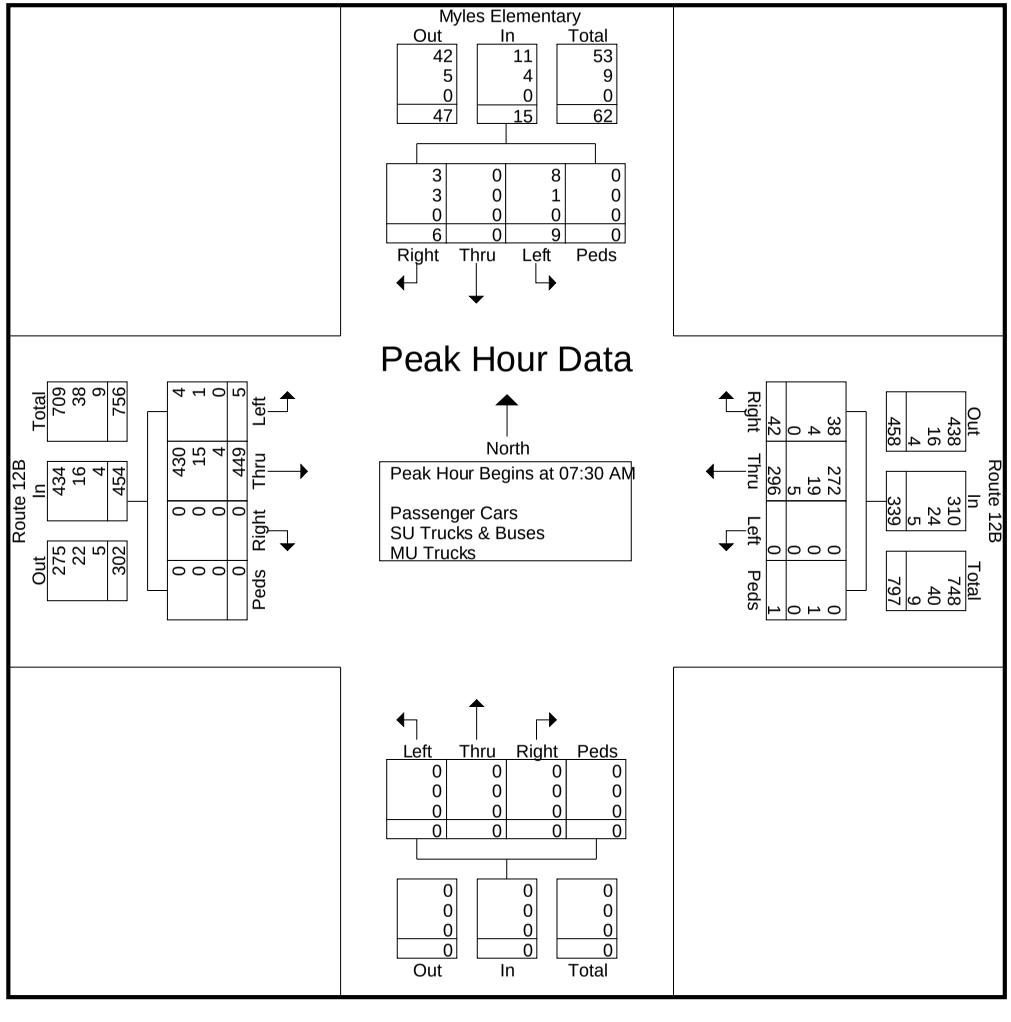
Route 12B Corridor Safety Study
12B & Myles Elementary School
AM
7 to 9

File Name : Route 12B & Myles Elem AM
Site Code : 11111111
Start Date : 7/28/2009
Page No : 4



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Route 12B Corridor Safety Study
12B & Myles Elementary
PM
4 to 6

File Name : Route 12B & Myles Elem PM
Site Code : 22222222
Start Date : 7/28/2009

Groups Printed- Passenger Cars - SU Trucks & Buses - MU Trucks

	Myles Elementary Southbound					Route 12B Westbound					Northbound					Route 12B Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	6	0	10	0	16	9	104	0	0	113	0	0	0	0	0	0	78	5	0	83	212
04:15 PM	9	0	4	0	13	6	103	0	0	109	0	0	0	0	0	0	99	6	0	105	227
04:30 PM	3	0	11	0	14	1	101	0	0	102	0	0	0	0	0	0	81	0	0	81	197
04:45 PM	0	0	0	0	0	1	108	0	0	109	0	0	0	0	0	0	110	0	0	110	219
Total	18	0	25	0	43	17	416	0	0	433	0	0	0	0	0	0	368	11	0	379	855
05:00 PM	0	0	0	0	0	0	119	0	0	119	0	0	0	0	0	0	95	0	0	95	214
05:15 PM	1	0	0	0	1	1	94	0	0	95	0	0	0	0	0	0	86	0	0	86	182
05:30 PM	0	0	0	0	0	1	117	0	0	118	0	0	0	0	0	0	90	0	0	90	208
05:45 PM	0	0	0	0	0	0	85	0	0	85	0	0	0	0	0	0	57	0	0	57	142
Total	1	0	0	0	1	2	415	0	0	417	0	0	0	0	0	0	328	0	0	328	746
Grand Total	19	0	25	0	44	19	831	0	0	850	0	0	0	0	0	0	696	11	0	707	1601
Apprch %	43.2	0	56.8	0		2.2	97.8	0	0		0	0	0	0		0	98.4	1.6	0		
Total %	1.2	0	1.6	0	2.7	1.2	51.9	0	0	53.1	0	0	0	0	0	0	43.5	0.7	0	44.2	
Passenger Cars																					
% Passenger Cars	100	0	100	0	100	100	98.8	0	0	98.8	0	0	0	0	0	0	98.7	100	0	98.7	98.8
SU Trucks & Buses	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	6	0	0	6	16
% SU Trucks & Buses	0	0	0	0	0	0	1.2	0	0	1.2	0	0	0	0	0	0	0.9	0	0	0.8	1
MU Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
% MU Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4	0	0	0.4	0.2

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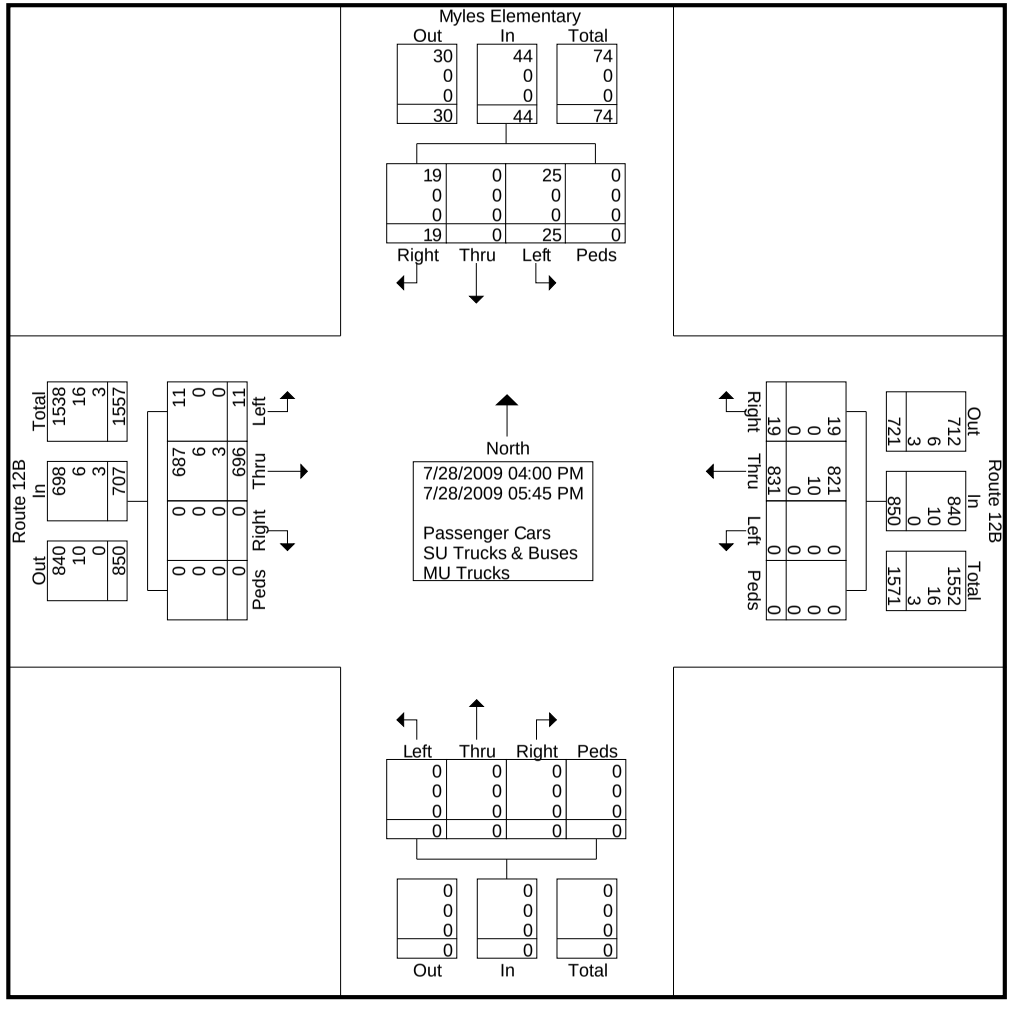
Route 12B Corridor Safety Study
12B & Myles Elementary
PM
4 to 6

File Name : Route 12B & Myles Elem PM
Site Code : 22222222
Start Date : 7/28/2009
Page No : 2



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Route 12B Corridor Safety Study
12B & Myles Elementary
PM
4 to 6

File Name : Route 12B & Myles Elem PM
Site Code : 22222222
Start Date : 7/28/2009

	Myles Elementary Southbound					Route 12B Westbound					Northbound					Route 12B Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	**9**					**6**												**6**			**227**
04:30 PM	3	0	**11**	0	**14**	1	101	0	0	102	0	0	0	0	0	0	81	0	0	81	197
04:45 PM	0	0	0	0	0	1	108	0	0	109	0	0	0	0	0	0	**110**	0	0	**110**	219
05:00 PM	0	0	0	0	0	0	**119**	0	0	**119**	0	0	0	0	0	0	95	0	0	95	214
Total Volume	12	0	15	0	27	8	431	0	0	439	0	0	0	0	0	0	385	6	0	391	857
% App. Total	44.4	0	55.6	0		1.8	98.2	0	0		0	0	0	0		0	98.5	1.5	0		
PHF	.333	.000	.341	.000	.482	.333	.905	.000	.000	.922	.000	.000	.000	.000	.000	.000	.875	.250	.000	.889	.944
Passenger Cars	12	0	15	0	27	8	426	0	0	434	0	0	0	0	0	0	378	6	0	384	845
% Passenger Cars	100	0	100	0	100	100	98.8	0	0	98.9	0	0	0	0	0	0	98.2	100	0	98.2	98.6
SU Trucks & Buses	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	10
% SU Trucks & Buses	0	0	0	0	0	0	1.2	0	0	1.1	0	0	0	0	0	0	1.3	0	0	1.3	1.2
MU Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
% MU Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.5	0	0	0.5	0.2

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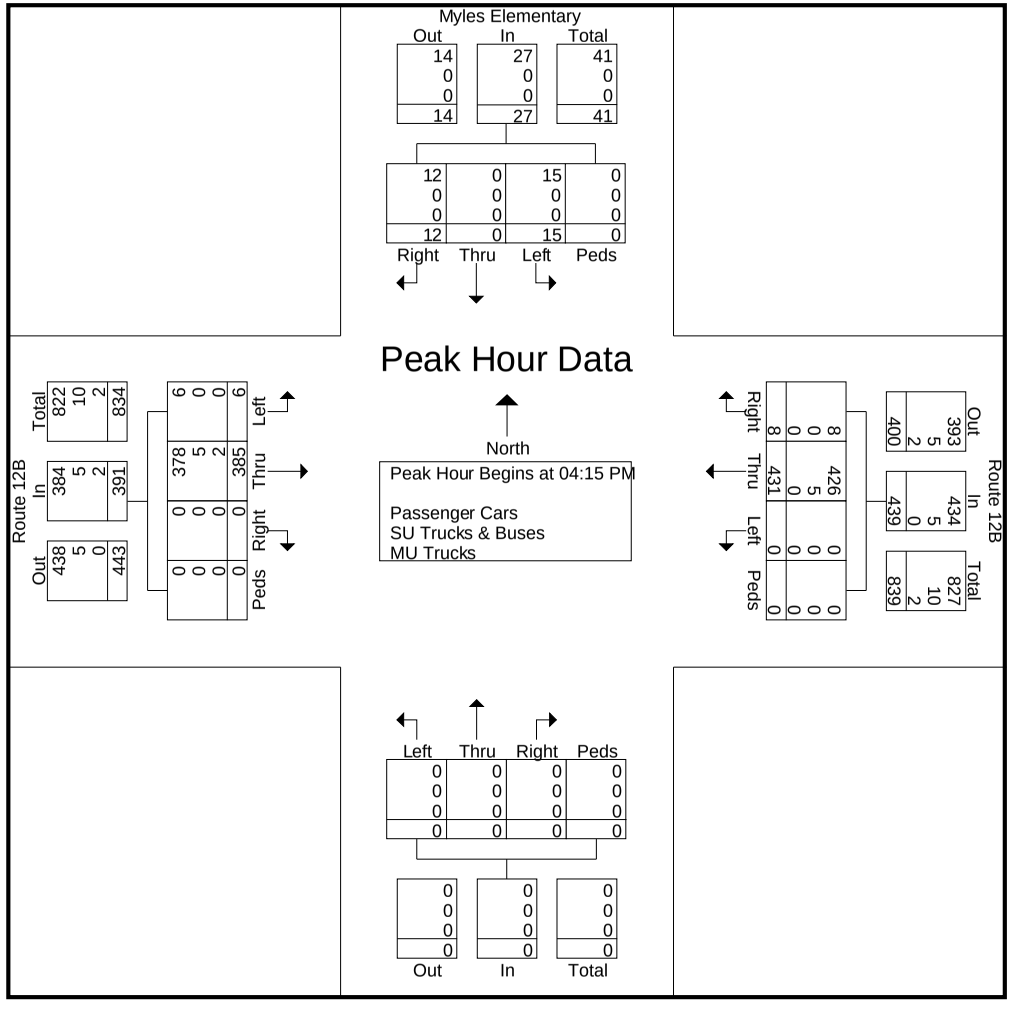
Route 12B Corridor Safety Study
12B & Myles Elementary
PM
4 to 6

File Name : Route 12B & Myles Elem PM
Site Code : 22222222
Start Date : 7/28/2009
Page No : 4



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Route 12B Corridor Safety Study
12B & Merritt Place
AM
7 to 9

File Name : Route 12B & Merritt Place AM
Site Code : 07280901
Start Date : 7/28/2009

Groups Printed- Passenger Cars - SU Trucks & Buses - MU Trucks

	Sycamore Drive Southbound					Route 12B Westbound					Merritt Place Northbound					Route 12B Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	3	0	5	0	8	3	37	1	0	41	4	0	3	0	7	3	64	0	0	67	123
07:15 AM	3	0	4	0	7	1	40	1	0	42	9	0	7	1	17	2	80	0	0	82	148
07:30 AM	2	0	7	0	9	2	54	0	0	56	2	1	4	1	8	3	91	0	0	94	167
07:45 AM	5	1	6	0	12	2	94	0	0	96	9	0	5	0	14	5	93	3	0	101	223
Total	13	1	22	0	36	8	225	2	0	235	24	1	19	2	46	13	328	3	0	344	661
08:00 AM	3	1	8	0	12	3	70	1	0	74	7	2	3	0	12	2	100	1	0	103	201
08:15 AM	1	1	10	0	12	4	57	2	0	63	5	3	2	2	12	3	99	0	0	102	189
08:30 AM	2	0	6	0	8	4	47	3	0	54	1	0	7	0	8	3	73	0	0	76	146
08:45 AM	3	0	6	0	9	3	57	0	1	61	4	1	4	0	9	4	80	2	0	86	165
Total	9	2	30	0	41	14	231	6	1	252	17	6	16	2	41	12	352	3	0	367	701
Grand Total	22	3	52	0	77	22	456	8	1	487	41	7	35	4	87	25	680	6	0	711	1362
Apprch %	28.6	3.9	67.5	0		4.5	93.6	1.6	0.2		47.1	8	40.2	4.6		3.5	95.6	0.8	0		
Total %	1.6	0.2	3.8	0	5.7	1.6	33.5	0.6	0.1	35.8	3	0.5	2.6	0.3	6.4	1.8	49.9	0.4	0	52.2	
Passenger Cars																					
% Passenger Cars	100	100	100	0	100	95.5	90.6	100	100	91	97.6	100	100	100	98.9	92	94.4	100	0	94.4	93.8
SU Trucks & Buses	0	0	0	0	0	1	28	0	0	29	1	0	0	0	1	2	28	0	0	30	60
% SU Trucks & Buses	0	0	0	0	0	4.5	6.1	0	0	6	2.4	0	0	0	1.1	8	4.1	0	0	4.2	4.4
MU Trucks	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	10	0	0	10	25
% MU Trucks	0	0	0	0	0	0	3.3	0	0	3.1	0	0	0	0	0	0	1.5	0	0	1.4	1.8

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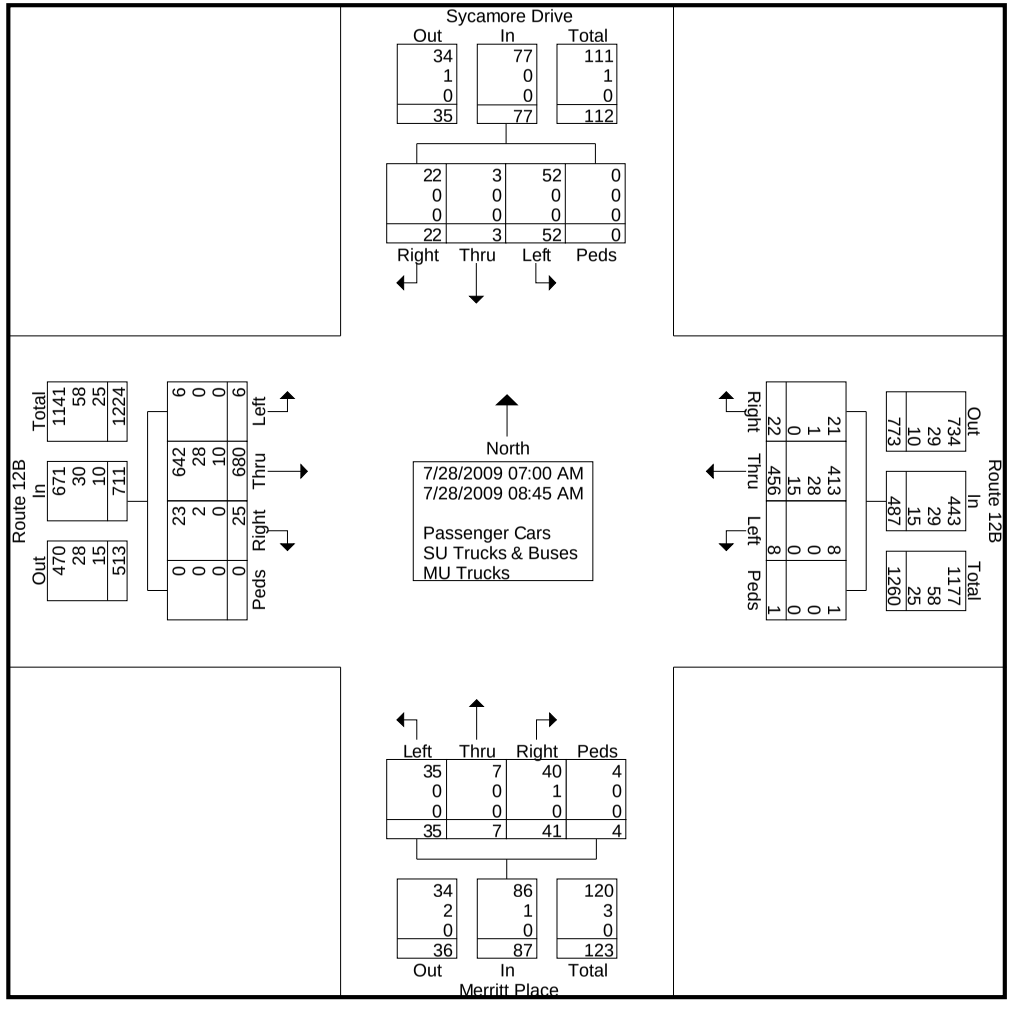
Route 12B Corridor Safety Study
12B & Merritt Place
AM
7 to 9

File Name : Route 12B & Merritt Place AM
Site Code : 07280901
Start Date : 7/28/2009
Page No : 2



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Route 12B Corridor Safety Study
12B & Merritt Place
AM
7 to 9

File Name : Route 12B & Merritt Place AM
Site Code : 07280901
Start Date : 7/28/2009

	Sycamore Drive Southbound					Route 12B Westbound					Merritt Place Northbound					Route 12B Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	2	0	7	0	9	2	54	0	0	56	2	1	4	1	8	3	91	0	0	94	167
07:45 AM	**5**	**1**			**12**		**94**			**96**	**9**		**5**		**14**	**5**		**3**			**223**
08:00 AM	3	1	8	0	12	3	70	1	0	74	7	2	3	0	12	2	**100**	1	0	**103**	201
08:15 AM	1	1	**10**	0	12	**4**	57	**2**	0	63	5	**3**	2	**2**	12	3	99	0	0	102	189
Total Volume	11	3	31	0	45	11	275	3	0	289	23	6	14	3	46	13	383	4	0	400	780
% App. Total	24.4	6.7	68.9	0		3.8	95.2	1	0		50	13	30.4	6.5		3.2	95.8	1	0		
PHF	.550	.750	.775	.000	.938	.688	.731	.375	.000	.753	.639	.500	.700	.375	.821	.650	.958	.333	.000	.971	.874
Passenger Cars	11	3	31	0	45	11	248	3	0	262	23	6	14	3	46	12	364	4	0	380	733
% Passenger Cars	100	100	100	0	100	100	90.2	100	0	90.7	100	100	100	100	100	92.3	95.0	100	0	95.0	94.0
SU Trucks & Buses	0	0	0	0	0	0	19	0	0	19	0	0	0	0	0	1	14	0	0	15	34
% SU Trucks & Buses	0	0	0	0	0	0	6.9	0	0	6.6	0	0	0	0	0	7.7	3.7	0	0	3.8	4.4
MU Trucks	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	5	0	0	5	13
% MU Trucks	0	0	0	0	0	0	2.9	0	0	2.8	0	0	0	0	0	0	1.3	0	0	1.3	1.7

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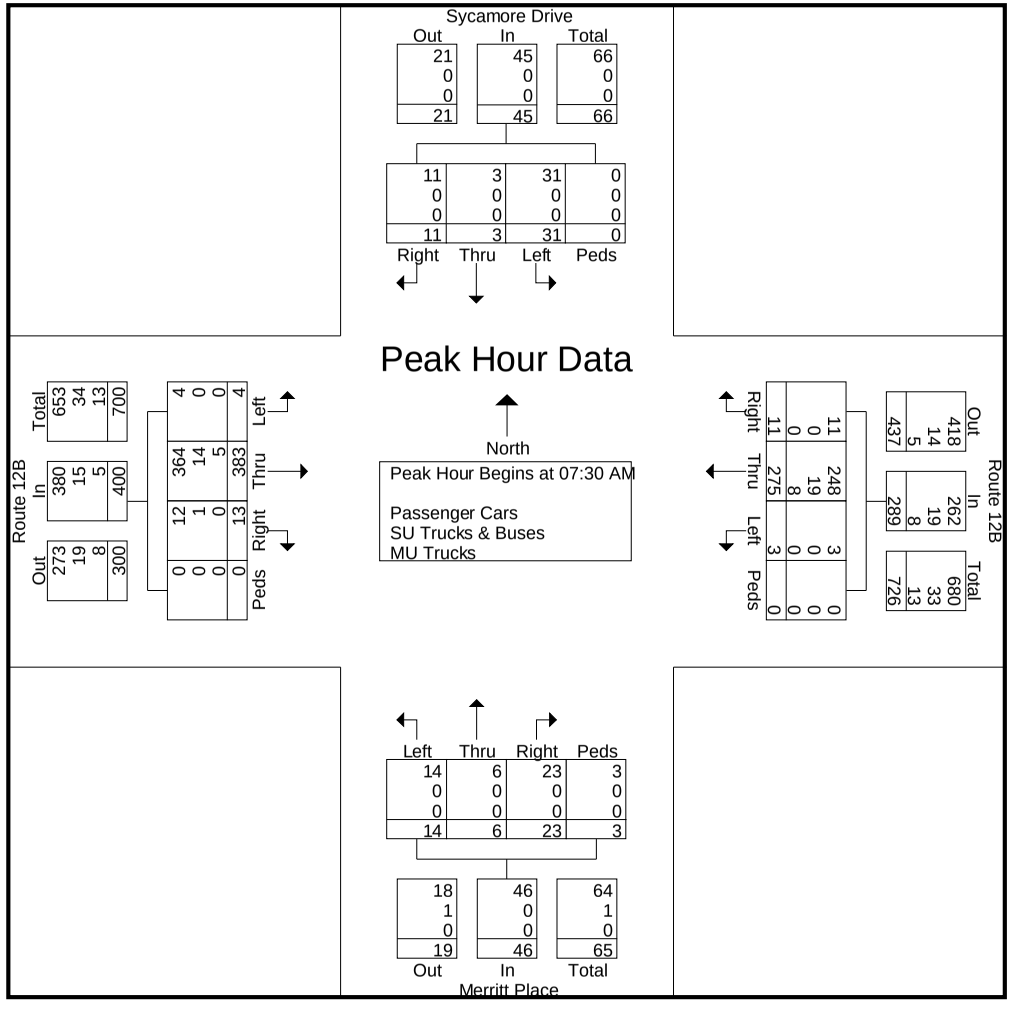
Route 12B Corridor Safety Study
12B & Merritt Place
AM
7 to 9

File Name : Route 12B & Merritt Place AM
Site Code : 07280901
Start Date : 7/28/2009
Page No : 4



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Route 12B Corridor Safety Study
12B & Merritt Place
PM
4 to 6

File Name : Route 12B & Merritt Place PM
Site Code : 07290902
Start Date : 7/28/2009

Groups Printed- Passenger Cars - SU Trucks & Buses - MU Trucks

	Sycamore Drive Southbound					Route 12B Westbound					Merritt Place Northbound					Route 12B Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	5	2	5	0	12	3	89	2	0	94	1	1	3	0	5	14	90	5	0	109	220
04:15 PM	1	0	4	0	5	3	72	6	0	81	5	0	7	1	13	6	93	2	1	102	201
04:30 PM	5	3	6	0	14	8	101	1	1	111	2	1	5	0	8	9	92	6	0	107	240
04:45 PM	2	0	5	0	7	2	89	5	0	96	1	1	3	0	5	9	103	5	0	117	225
Total	13	5	20	0	38	16	351	14	1	382	9	3	18	1	31	38	378	18	1	435	886
05:00 PM	3	3	6	0	12	3	71	5	0	79	3	1	5	0	9	9	81	5	0	95	195
05:15 PM	2	1	3	0	6	4	74	3	0	81	2	1	11	0	14	8	101	5	0	114	215
05:30 PM	1	1	7	3	12	3	51	4	0	58	3	1	4	0	8	6	75	3	0	84	162
05:45 PM	3	0	4	0	7	3	50	2	0	55	3	0	5	0	8	8	74	3	0	85	155
Total	9	5	20	3	37	13	246	14	0	273	11	3	25	0	39	31	331	16	0	378	727
Grand Total	22	10	40	3	75	29	597	28	1	655	20	6	43	1	70	69	709	34	1	813	1613
Apprch %	29.3	13.3	53.3	4		4.4	91.1	4.3	0.2		28.6	8.6	61.4	1.4		8.5	87.2	4.2	0.1		
Total %	1.4	0.6	2.5	0.2	4.6	1.8	37	1.7	0.1	40.6	1.2	0.4	2.7	0.1	4.3	4.3	44	2.1	0.1	50.4	
Passenger Cars																					
% Passenger Cars	100	100	97.5	100	98.7	96.6	98.5	96.4	100	98.3	100	100	100	100	100	100	98.4	100	100	98.6	98.6
SU Trucks & Buses	0	0	1	0	1	1	6	1	0	8	0	0	0	0	0	0	11	0	0	11	20
% SU Trucks & Buses	0	0	2.5	0	1.3	3.4	1	3.6	0	1.2	0	0	0	0	0	0	1.6	0	0	1.4	1.2
MU Trucks	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
% MU Trucks	0	0	0	0	0	0	0.5	0	0	0.5	0	0	0	0	0	0	0	0	0	0	0.2

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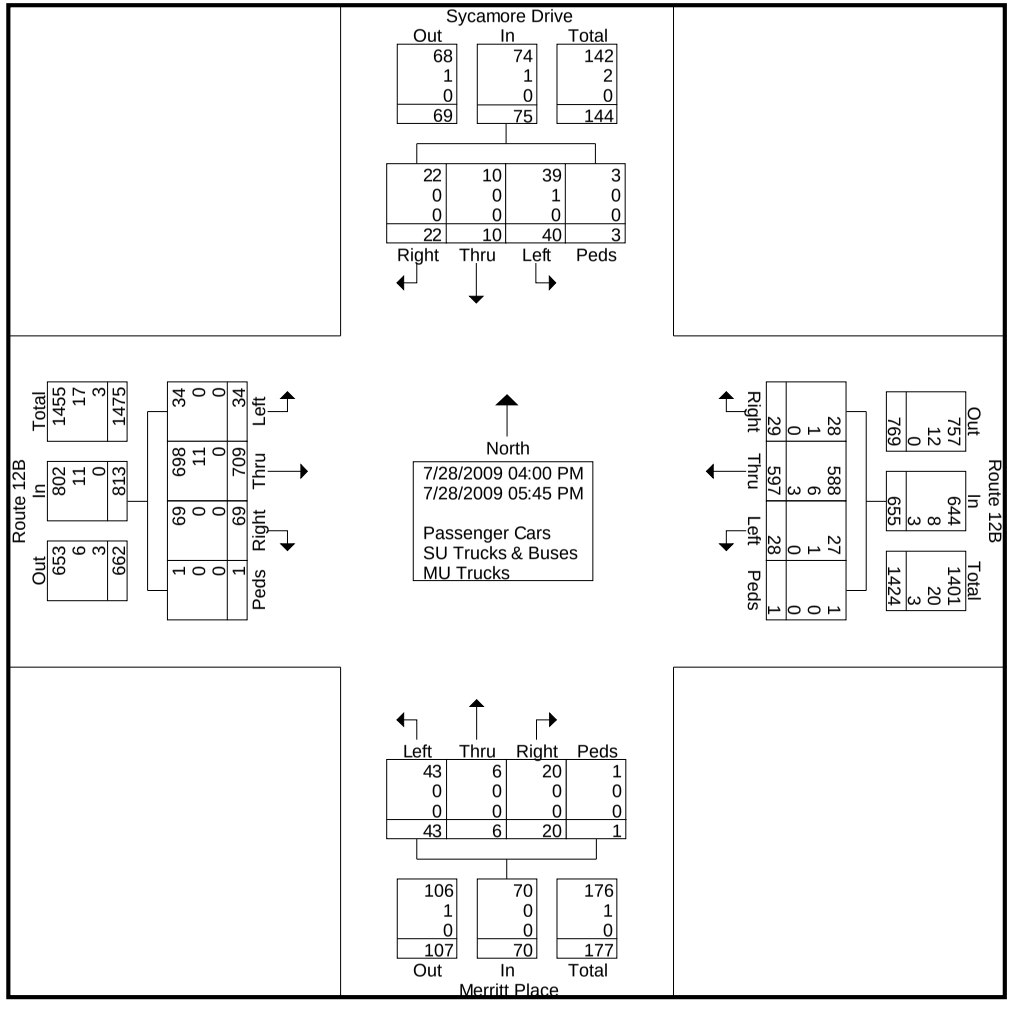
Route 12B Corridor Safety Study
12B & Merritt Place
PM
4 to 6

File Name : Route 12B & Merritt Place PM
Site Code : 07290902
Start Date : 7/28/2009
Page No : 2



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Route 12B Corridor Safety Study
12B & Merritt Place
PM
4 to 6

File Name : Route 12B & Merritt Place PM
Site Code : 07290902
Start Date : 7/28/2009

	Sycamore Drive Southbound					Route 12B Westbound					Merritt Place Northbound					Route 12B Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	**5**											**1**				**14**					
04:15 PM	1	0	4	0	5	3	72	**6**	0	81	**5**	0	**7**	**1**	**13**	6	93	2	**1**	102	201
04:30 PM	5	**3**	**6**	0	**14**	**8**	**101**	1	**1**	**111**	2	1	5	0	8	9	92	**6**	0	107	**240**
04:45 PM	2	0	5	0	7	2	89	5	0	96	1	1	3	0	5	9	**103**	5	0	**117**	225
Total Volume	13	5	20	0	38	16	351	14	1	382	9	3	18	1	31	38	378	18	1	435	886
% App. Total	34.2	13.2	52.6	0		4.2	91.9	3.7	0.3		29	9.7	58.1	3.2		8.7	86.9	4.1	0.2		
PHF	.650	.417	.833	.000	.679	.500	.869	.583	.250	.860	.450	.750	.643	.250	.596	.679	.917	.750	.250	.929	.923
Passenger Cars	13	5	20	0	38	16	344	13	1	374	9	3	18	1	31	38	373	18	1	430	873
% Passenger Cars	100	100	100	0	100	100	98.0	92.9	100	97.9	100	100	100	100	100	100	98.7	100	100	98.9	98.5
SU Trucks & Buses	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	0	5	0	0	5	11
% SU Trucks & Buses	0	0	0	0	0	0	1.4	7.1	0	1.6	0	0	0	0	0	0	1.3	0	0	1.1	1.2
MU Trucks	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
% MU Trucks	0	0	0	0	0	0	0.6	0	0	0.5	0	0	0	0	0	0	0	0	0	0	0.2

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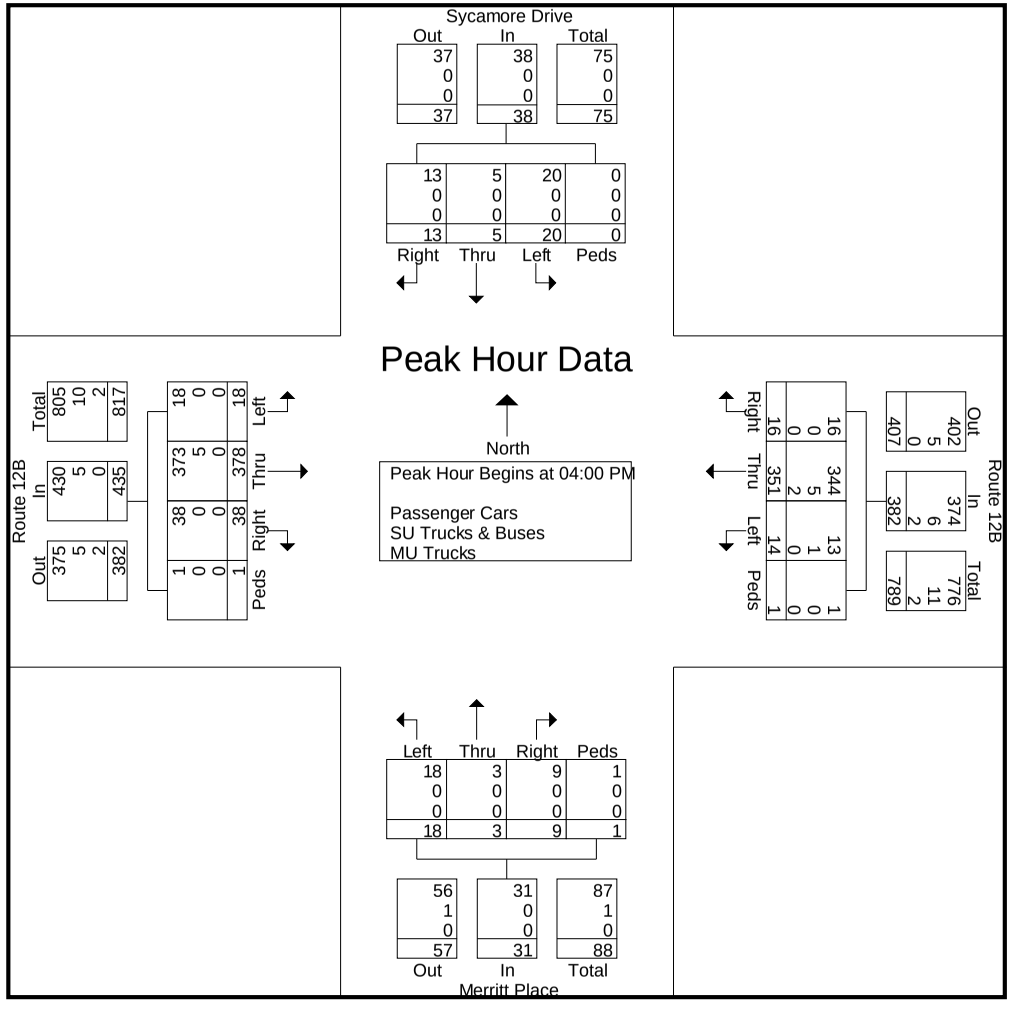
Route 12B Corridor Safety Study
12B & Merritt Place
PM
4 to 6

File Name : Route 12B & Merritt Place PM
Site Code : 07290902
Start Date : 7/28/2009
Page No : 4



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Route 12B Corridor Safety Study
Route 12B & Fawncrest Blvd
AM
7 to 9

File Name : Route 12B & Fawncrest Blvd AM
Site Code : 00000003
Start Date : 7/29/2009

Groups Printed- Passenger Cars - SU Trucks & Buses - MU Trucks

	Fawncrest Blvd. Southbound					Route 12B Westbound					Northbound					Route 12B Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	4	0	1	0	5	0	66	0	0	66	0	0	0	0	0	0	66	0	0	66	137
07:15 AM	1	0	4	0	5	0	36	0	0	36	0	0	0	5	5	0	70	0	0	70	116
07:30 AM	1	0	5	0	6	3	62	0	0	65	0	0	0	1	1	0	90	1	0	91	163
07:45 AM	8	0	5	1	14	1	91	0	0	92	0	0	0	2	2	0	94	4	0	98	206
Total	14	0	15	1	30	4	255	0	0	259	0	0	0	8	8	0	320	5	0	325	622
08:00 AM	6	0	3	0	9	1	96	0	0	97	0	0	0	1	1	0	109	1	0	110	217
08:15 AM	2	0	3	0	5	1	77	0	0	78	0	0	0	1	1	0	117	1	0	118	202
08:30 AM	1	0	4	0	5	1	64	0	0	65	0	0	0	0	0	0	107	1	0	108	178
08:45 AM	1	0	2	0	3	1	63	0	0	64	0	0	0	0	0	0	84	1	0	85	152
Total	10	0	12	0	22	4	300	0	0	304	0	0	0	2	2	0	417	4	0	421	749
Grand Total	24	0	27	1	52	8	555	0	0	563	0	0	0	10	10	0	737	9	0	746	1371
Apprch %	46.2	0	51.9	1.9		1.4	98.6	0	0		0	0	0	100		0	98.8	1.2	0		
Total %	1.8	0	2	0.1	3.8	0.6	40.5	0	0	41.1	0	0	0	0.7	0.7	0	53.8	0.7	0	54.4	
Passenger Cars																					
% Passenger Cars	95.8	0	100	100	98.1	100	93.2	0	0	93.3	0	0	0	100	100	0	95.8	100	0	95.8	94.9
SU Trucks & Buses	1	0	0	0	1	0	34	0	0	34	0	0	0	0	0	0	27	0	0	27	62
% SU Trucks & Buses	4.2	0	0	0	1.9	0	6.1	0	0	6	0	0	0	0	0	0	3.7	0	0	3.6	4.5
MU Trucks	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	8
% MU Trucks	0	0	0	0	0	0	0.7	0	0	0.7	0	0	0	0	0	0	0.5	0	0	0.5	0.6

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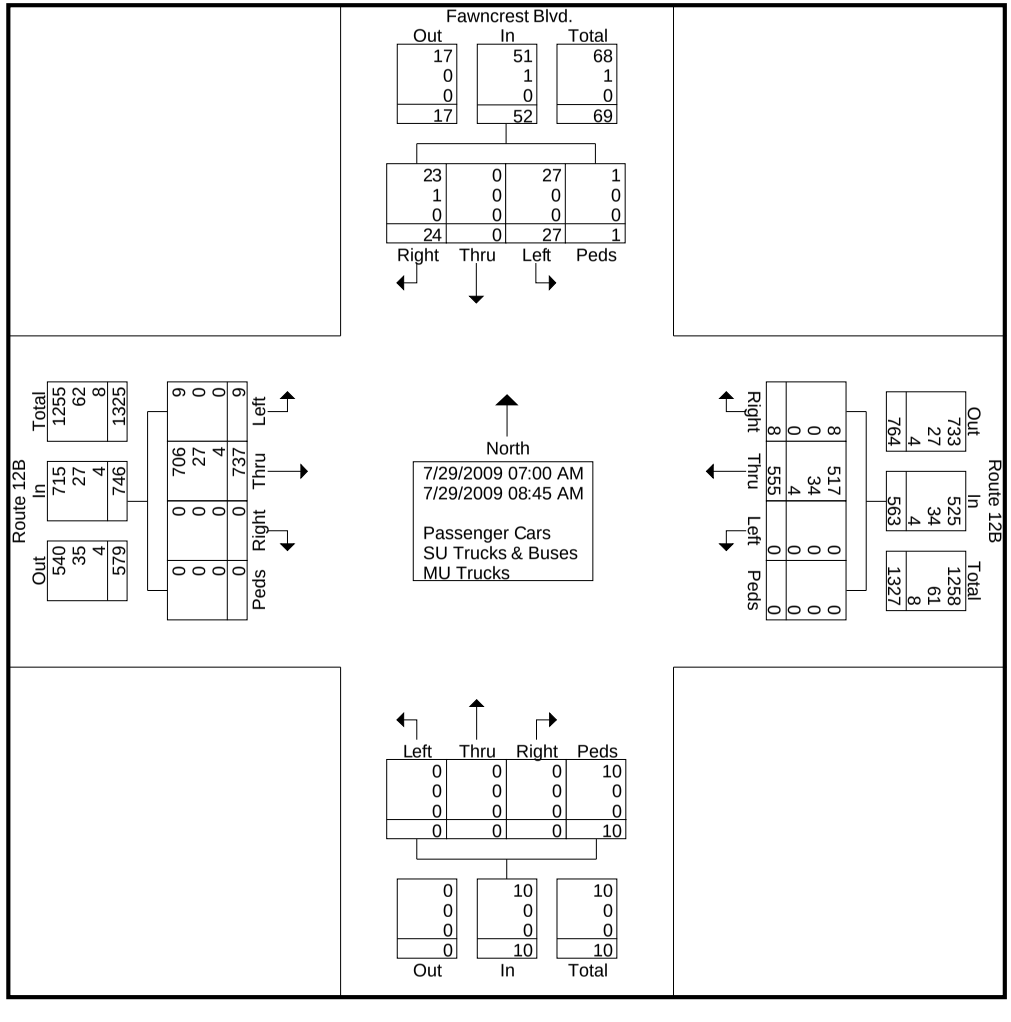
Route 12B Corridor Safety Study
Route 12B & Fawncrest Blvd
AM
7 to 9

File Name : Route 12B & Fawncrest Blvd AM
Site Code : 00000003
Start Date : 7/29/2009
Page No : 2



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Route 12B Corridor Safety Study
Route 12B & Fawncrest Blvd
AM
7 to 9

File Name : Route 12B & Fawncrest Blvd AM
Site Code : 00000003
Start Date : 7/29/2009

	Fawncrest Blvd. Southbound					Route 12B Westbound					Northbound					Route 12B Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	**8**		**5**	**1**	**14**	**1**								**2**	**2**			**4**			
08:00 AM	6	0	3	0	9	1	**96**	0	0	**97**	0	0	0	1	1	0	109	1	0	110	**217**
08:15 AM	2	0	3	0	5	1	77	0	0	78	0	0	0	1	1	0	**117**	1	0	**118**	202
08:30 AM	1	0	4	0	5	1	64	0	0	65	0	0	0	0	0	0	107	1	0	108	178
Total Volume	17	0	15	1	33	4	328	0	0	332	0	0	0	4	4	0	427	7	0	434	803
% App. Total	51.5	0	45.5	3		1.2	98.8	0	0		0	0	0	100		0	98.4	1.6	0		
PHF	.531	.000	.750	.250	.589	1.000	.854	.000	.000	.856	.000	.000	.000	.500	.500	.000	.912	.438	.000	.919	.925
Passenger Cars	16	0	15	1	32	4	312	0	0	316	0	0	0	4	4	0	411	7	0	418	770
% Passenger Cars	94.1	0	100	100	97.0	100	95.1	0	0	95.2	0	0	0	100	100	0	96.3	100	0	96.3	95.9
SU Trucks & Buses	1	0	0	0	1	0	14	0	0	14	0	0	0	0	0	0	15	0	0	15	30
% SU Trucks & Buses	5.9	0	0	0	3.0	0	4.3	0	0	4.2	0	0	0	0	0	0	3.5	0	0	3.5	3.7
MU Trucks	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
% MU Trucks	0	0	0	0	0	0	0.6	0	0	0.6	0	0	0	0	0	0	0.2	0	0	0.2	0.4

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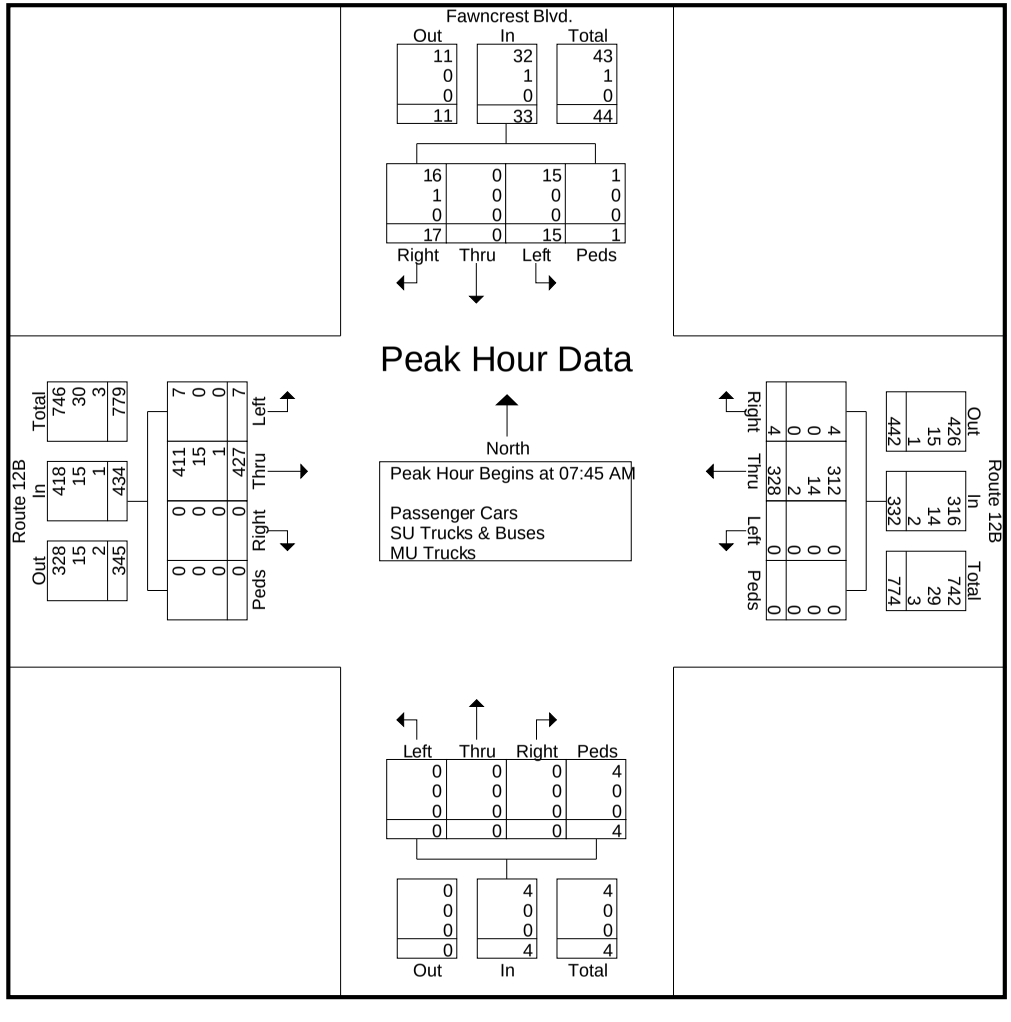
Route 12B Corridor Safety Study
Route 12B & Fawncrest Blvd
AM
7 to 9

File Name : Route 12B & Fawncrest Blvd AM
Site Code : 00000003
Start Date : 7/29/2009
Page No : 4



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Route 12B Corridor Safety Study
12B & Fawncrest Blvd.
AM
4 to 6

File Name : Route 12B & Fawncrest Blvd PM
Site Code : 00000004
Start Date : 7/29/2009
Page No : 1

Groups Printed- Passenger Cars - SU Trucks & Buses - MU Trucks

	Fawncrest Blvd Southbound					Route 12B Westbound					Northbound					Route 12B Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	1	0	1	2	101	0	0	103	0	0	0	0	0	0	99	2	0	101	205
04:15 PM	3	0	3	0	6	5	79	0	0	84	0	0	0	0	0	0	98	3	0	101	191
04:30 PM	1	0	1	0	2	1	96	0	0	97	0	0	0	0	0	0	95	2	0	97	196
04:45 PM	4	0	1	0	5	1	98	0	0	99	0	0	0	0	0	0	114	2	0	116	220
Total	8	0	6	0	14	9	374	0	0	383	0	0	0	0	0	0	406	9	0	415	812
05:00 PM	2	0	1	0	3	3	93	0	0	96	0	0	0	0	0	0	75	7	0	82	181
05:15 PM	4	0	1	0	5	6	86	0	0	92	0	0	0	0	0	0	87	4	0	91	188
05:30 PM	0	0	2	0	2	4	85	0	0	89	0	0	0	0	0	0	76	4	0	80	171
05:45 PM	2	0	1	0	3	4	91	0	0	95	0	0	0	0	0	0	77	5	0	82	180
Total	8	0	5	0	13	17	355	0	0	372	0	0	0	0	0	0	315	20	0	335	720
Grand Total	16	0	11	0	27	26	729	0	0	755	0	0	0	0	0	0	721	29	0	750	1532
Apprch %	59.3	0	40.7	0		3.4	96.6	0	0		0	0	0	0		0	96.1	3.9	0		
Total %	1	0	0.7	0	1.8	1.7	47.6	0	0	49.3	0	0	0	0	0	0	47.1	1.9	0	49	
Passenger Cars																					
% Passenger Cars	100	0	100	0	100	100	98.5	0	0	98.5	0	0	0	0	0	0	97.8	100	0	97.9	98.2
SU Trucks & Buses	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	10	0	0	10	18
% SU Trucks & Buses	0	0	0	0	0	0	1.1	0	0	1.1	0	0	0	0	0	0	1.4	0	0	1.3	1.2
MU Trucks	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	9
% MU Trucks	0	0	0	0	0	0	0.4	0	0	0.4	0	0	0	0	0	0	0.8	0	0	0.8	0.6

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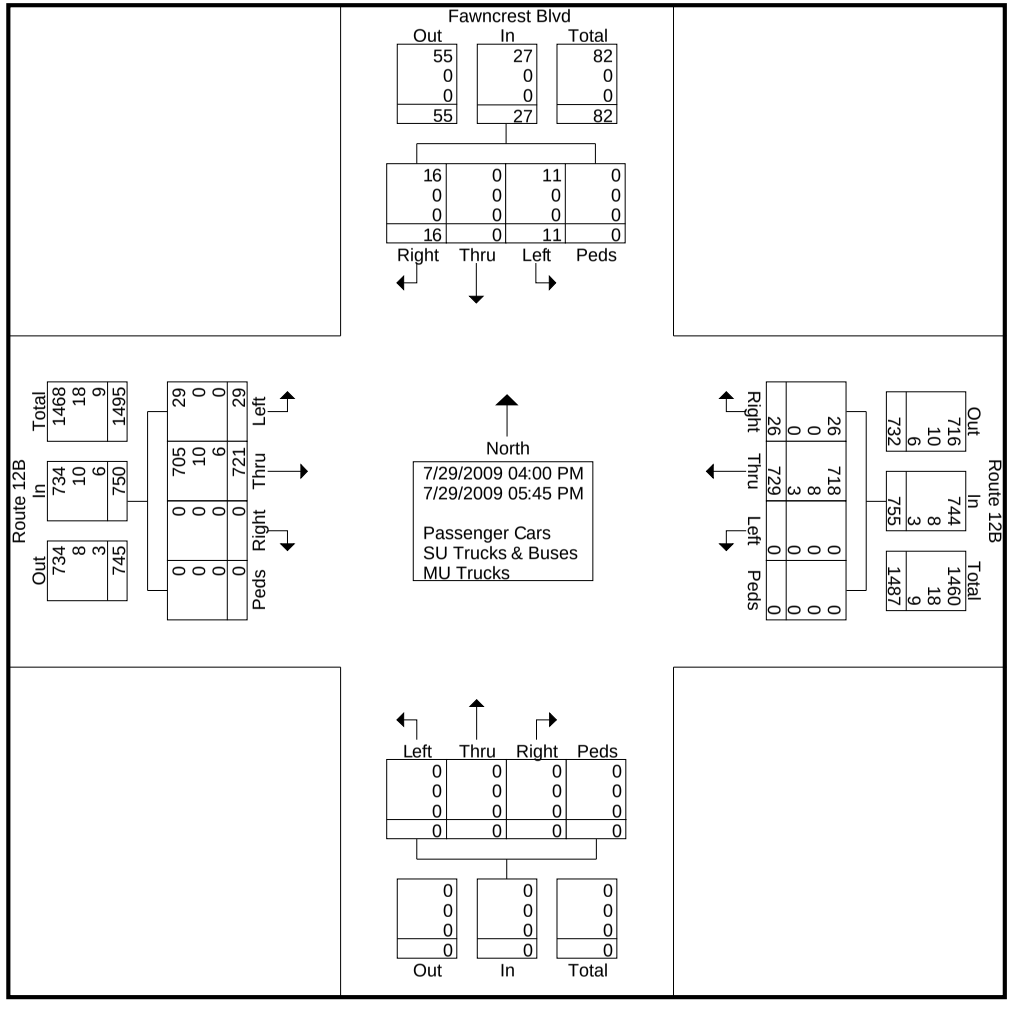
Route 12B Corridor Safety Study
12B & Fawncrest Blvd.
AM
4 to 6

File Name : Route 12B & Fawncrest Blvd PM
Site Code : 00000004
Start Date : 7/29/2009
Page No : 2



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Route 12B Corridor Safety Study
12B & Fawncrest Blvd.
AM
4 to 6

File Name : Route 12B & Fawncrest Blvd PM
Site Code : 00000004
Start Date : 7/29/2009
Page No : 3

	Fawncrest Blvd Southbound					Route 12B Westbound					Northbound					Route 12B Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	0	1	0	1	2	**101**			**103**											
04:15 PM	3	0	**3**	0	**6**	**5**	79	0	0	84	0	0	0	0	0	0	98	**3**	0	101	191
04:30 PM	1	0	1	0	2	1	96	0	0	97	0	0	0	0	0	0	95	2	0	97	196
04:45 PM	**4**	0	1	0	5	1	98	0	0	99	0	0	0	0	0	0	**114**	2	0	**116**	**220**
Total Volume	8	0	6	0	14	9	374	0	0	383	0	0	0	0	0	0	406	9	0	415	812
% App. Total	57.1	0	42.9	0		2.3	97.7	0	0		0	0	0	0		0	97.8	2.2	0		
PHF	.500	.000	.500	.000	.583	.450	.926	.000	.000	.930	.000	.000	.000	.000	.000	.000	.890	.750	.000	.894	.923
Passenger Cars	8	0	6	0	14	9	369	0	0	378	0	0	0	0	0	0	395	9	0	404	796
% Passenger Cars	100	0	100	0	100	100	98.7	0	0	98.7	0	0	0	0	0	0	97.3	100	0	97.3	98.0
SU Trucks & Buses	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	9
% SU Trucks & Buses	0	0	0	0	0	0	0.8	0	0	0.8	0	0	0	0	0	0	1.5	0	0	1.4	1.1
MU Trucks	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	7
% MU Trucks	0	0	0	0	0	0	0.5	0	0	0.5	0	0	0	0	0	0	1.2	0	0	1.2	0.9

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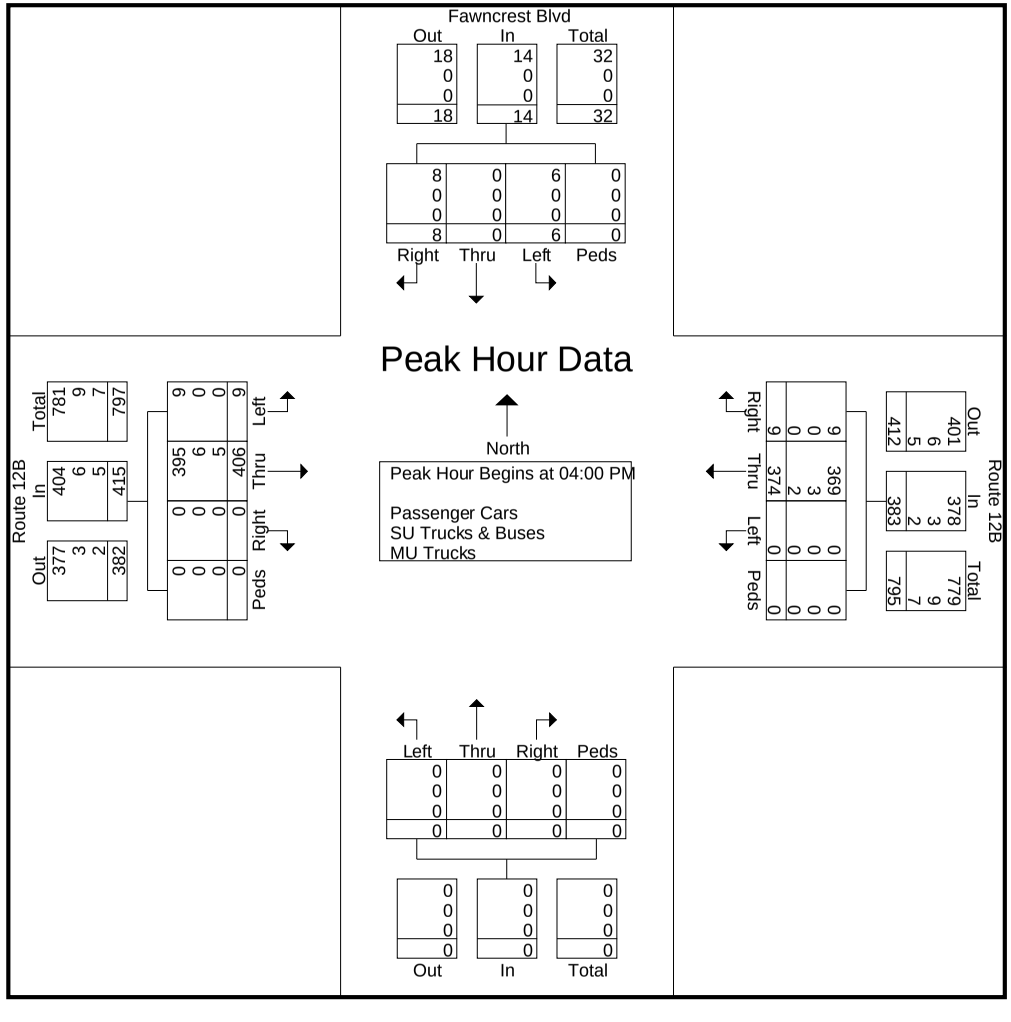
Route 12B Corridor Safety Study
12B & Fawncrest Blvd.
AM
4 to 6

File Name : Route 12B & Fawncrest Blvd PM
Site Code : 00000004
Start Date : 7/29/2009
Page No : 4



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Route 12B Corridor Safety Study
12B & Preswick Drive
AM
7 to 9

File Name : Route 12B & Preswick Glenn Drive AM
Site Code : 00000005
Start Date : 7/30/2009

Groups Printed- Passenger Cars - SU Trucks & Buses - MU Trucks

	Preswick Glenn Drive Southbound					Route 12B Westbound					Northbound					Route 12B Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	3	0	3	2	45	0	0	47	0	0	0	0	0	0	60	2	0	62	112
07:15 AM	1	0	0	0	1	0	49	0	0	49	0	0	0	0	0	0	73	1	0	74	124
07:30 AM	0	0	1	1	2	0	58	0	0	58	0	0	0	0	0	0	80	0	0	80	140
07:45 AM	0	0	0	0	0	1	91	0	0	92	0	0	0	1	1	0	121	0	1	122	215
Total	1	0	4	1	6	3	243	0	0	246	0	0	0	1	1	0	334	3	1	338	591
08:00 AM	0	0	0	0	0	1	112	0	0	113	0	0	0	0	0	0	98	0	0	98	211
08:15 AM	2	0	1	0	3	1	68	0	0	69	0	0	0	0	0	0	99	1	0	100	172
08:30 AM	3	0	3	0	6	2	57	0	0	59	0	0	0	0	0	0	92	1	0	93	158
08:45 AM	1	0	1	2	4	2	60	0	0	62	0	0	0	0	0	0	87	0	0	87	153
Total	6	0	5	2	13	6	297	0	0	303	0	0	0	0	0	0	376	2	0	378	694
Grand Total	7	0	9	3	19	9	540	0	0	549	0	0	0	1	1	0	710	5	1	716	1285
Apprch %	36.8	0	47.4	15.8		1.6	98.4	0	0		0	0	0	100		0	99.2	0.7	0.1		
Total %	0.5	0	0.7	0.2	1.5	0.7	42	0	0	42.7	0	0	0	0.1	0.1	0	55.3	0.4	0.1	55.7	
Passenger Cars	6	0	9	3	18	9	517	0	0	526	0	0	0	1	1	0	689	3	1	693	1238
% Passenger Cars	85.7	0	100	100	94.7	100	95.7	0	0	95.8	0	0	0	100	100	0	97	60	100	96.8	96.3
SU Trucks & Buses	1	0	0	0	1	0	20	0	0	20	0	0	0	0	0	0	17	2	0	19	40
% SU Trucks & Buses	14.3	0	0	0	5.3	0	3.7	0	0	3.6	0	0	0	0	0	0	2.4	40	0	2.7	3.1
MU Trucks	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	7
% MU Trucks	0	0	0	0	0	0	0.6	0	0	0.5	0	0	0	0	0	0	0.6	0	0	0.6	0.5

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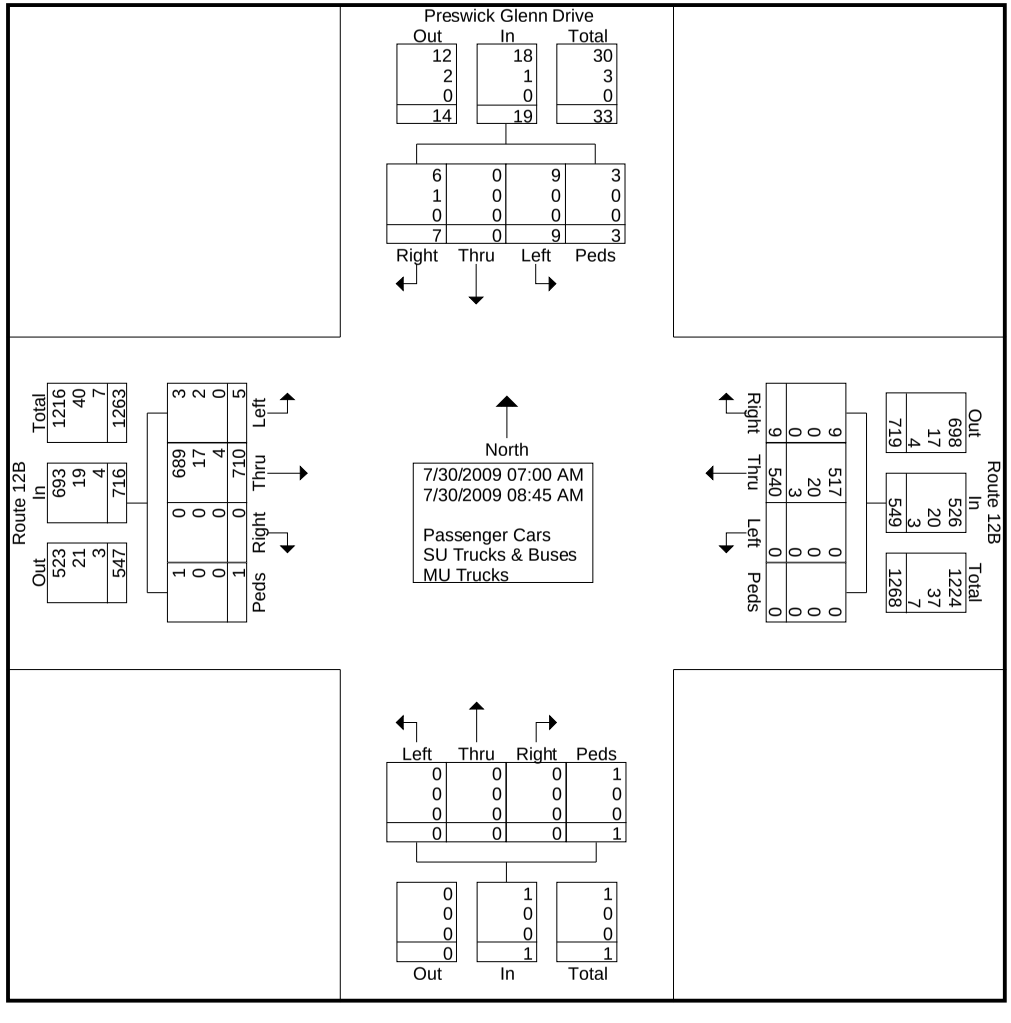
Route 12B Corridor Safety Study
12B & Preswick Drive
AM
7 to 9

File Name : Route 12B & Preswick Glenn Drive AM
Site Code : 00000005
Start Date : 7/30/2009
Page No : 2



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Route 12B Corridor Safety Study
12B & Preswick Drive
AM
7 to 9

File Name : Route 12B & Preswick Glenn Drive AM
Site Code : 00000005
Start Date : 7/30/2009

	Preswick Glenn Drive Southbound					Route 12B Westbound					Northbound					Route 12B Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	0	0	0	0	1	91	0	0	92	0	0	0	**1**	**1**	0	**121**	0	**1**	**122**	**215**
08:00 AM	0	0	0	0	0	1	**112**	0	0	**113**	0	0	0	0	0	0	98	0	0	98	211
08:15 AM	2	0	1	0	3	1	68	0	0	69	0	0	0	0	0	0	99	**1**	0	100	172
08:30 AM	**3**	0	**3**	0	**6**	**2**	57	0	0	59	0	0	0	0	0	0	92	1	0	93	158
Total Volume	5	0	4	0	9	5	328	0	0	333	0	0	0	1	1	0	410	2	1	413	756
% App. Total	55.6	0	44.4	0		1.5	98.5	0	0		0	0	0	100		0	99.3	0.5	0.2		
PHF	.417	.000	.333	.000	.375	.625	.732	.000	.000	.737	.000	.000	.000	.250	.250	.000	.847	.500	.250	.846	.879
Passenger Cars	4	0	4	0	8	5	313	0	0	318	0	0	0	1	1	0	400	1	1	402	729
% Passenger Cars	80.0	0	100	0	88.9	100	95.4	0	0	95.5	0	0	0	100	100	0	97.6	50.0	100	97.3	96.4
SU Trucks & Buses	1	0	0	0	1	0	12	0	0	12	0	0	0	0	0	0	10	1	0	11	24
% SU Trucks & Buses	20.0	0	0	0	11.1	0	3.7	0	0	3.6	0	0	0	0	0	0	2.4	50.0	0	2.7	3.2
MU Trucks	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
% MU Trucks	0	0	0	0	0	0	0.9	0	0	0.9	0	0	0	0	0	0	0	0	0	0	0.4

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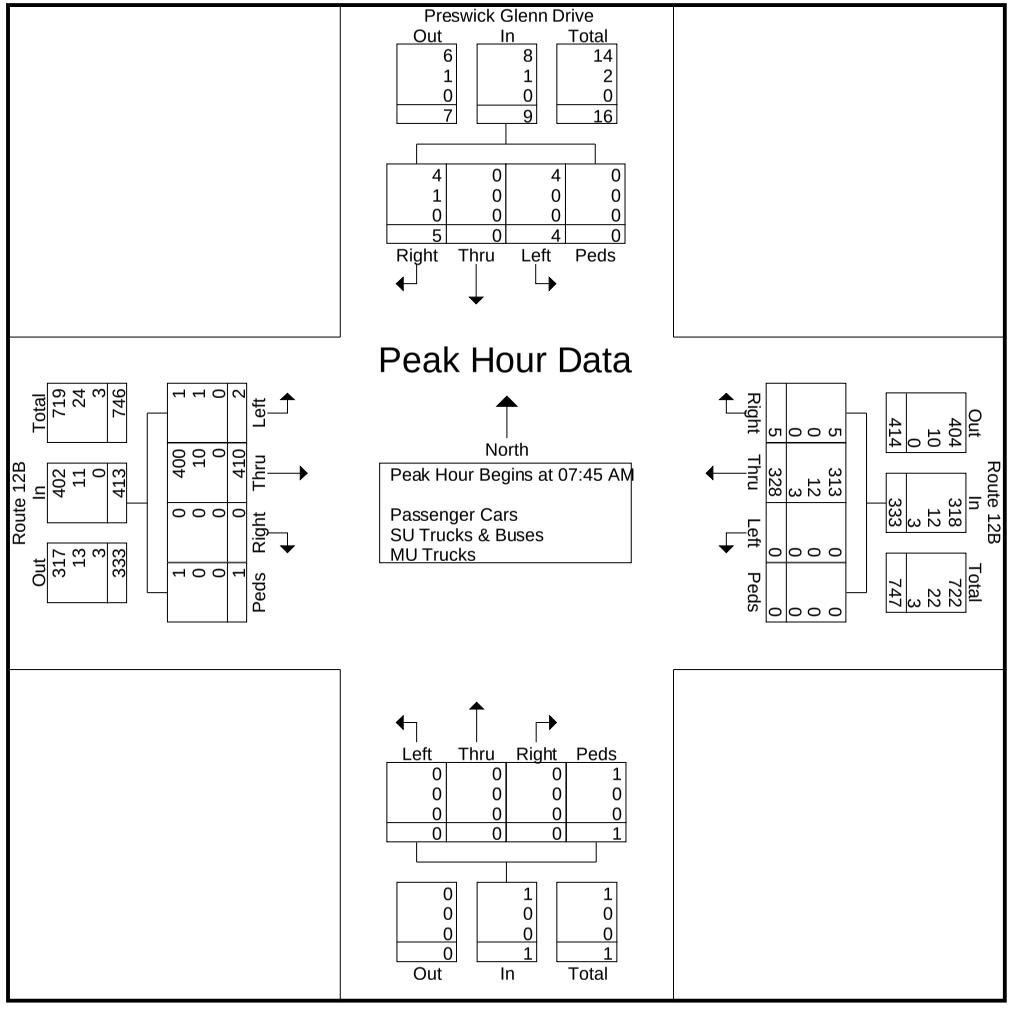
Route 12B Corridor Safety Study
12B & Preswick Drive
AM
7 to 9

File Name : Route 12B & Preswick Glenn Drive AM
Site Code : 00000005
Start Date : 7/30/2009
Page No : 4



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Route 12B Corridor Safety Study
12B & Preswick Drive
PM
4 to 6

File Name : Route 12B & Preswick Glenn Drive PM
Site Code : 00000006
Start Date : 7/30/2009
Page No : 1

Groups Printed- Passenger Cars - SU Trucks & Buses - MU Trucks

	Preswick Glenn Drive Southbound					Route 12B Westbound					Preswick Drive Northbound					Route 12B Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	4	0	4	4	87	0	0	91	0	0	0	0	0	0	119	2	0	121	216
04:15 PM	1	0	1	0	2	1	96	0	0	97	0	0	0	0	0	0	118	0	0	118	217
04:30 PM	0	0	1	0	1	1	108	0	0	109	0	0	0	0	0	0	114	6	0	120	230
04:45 PM	1	0	1	2	4	3	117	0	0	120	0	0	0	3	3	0	134	2	0	136	263
Total	2	0	7	2	11	9	408	0	0	417	0	0	0	3	3	0	485	10	0	495	926
05:00 PM	0	1	1	0	2	2	95	0	0	97	0	0	0	0	0	0	120	4	0	124	223
05:15 PM	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	0	115	1	0	116	216
05:30 PM	0	0	2	0	2	0	109	0	0	109	0	0	0	0	0	0	113	1	0	114	225
05:45 PM	0	0	1	2	3	2	91	0	0	93	0	0	0	2	2	1	107	0	0	108	206
Total	0	1	4	2	7	4	395	0	0	399	0	0	0	2	2	1	455	6	0	462	870
Grand Total	2	1	11	4	18	13	803	0	0	816	0	0	0	5	5	1	940	16	0	957	1796
Apprch %	11.1	5.6	61.1	22.2		1.6	98.4	0	0		0	0	0	100		0.1	98.2	1.7	0		
Total %	0.1	0.1	0.6	0.2	1	0.7	44.7	0	0	45.4	0	0	0	0.3	0.3	0.1	52.3	0.9	0	53.3	
Passenger Cars	2	1	10	4	17	12	785	0	0	797	0	0	0	5	5	1	925	16	0	942	1761
% Passenger Cars	100	100	90.9	100	94.4	92.3	97.8	0	0	97.7	0	0	0	100	100	100	98.4	100	0	98.4	98.1
SU Trucks & Buses	0	0	1	0	1	1	13	0	0	14	0	0	0	0	0	0	13	0	0	13	28
% SU Trucks & Buses	0	0	9.1	0	5.6	7.7	1.6	0	0	1.7	0	0	0	0	0	0	1.4	0	0	1.4	1.6
MU Trucks	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	7
% MU Trucks	0	0	0	0	0	0	0.6	0	0	0.6	0	0	0	0	0	0	0.2	0	0	0.2	0.4

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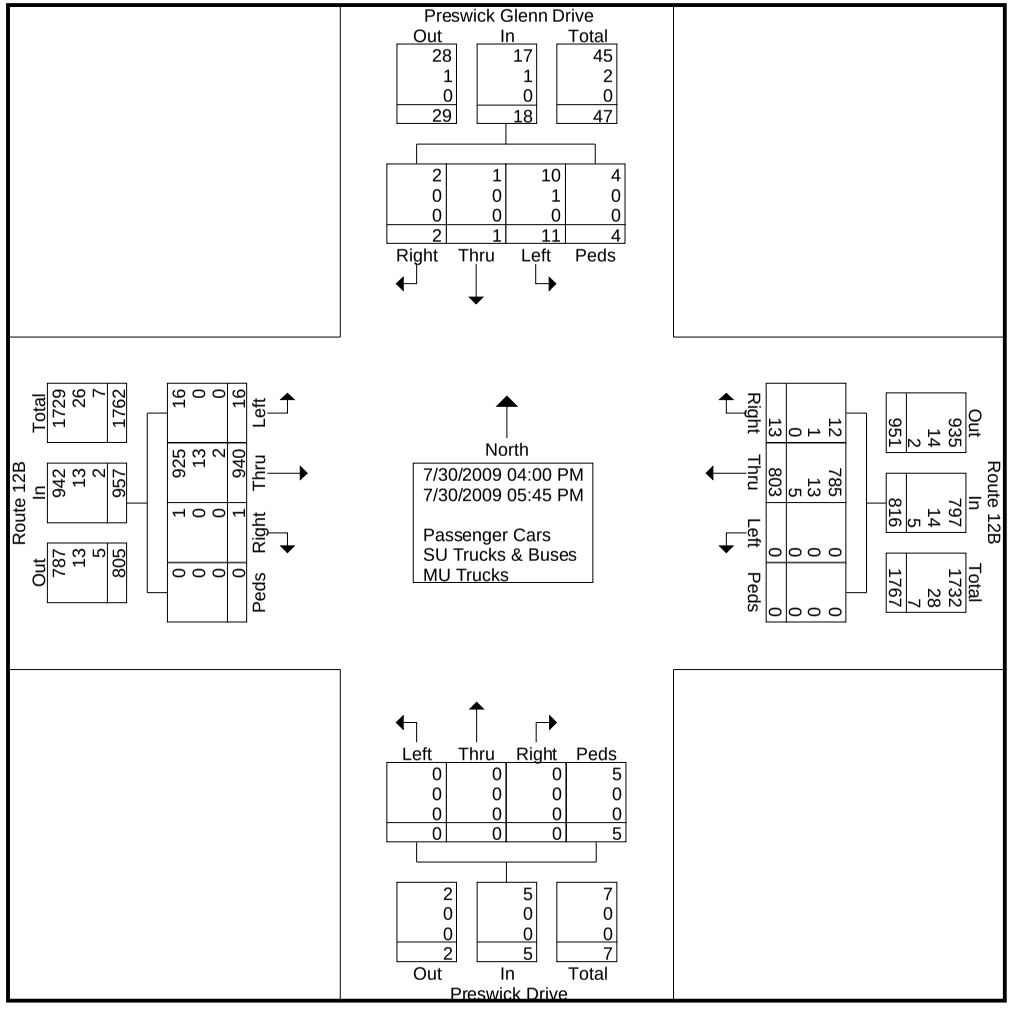
Route 12B Corridor Safety Study
12B & Preswick Drive
PM
4 to 6

File Name : Route 12B & Preswick Glenn Drive PM
Site Code : 00000006
Start Date : 7/30/2009
Page No : 2



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Route 12B Corridor Safety Study
12B & Preswick Drive
PM
4 to 6

File Name : Route 12B & Preswick Glenn Drive PM
Site Code : 00000006
Start Date : 7/30/2009

	Preswick Glenn Drive Southbound					Route 12B Westbound					Preswick Drive Northbound					Route 12B Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	**1**	0	**1**	0	2	1	96	0	0	97	0	0	0	0	0	0	118	0	0	118	217
04:30 PM	0	0	1	0	1	1	108	0	0	109	0	0	0	0	0	0	114	**6**	0	120	230
04:45 PM	1	0	1	**2**	**4**	**3**	**117**	0	0	**120**	0	0	0	**3**	**3**	0	**134**	2	0	**136**	**263**
05:00 PM	0	**1**	1	0	2	2	95	0	0	97	0	0	0	0	0	0	120	4	0	124	223
Total Volume	2	1	4	2	9	7	416	0	0	423	0	0	0	3	3	0	486	12	0	498	933
% App. Total	22.2	11.1	44.4	22.2		1.7	98.3	0	0		0	0	0	100		0	97.6	2.4	0		
PHF	.500	.250	1.000	.250	.563	.583	.889	.000	.000	.881	.000	.000	.000	.250	.250	.000	.907	.500	.000	.915	.887
Passenger Cars	2	1	4	2	9	7	409	0	0	416	0	0	0	3	3	0	479	12	0	491	919
% Passenger Cars	100	100	100	100	100	100	98.3	0	0	98.3	0	0	0	100	100	0	98.6	100	0	98.6	98.5
SU Trucks & Buses	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	7	0	0	7	13
% SU Trucks & Buses	0	0	0	0	0	0	1.4	0	0	1.4	0	0	0	0	0	0	1.4	0	0	1.4	1.4
MU Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% MU Trucks	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0	0	0	0	0	0.1

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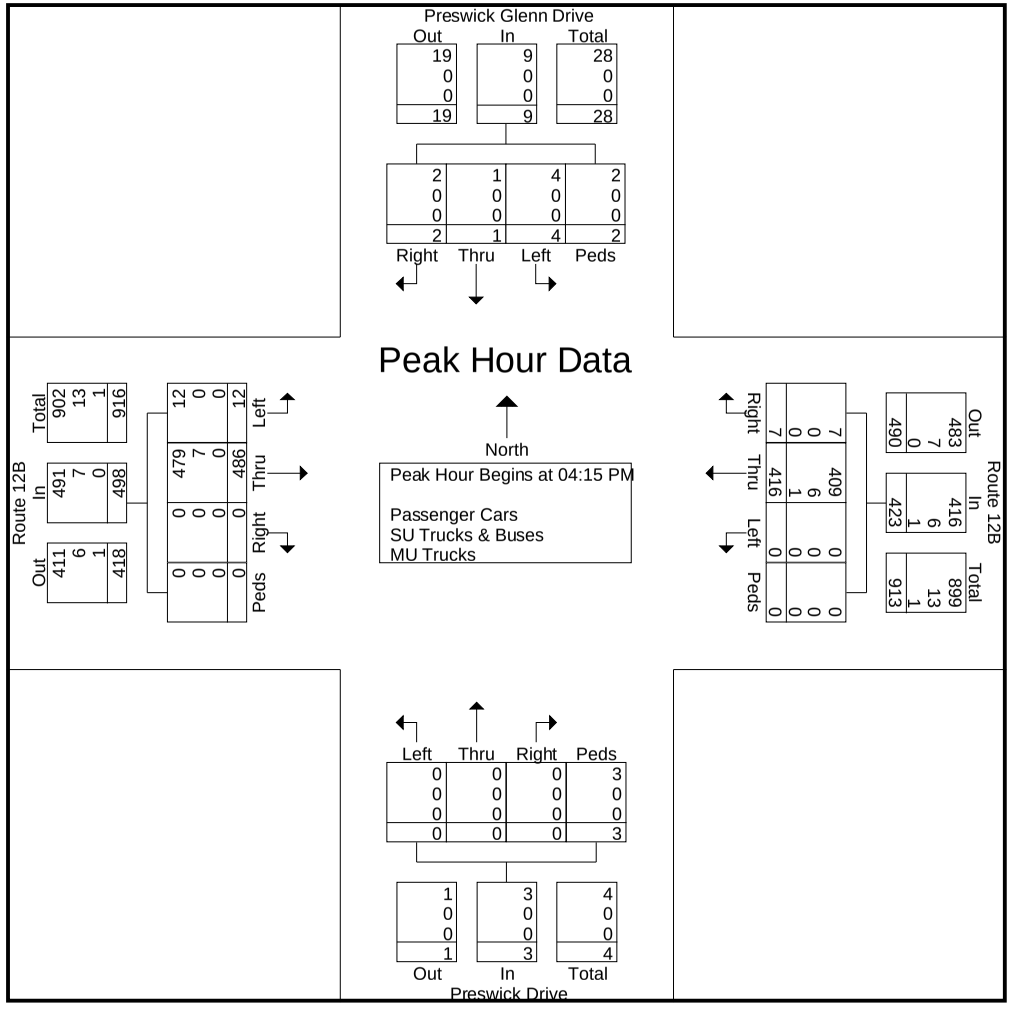
Route 12B Corridor Safety Study
12B & Preswick Drive
PM
4 to 6

File Name : Route 12B & Preswick Glenn Drive PM
Site Code : 00000006
Start Date : 7/30/2009
Page No : 4



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Route 12B Corridor Safety Study
12B & Route 5B
AM
7 to 9

File Name : Route 12B & Route 5B AM
Site Code : 07300901
Start Date : 7/29/2009

Groups Printed- Passenger Cars - SU Trucks & Buses - MU Trucks

	Route 5B Southbound					Route 12B Westbound					Commercial Drive Northbound					Route 12B Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	14	0	2	0	16	5	39	0	0	44	0	0	0	0	0	0	59	32	5	96	156
07:15 AM	12	0	2	0	14	10	37	0	0	47	0	0	0	0	0	0	71	51	0	122	183
07:30 AM	11	0	11	0	22	6	49	0	0	55	0	0	0	0	0	0	86	28	1	115	192
07:45 AM	26	0	14	0	40	18	75	0	0	93	0	0	0	0	0	0	97	51	1	149	282
Total	63	0	29	0	92	39	200	0	0	239	0	0	0	0	0	0	313	162	7	482	813
08:00 AM	20	1	10	0	31	21	67	0	0	88	0	1	0	0	1	4	95	48	1	148	268
08:15 AM	13	0	5	0	18	15	68	0	0	83	0	0	0	0	0	1	107	43	1	152	253
08:30 AM	28	1	7	0	36	16	41	0	0	57	0	0	0	0	0	0	80	28	0	108	201
08:45 AM	32	0	7	0	39	11	50	0	0	61	0	0	0	0	0	1	79	38	0	118	218
Total	93	2	29	0	124	63	226	0	0	289	0	1	0	0	1	6	361	157	2	526	940
Grand Total	156	2	58	0	216	102	426	0	0	528	0	1	0	0	1	6	674	319	9	1008	1753
Apprch %	72.2	0.9	26.9	0		19.3	80.7	0	0		0	100	0	0		0.6	66.9	31.6	0.9		
Total %	8.9	0.1	3.3	0	12.3	5.8	24.3	0	0	30.1	0	0.1	0	0	0.1	0.3	38.4	18.2	0.5	57.5	
Passenger Cars																					
% Passenger Cars	92.9	100	94.8	0	93.5	95.1	92	0	0	92.6	0	100	0	0	100	100	96	97.8	100	96.6	95
SU Trucks & Buses	10	0	3	0	13	5	28	0	0	33	0	0	0	0	0	0	22	5	0	27	73
% SU Trucks & Buses	6.4	0	5.2	0	6	4.9	6.6	0	0	6.2	0	0	0	0	0	0	3.3	1.6	0	2.7	4.2
MU Trucks	1	0	0	0	1	0	6	0	0	6	0	0	0	0	0	0	5	2	0	7	14
% MU Trucks	0.6	0	0	0	0.5	0	1.4	0	0	1.1	0	0	0	0	0	0	0.7	0.6	0	0.7	0.8

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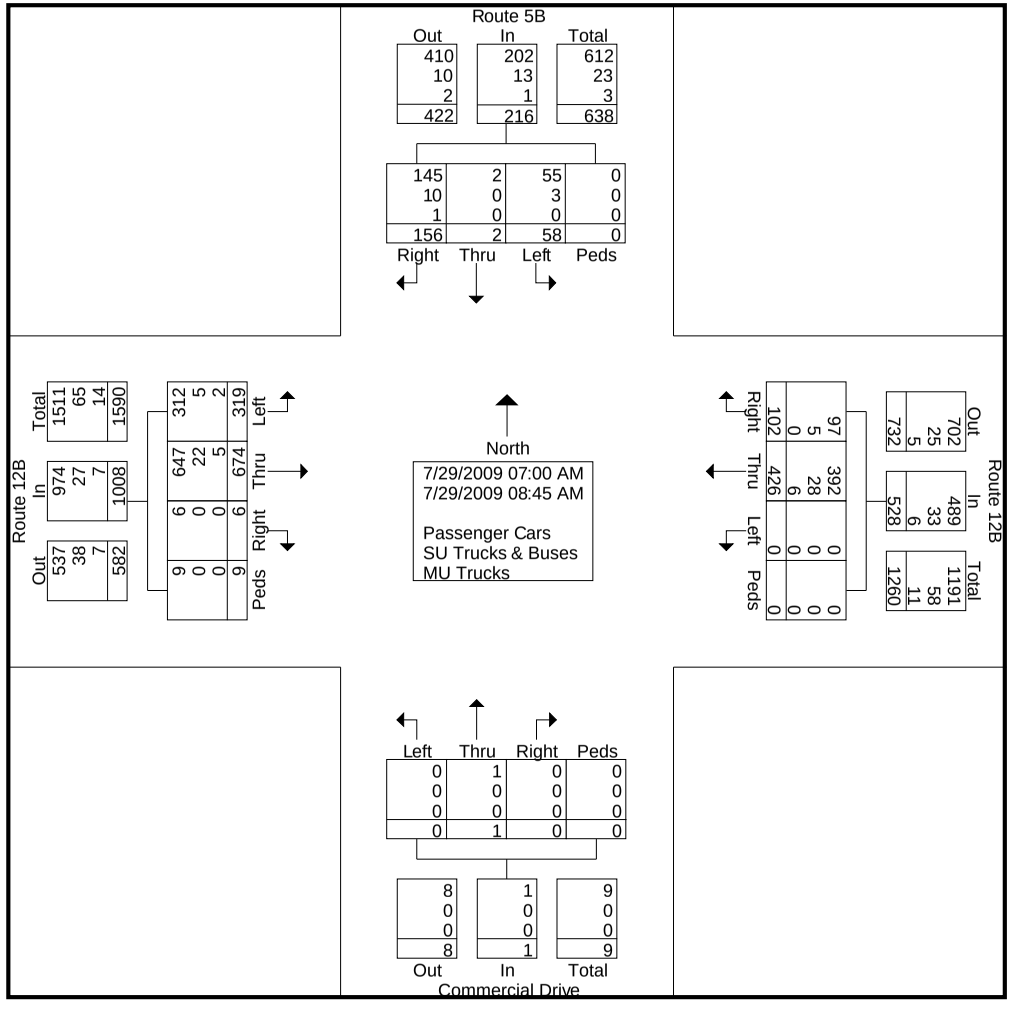
Route 12B Corridor Safety Study
12B & Route 5B
AM
7 to 9

File Name : Route 12B & Route 5B AM
Site Code : 07300901
Start Date : 7/29/2009



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Route 12B Corridor Safety Study
12B & Route 5B
AM
7 to 9

File Name : Route 12B & Route 5B AM
Site Code : 07300901
Start Date : 7/29/2009

	Route 5B Southbound					Route 12B Westbound					Commercial Drive Northbound					Route 12B Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	26	0	**14**		**40**		**75**			**93**								**51**	**1**		**282**
08:00 AM	20	**1**	10	0	31	**21**	67	0	0	88	0	**1**	0	0	**1**	**4**	95	48	1	148	268
08:15 AM	13	0	5	0	18	15	68	0	0	83	0	0	0	0	0	1	**107**	43	1	**152**	253
08:30 AM	**28**	1	7	0	36	16	41	0	0	57	0	0	0	0	0	0	80	28	0	108	201
Total Volume	87	2	36	0	125	70	251	0	0	321	0	1	0	0	1	5	379	170	3	557	1004
% App. Total	69.6	1.6	28.8	0		21.8	78.2	0	0		0	100	0	0		0.9	68	30.5	0.5		
PHF	.777	.500	.643	.000	.781	.833	.837	.000	.000	.863	.000	.250	.000	.000	.250	.313	.886	.833	.750	.916	.890
Passenger Cars	78	2	34	0	114	66	236	0	0	302	0	1	0	0	1	5	364	165	3	537	954
% Passenger Cars	89.7	100	94.4	0	91.2	94.3	94.0	0	0	94.1	0	100	0	0	100	100	96.0	97.1	100	96.4	95.0
SU Trucks & Buses	8	0	2	0	10	4	13	0	0	17	0	0	0	0	0	0	11	5	0	16	43
% SU Trucks & Buses	9.2	0	5.6	0	8.0	5.7	5.2	0	0	5.3	0	0	0	0	0	0	2.9	2.9	0	2.9	4.3
MU Trucks	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	7
% MU Trucks	1.1	0	0	0	0.8	0	0.8	0	0	0.6	0	0	0	0	0	0	1.1	0	0	0.7	0.7

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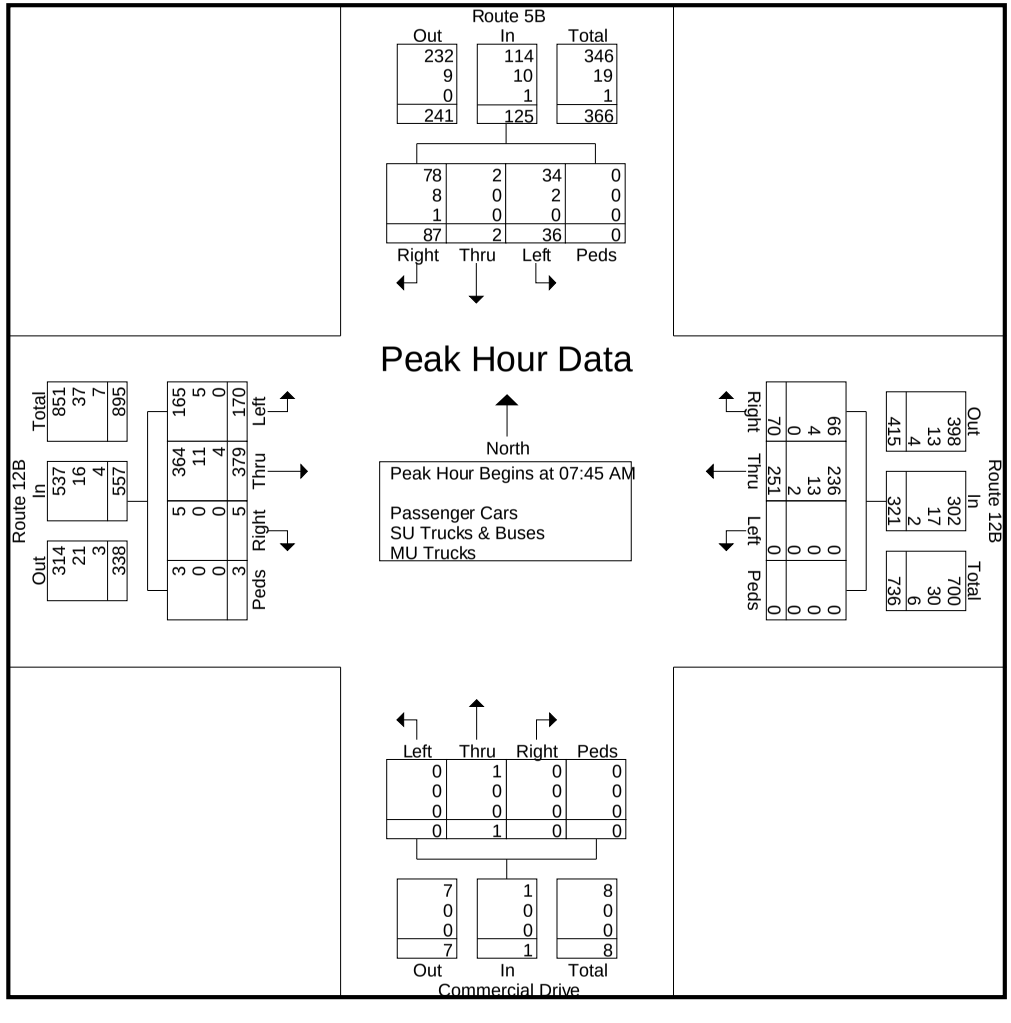
Route 12B Corridor Safety Study
12B & Route 5B
AM
7 to 9

File Name : Route 12B & Route 5B AM
Site Code : 07300901
Start Date : 7/29/2009
Page No : 4



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Route 12B Corridor Safety Study
12B & Route 5B
PM
4 to 6

File Name : Route 12B & Route 5B PM
Site Code : 07300902
Start Date : 7/29/2009

Groups Printed- Passenger Cars - SU Trucks & Buses - MU Trucks

	Route 5B Southbound					Route 12B Westbound					Commercial Drive Northbound					Route 12B Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	67	4	20	1	92	6	63	0	0	69	0	0	0	0	0	1	74	57	0	132	293
04:15 PM	83	0	16	1	100	14	84	0	1	99	1	1	1	0	3	1	76	54	0	131	333
04:30 PM	55	0	19	0	74	17	89	0	0	106	0	0	4	0	4	0	79	42	0	121	305
04:45 PM	60	0	21	0	81	18	73	0	1	92	0	0	1	0	1	0	47	43	0	90	264
Total	265	4	76	2	347	55	309	0	2	366	1	1	6	0	8	2	276	196	0	474	1195
05:00 PM	67	0	14	1	82	16	78	0	0	94	0	0	0	0	0	0	64	39	0	103	279
05:15 PM	27	0	4	0	31	10	57	0	0	67	0	0	0	0	0	0	40	40	0	80	178
05:30 PM	25	1	7	0	33	11	48	0	0	59	0	0	1	0	1	0	41	38	0	79	172
05:45 PM	22	0	4	0	26	8	46	0	0	54	0	0	1	0	1	0	35	39	0	74	155
Total	141	1	29	1	172	45	229	0	0	274	0	0	2	0	2	0	180	156	0	336	784
Grand Total	406	5	105	3	519	100	538	0	2	640	1	1	8	0	10	2	456	352	0	810	1979
Apprch %	78.2	1	20.2	0.6		15.6	84.1	0	0.3		10	10	80	0		0.2	56.3	43.5	0		
Total %	20.5	0.3	5.3	0.2	26.2	5.1	27.2	0	0.1	32.3	0.1	0.1	0.4	0	0.5	0.1	23	17.8	0	40.9	
Passenger Cars																					
% Passenger Cars	99.5	100	100	100	99.6	99	98	0	100	98.1	0	0	100	0	80	0	97.6	98.3	0	97.7	98.2
SU Trucks & Buses	2	0	0	0	2	1	10	0	0	11	1	1	0	0	2	2	8	6	0	16	31
% SU Trucks & Buses	0.5	0	0	0	0.4	1	1.9	0	0	1.7	100	100	0	0	20	100	1.8	1.7	0	2	1.6
MU Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
% MU Trucks	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0	0.7	0	0	0.4	0.2

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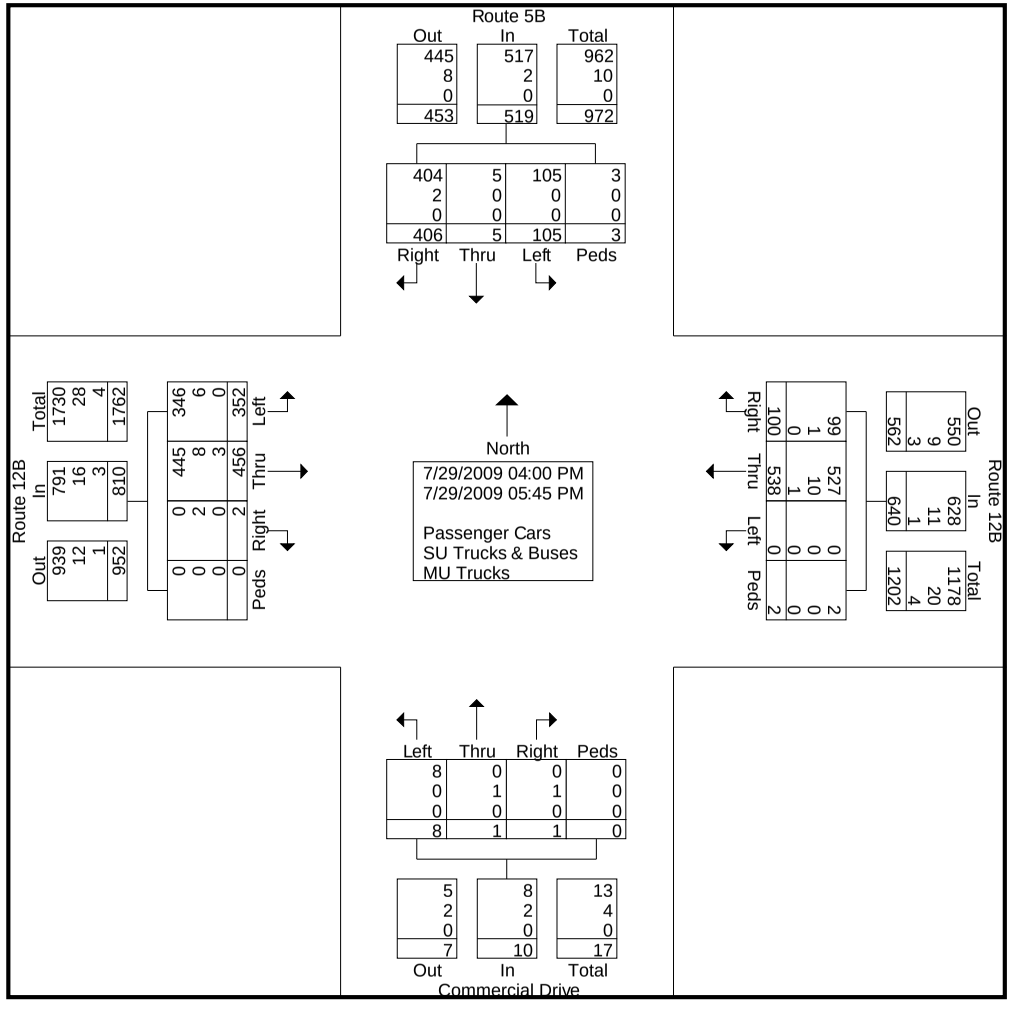
Route 12B Corridor Safety Study
12B & Route 5B
PM
4 to 6

File Name : Route 12B & Route 5B PM
Site Code : 07300902
Start Date : 7/29/2009
Page No : 2



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Route 12B Corridor Safety Study
12B & Route 5B
PM
4 to 6

File Name : Route 12B & Route 5B PM
Site Code : 07300902
Start Date : 7/29/2009

	Route 5B Southbound					Route 12B Westbound					Commercial Drive Northbound					Route 12B Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:30 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	67	**4**		**1**												**1**		**57**		**132**	
04:15 PM	**83**	0	16	1	**100**	14	84	0	**1**	99	**1**	**1**	1	0	3	1	76	54	0	131	**333**
04:30 PM	55	0	19	0	74	17	**89**	0	0	**106**	0	0	**4**	0	**4**	0	**79**	42	0	121	305
04:45 PM	60	0	**21**	0	81	**18**	73	0	1	92	0	0	1	0	1	0	47	43	0	90	264
Total Volume	265	4	76	2	347	55	309	0	2	366	1	1	6	0	8	2	276	196	0	474	1195
% App. Total	76.4	1.2	21.9	0.6		15	84.4	0	0.5		12.5	12.5	75	0		0.4	58.2	41.4	0		
PHF	.798	.250	.905	.500	.868	.764	.868	.000	.500	.863	.250	.250	.375	.000	.500	.500	.873	.860	.000	.898	.897
Passenger Cars	263	4	76	2	345	55	305	0	2	362	0	0	6	0	6	0	269	192	0	461	1174
% Passenger Cars	99.2	100	100	100	99.4	100	98.7	0	100	98.9	0	0	100	0	75.0	0	97.5	98.0	0	97.3	98.2
SU Trucks & Buses	2	0	0	0	2	0	4	0	0	4	1	1	0	0	2	2	5	4	0	11	19
% SU Trucks & Buses	0.8	0	0	0	0.6	0	1.3	0	0	1.1	100	100	0	0	25.0	100	1.8	2.0	0	2.3	1.6
MU Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
% MU Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.7	0	0	0.4	0.2

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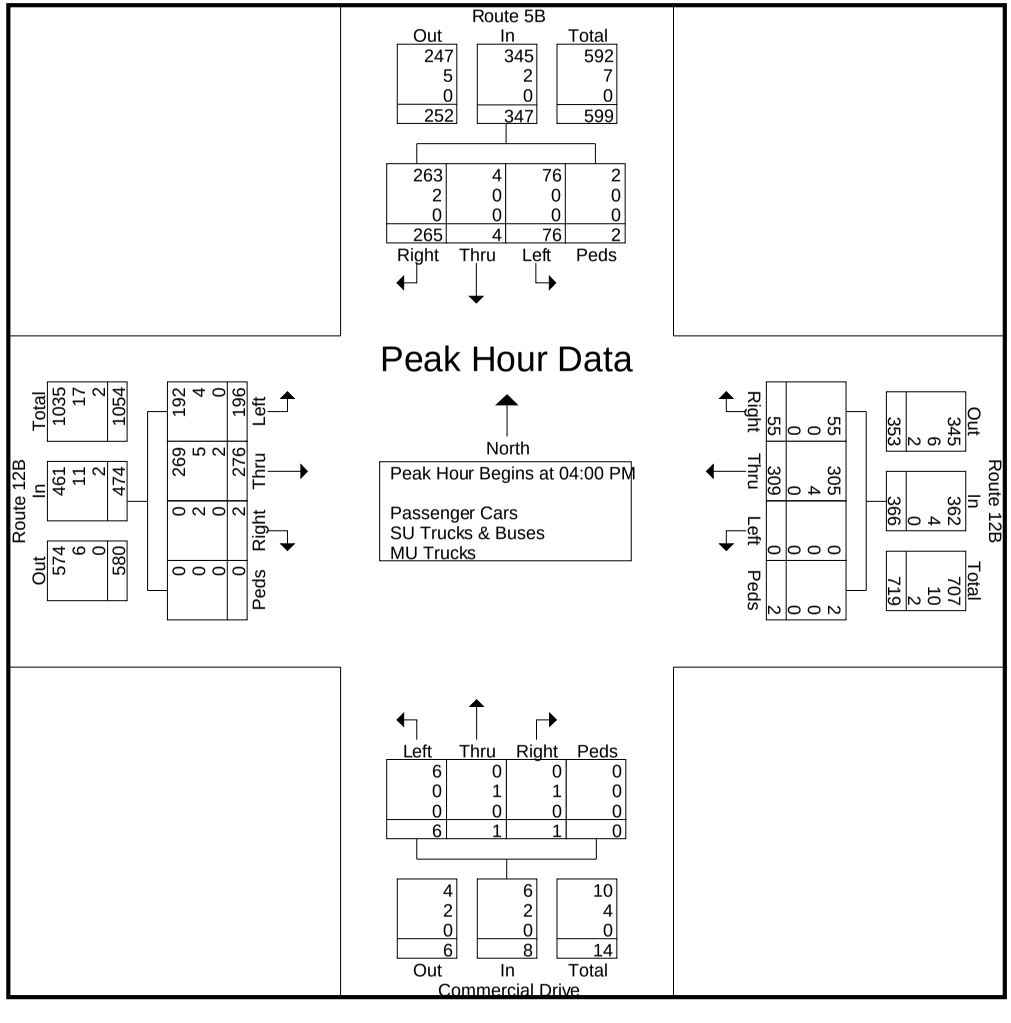
Route 12B Corridor Safety Study
12B & Route 5B
PM
4 to 6

File Name : Route 12B & Route 5B PM
Site Code : 07300902
Start Date : 7/29/2009
Page No : 4



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Route 12B Corridor Study
12B & Limberlost Road
AM
7 to 9

File Name : Route 12B & Limberlost Road AM
Site Code : 33333333
Start Date : 7/29/2009

Groups Printed- Passenger Cars - SU Trucks & Buses - MU Trucks

	Limberlost Road Southbound					Route 12B Westbound					Northbound					Route 12B Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	1	0	10	0	11	10	42	0	0	52	0	0	0	0	0	0	82	3	0	85	148
07:15 AM	3	0	16	0	19	5	50	0	0	55	0	0	0	0	0	0	109	2	0	111	185
07:30 AM	4	0	9	0	13	6	61	0	0	67	0	0	0	0	0	0	116	3	0	119	199
07:45 AM	6	0	17	0	23	12	89	0	0	101	0	0	0	0	0	0	140	3	0	143	267
Total	14	0	52	0	66	33	242	0	0	275	0	0	0	0	0	0	447	11	0	458	799
08:00 AM	1	0	25	0	26	8	78	0	0	86	0	0	0	0	0	0	133	5	0	138	250
08:15 AM	6	0	13	0	19	5	70	0	0	75	0	0	0	0	0	0	122	3	0	125	219
08:30 AM	3	0	10	0	13	8	78	0	0	86	0	0	0	0	0	0	118	2	0	120	219
08:45 AM	4	0	8	0	12	6	53	0	0	59	0	0	0	0	0	0	94	2	0	96	167
Total	14	0	56	0	70	27	279	0	0	306	0	0	0	0	0	0	467	12	0	479	855
Grand Total	28	0	108	0	136	60	521	0	0	581	0	0	0	0	0	0	914	23	0	937	1654
Apprch %	20.6	0	79.4	0		10.3	89.7	0	0		0	0	0	0		0	97.5	2.5	0		
Total %	1.7	0	6.5	0	8.2	3.6	31.5	0	0	35.1	0	0	0	0	0	0	55.3	1.4	0	56.7	
Passenger Cars																					
% Passenger Cars	89.3	0	97.2	0	95.6	96.7	91.7	0	0	92.3	0	0	0	0	0	0	97.3	95.7	0	97.2	95.3
SU Trucks & Buses	3	0	2	0	5	2	39	0	0	41	0	0	0	0	0	0	22	0	0	22	68
% SU Trucks & Buses	10.7	0	1.9	0	3.7	3.3	7.5	0	0	7.1	0	0	0	0	0	0	2.4	0	0	2.3	4.1
MU Trucks	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	0	3	1	0	4	9
% MU Trucks	0	0	0.9	0	0.7	0	0.8	0	0	0.7	0	0	0	0	0	0	0.3	4.3	0	0.4	0.5

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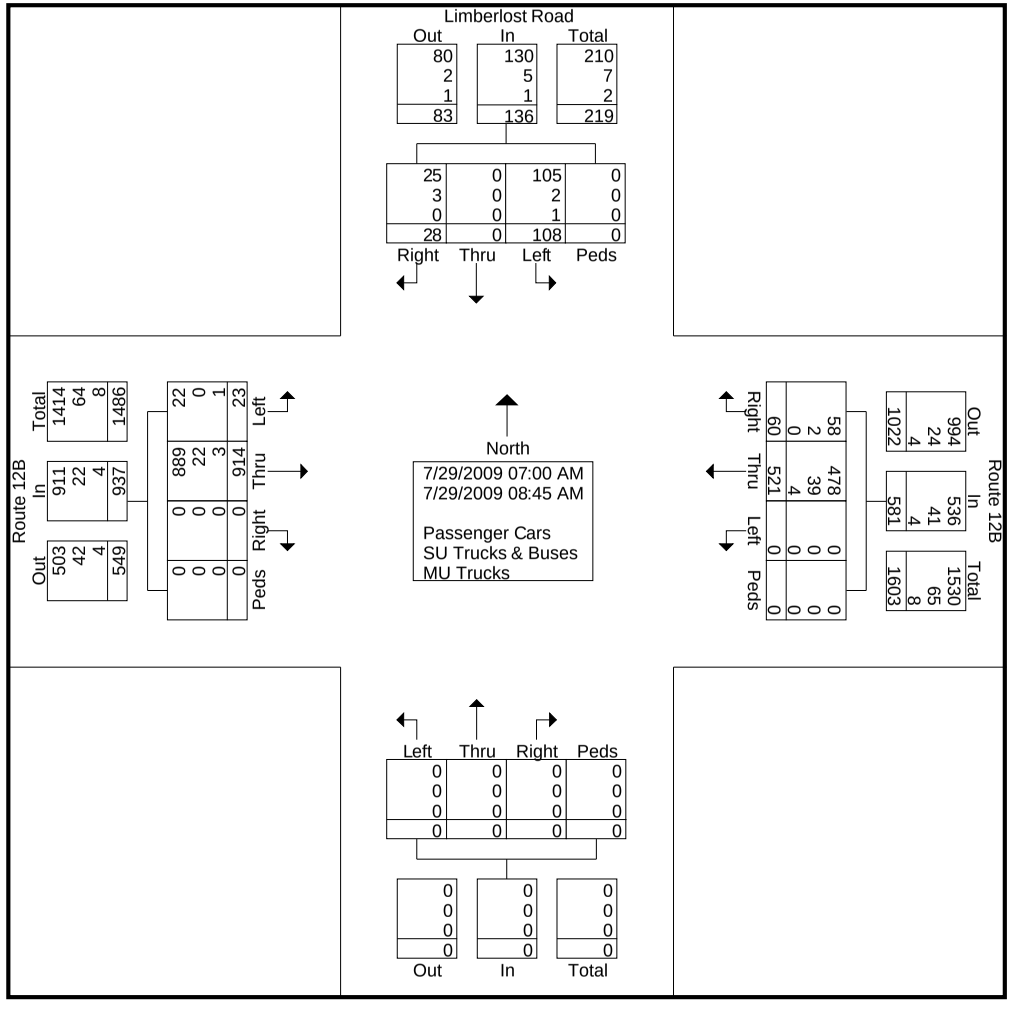
Route 12B Corridor Study
12B & Limberlost Road
AM
7 to 9

File Name : Route 12B & Limberlost Road AM
Site Code : 33333333
Start Date : 7/29/2009
Page No : 2



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Route 12B Corridor Study
12B & Limberlost Road
AM
7 to 9

File Name : Route 12B & Limberlost Road AM
Site Code : 33333333
Start Date : 7/29/2009
Page No : 3

	Limberlost Road Southbound					Route 12B Westbound					Northbound					Route 12B Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	**6**					**12**	**89**			**101**							**140**			**143**	**267**
08:00 AM	1	0	**25**	0	**26**	8	78	0	0	86	0	0	0	0	0	0	133	**5**	0	138	250
08:15 AM	6	0	13	0	19	5	70	0	0	75	0	0	0	0	0	0	122	3	0	125	219
08:30 AM	3	0	10	0	13	8	78	0	0	86	0	0	0	0	0	0	118	2	0	120	219
Total Volume	16	0	65	0	81	33	315	0	0	348	0	0	0	0	0	0	513	13	0	526	955
% App. Total	19.8	0	80.2	0		9.5	90.5	0	0		0	0	0	0		0	97.5	2.5	0		
PHF	.667	.000	.650	.000	.779	.688	.885	.000	.000	.861	.000	.000	.000	.000	.000	.000	.916	.650	.000	.920	.894
Passenger Cars	15	0	62	0	77	32	293	0	0	325	0	0	0	0	0	0	495	12	0	507	909
% Passenger Cars	93.8	0	95.4	0	95.1	97.0	93.0	0	0	93.4	0	0	0	0	0	0	96.5	92.3	0	96.4	95.2
SU Trucks & Buses	1	0	2	0	3	1	19	0	0	20	0	0	0	0	0	0	16	0	0	16	39
% SU Trucks & Buses	6.3	0	3.1	0	3.7	3.0	6.0	0	0	5.7	0	0	0	0	0	0	3.1	0	0	3.0	4.1
MU Trucks	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	0	2	1	0	3	7
% MU Trucks	0	0	1.5	0	1.2	0	1.0	0	0	0.9	0	0	0	0	0	0	0.4	7.7	0	0.6	0.7

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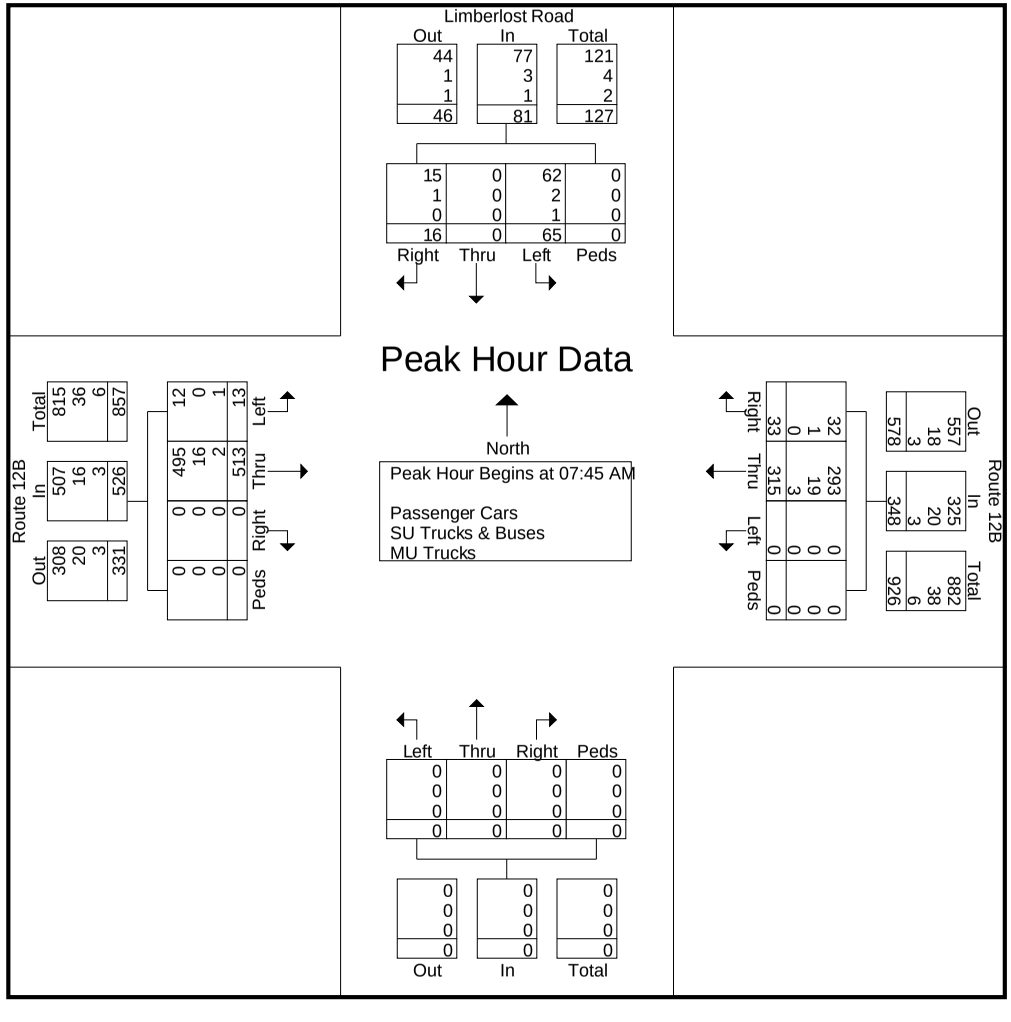
Route 12B Corridor Study
12B & Limberlost Road
AM
7 to 9

File Name : Route 12B & Limberlost Road AM
Site Code : 33333333
Start Date : 7/29/2009
Page No : 4



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Route 12B Corridor Safety Study
12B & Limberlost Road
PM
4 to 6

File Name : Route 12B & Limberlost Road PM
Site Code : 44444444
Start Date : 7/29/2009

Groups Printed- Passenger Cars - SU Trucks & Buses - MU Trucks

	Limberlost Road Southbound					Route 12B Westbound					Northbound					Route 12B Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	5	0	17	0	22	24	124	0	0	148	0	0	0	0	0	0	140	3	0	143	313
04:15 PM	3	0	10	0	13	12	151	0	0	163	0	0	0	0	0	0	127	4	0	131	307
04:30 PM	0	0	15	0	15	13	164	0	0	177	0	0	0	0	0	0	124	2	0	126	318
04:45 PM	2	0	5	0	7	13	117	0	0	130	0	0	0	0	0	0	85	2	0	87	224
Total	10	0	47	0	57	62	556	0	0	618	0	0	0	0	0	0	476	11	0	487	1162
05:00 PM	5	0	8	0	13	10	142	0	0	152	0	0	0	0	0	0	109	4	0	113	278
05:15 PM	1	0	13	0	14	9	138	0	0	147	0	0	0	0	0	0	89	2	0	91	252
05:30 PM	1	0	18	0	19	9	136	0	0	145	0	0	0	0	0	0	92	4	0	96	260
05:45 PM	1	0	14	0	15	7	129	0	0	136	0	0	0	0	0	0	81	2	0	83	234
Total	8	0	53	0	61	35	545	0	0	580	0	0	0	0	0	0	371	12	0	383	1024
Grand Total	18	0	100	0	118	97	1101	0	0	1198	0	0	0	0	0	0	847	23	0	870	2186
Apprch %	15.3	0	84.7	0		8.1	91.9	0	0		0	0	0	0		0	97.4	2.6	0		
Total %	0.8	0	4.6	0	5.4	4.4	50.4	0	0	54.8	0	0	0	0	0	0	38.7	1.1	0	39.8	
Passenger Cars																					
% Passenger Cars	88.9	0	99	0	97.5	100	99.6	0	0	99.7	0	0	0	0	0	0	98.6	100	0	98.6	99.1
SU Trucks & Buses	1	0	1	0	2	0	2	0	0	2	0	0	0	0	0	0	9	0	0	9	13
% SU Trucks & Buses	5.6	0	1	0	1.7	0	0.2	0	0	0.2	0	0	0	0	0	0	1.1	0	0	1	0.6
MU Trucks	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	6
% MU Trucks	5.6	0	0	0	0.8	0	0.2	0	0	0.2	0	0	0	0	0	0	0.4	0	0	0.3	0.3

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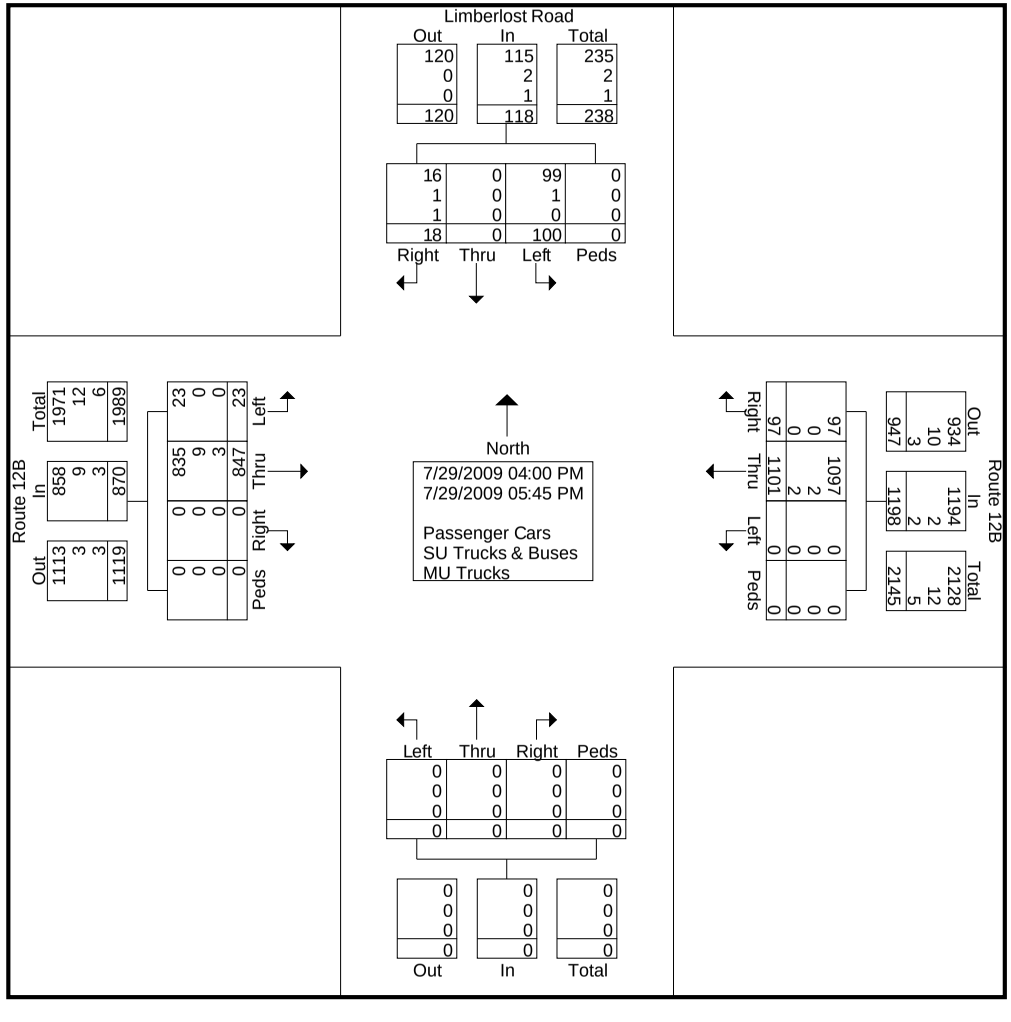
Route 12B Corridor Safety Study
12B & Limberlost Road
PM
4 to 6

File Name : Route 12B & Limberlost Road PM
Site Code : 44444444
Start Date : 7/29/2009
Page No : 2



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Route 12B Corridor Safety Study
12B & Limberlost Road
PM
4 to 6

File Name : Route 12B & Limberlost Road PM
Site Code : 44444444
Start Date : 7/29/2009

	Limberlost Road Southbound					Route 12B Westbound					Northbound					Route 12B Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:30 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	**5**		**17**		**22**	**24**											**140**			**143**	
04:15 PM	3	0	10	0	13	12	151	0	0	163	0	0	0	0	0	0	127	**4**	0	131	307
04:30 PM	0	0	15	0	15	13	**164**	0	0	**177**	0	0	0	0	0	0	124	2	0	126	**318**
04:45 PM	2	0	5	0	7	13	117	0	0	130	0	0	0	0	0	0	85	2	0	87	224
Total Volume	10	0	47	0	57	62	556	0	0	618	0	0	0	0	0	0	476	11	0	487	1162
% App. Total	17.5	0	82.5	0		10	90	0	0		0	0	0	0		0	97.7	2.3	0		
PHF	.500	.000	.691	.000	.648	.646	.848	.000	.000	.873	.000	.000	.000	.000	.000	.000	.850	.688	.000	.851	.914
Passenger Cars	9	0	46	0	55	62	554	0	0	616	0	0	0	0	0	0	466	11	0	477	1148
% Passenger Cars	90.0	0	97.9	0	96.5	100	99.6	0	0	99.7	0	0	0	0	0	0	97.9	100	0	97.9	98.8
SU Trucks & Buses	1	0	1	0	2	0	2	0	0	2	0	0	0	0	0	0	7	0	0	7	11
% SU Trucks & Buses	10.0	0	2.1	0	3.5	0	0.4	0	0	0.3	0	0	0	0	0	0	1.5	0	0	1.4	0.9
MU Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
% MU Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.6	0	0	0.6	0.3

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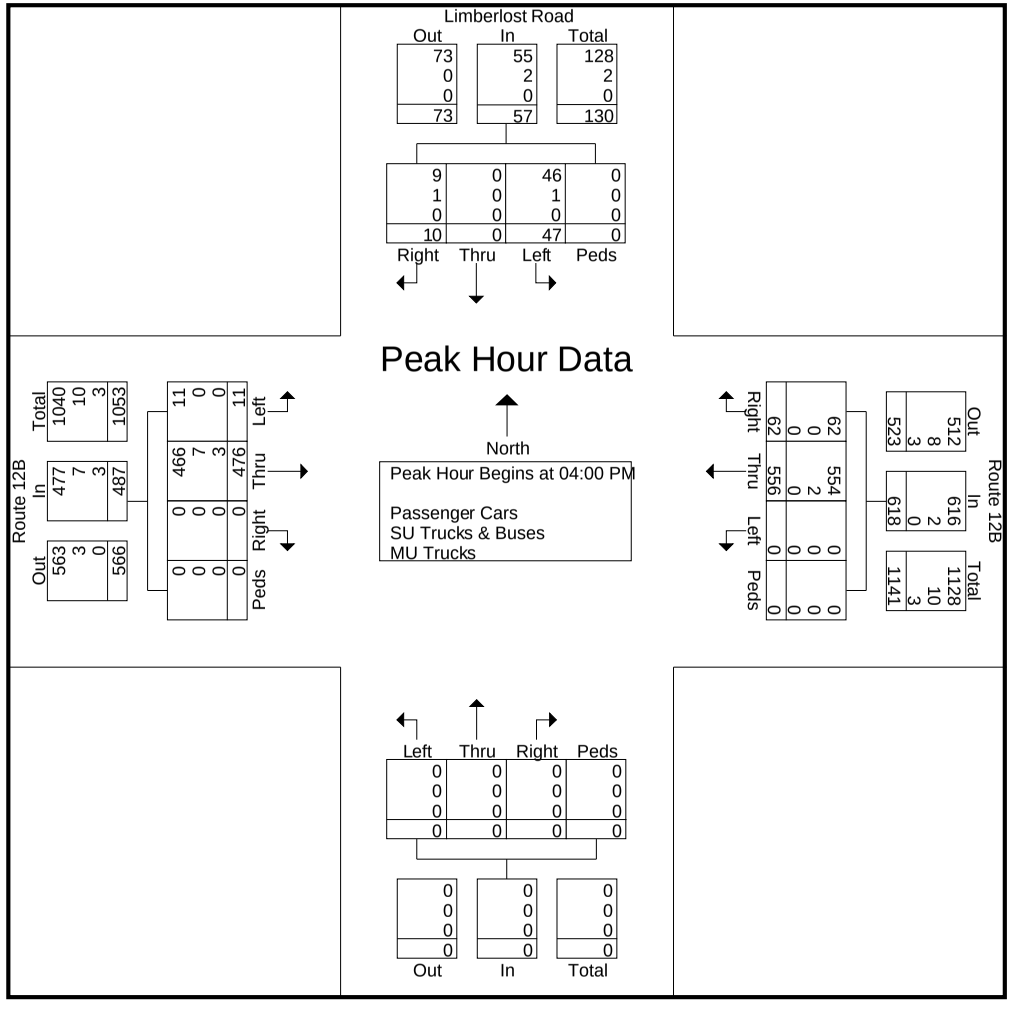
Route 12B Corridor Safety Study
12B & Limberlost Road
PM
4 to 6

File Name : Route 12B & Limberlost Road PM
Site Code : 44444444
Start Date : 7/29/2009
Page No : 4



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Route 12B Corridor Safety Study
12B & Togglestown Road
AM
7 to 9

File Name : Route 12B & Togglestown Road AM
Site Code : 08120901
Start Date : 8/12/2009
Page No : 1

Groups Printed- Passenger Cars - SU Trucks & Buses - MU Trucks

	Route 12B Southbound					Togglestown Road Westbound					Route 12B Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	63	0	0	63	2	0	1	0	3	0	80	0	0	80	0	0	0	0	0	146
07:15 AM	0	55	0	0	55	0	0	2	0	2	0	102	0	0	102	0	0	0	0	0	159
07:30 AM	0	56	0	0	56	0	0	0	0	0	0	108	0	0	108	0	0	0	0	0	164
07:45 AM	0	89	1	0	90	1	0	0	0	1	1	117	0	0	118	0	0	0	0	0	209
Total	0	263	1	0	264	3	0	3	0	6	1	407	0	0	408	0	0	0	0	0	678
08:00 AM	0	97	0	0	97	3	0	2	0	5	2	123	0	0	125	0	0	0	0	0	227
08:15 AM	0	72	1	0	73	2	0	3	0	5	0	119	0	1	120	0	0	0	0	0	198
08:30 AM	0	70	0	0	70	0	0	2	0	2	2	106	0	1	109	0	0	0	0	0	181
08:45 AM	0	81	1	0	82	3	0	0	2	5	1	121	0	1	123	0	0	0	0	0	210
Total	0	320	2	0	322	8	0	7	2	17	5	469	0	3	477	0	0	0	0	0	816
Grand Total	0	583	3	0	586	11	0	10	2	23	6	876	0	3	885	0	0	0	0	0	1494
Apprch %	0	99.5	0.5	0		47.8	0	43.5	8.7		0.7	99	0	0.3		0	0	0	0		
Total %	0	39	0.2	0	39.2	0.7	0	0.7	0.1	1.5	0.4	58.6	0	0.2	59.2	0	0	0	0	0	
Passenger Cars																					
% Passenger Cars	0	95	66.7	0	94.9	90.9	0	80	100	87	83.3	96.7	0	100	96.6	0	0	0	0	0	95.8
SU Trucks & Buses	0	25	1	0	26	1	0	2	0	3	1	28	0	0	29	0	0	0	0	0	58
% SU Trucks & Buses	0	4.3	33.3	0	4.4	9.1	0	20	0	13	16.7	3.2	0	0	3.3	0	0	0	0	0	3.9
MU Trucks	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
% MU Trucks	0	0.7	0	0	0.7	0	0	0	0	0	0	0.1	0	0	0.1	0	0	0	0	0	0.3

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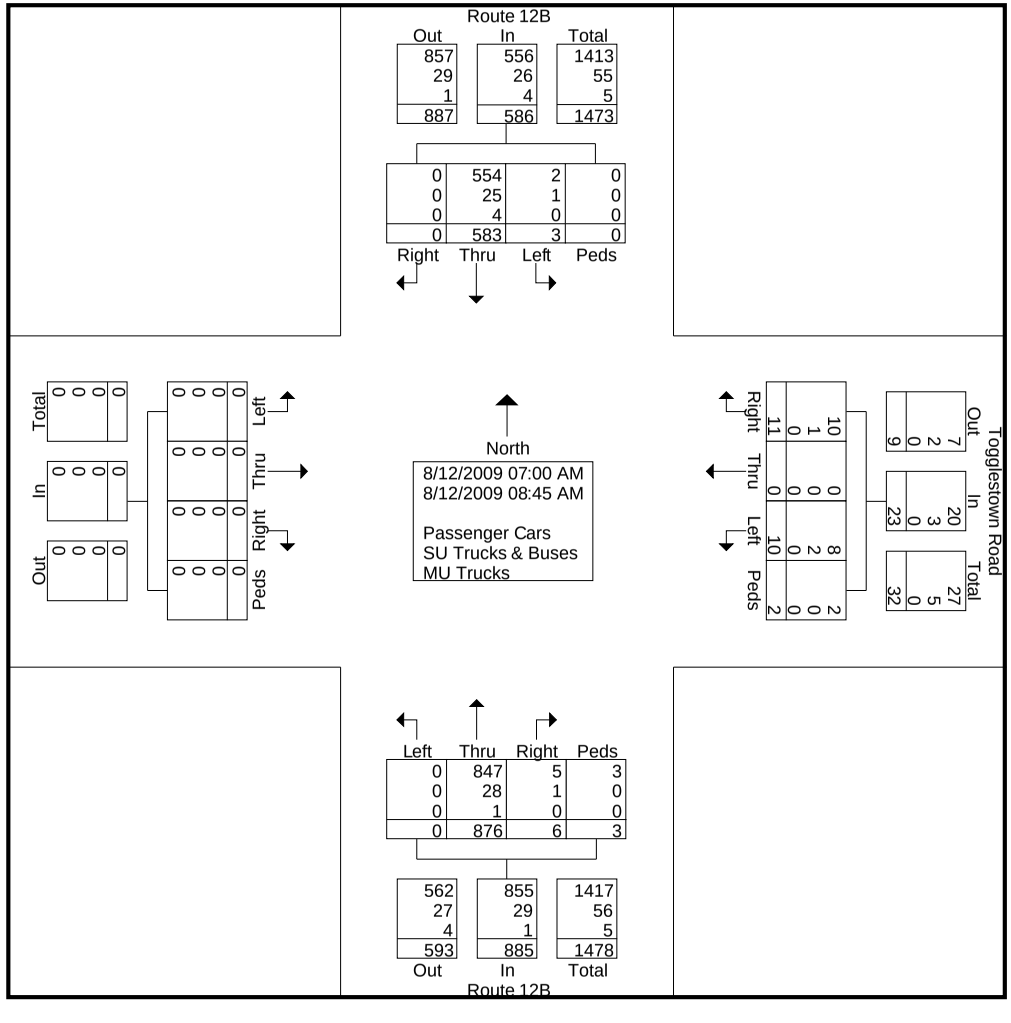
Route 12B Corridor Safety Study
12B & Togglestown Road
AM
7 to 9

File Name : Route 12B & Togglestown Road AM
Site Code : 08120901
Start Date : 8/12/2009
Page No : 2



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Route 12B Corridor Safety Study
12B & Togglestown Road
AM
7 to 9

File Name : Route 12B & Togglestown Road AM
Site Code : 08120901
Start Date : 8/12/2009

	Route 12B Southbound					Togglestown Road Westbound					Route 12B Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	**97**			**97**	**3**				**5**	**2**	**123**			**125**						**227**
08:15 AM	0	72	**1**	0	73	2	0	**3**	0	5	0	119	0	**1**	120	0	0	0	0	0	198
08:30 AM	0	70	0	0	70	0	0	2	0	2	2	106	0	1	109	0	0	0	0	0	181
08:45 AM	0	81	1	0	82	3	0	0	**2**	5	1	121	0	1	123	0	0	0	0	0	210
Total Volume	0	320	2	0	322	8	0	7	2	17	5	469	0	3	477	0	0	0	0	0	816
% App. Total	0	99.4	0.6	0		47.1	0	41.2	11.8		1	98.3	0	0.6		0	0	0	0		
PHF	.000	.825	.500	.000	.830	.667	.000	.583	.250	.850	.625	.953	.000	.750	.954	.000	.000	.000	.000	.000	.899
Passenger Cars	0	300	1	0	301	7	0	5	2	14	4	450	0	3	457	0	0	0	0	0	772
% Passenger Cars	0	93.8	50.0	0	93.5	87.5	0	71.4	100	82.4	80.0	95.9	0	100	95.8	0	0	0	0	0	94.6
SU Trucks & Buses	0	18	1	0	19	1	0	2	0	3	1	18	0	0	19	0	0	0	0	0	41
% SU Trucks & Buses	0	5.6	50.0	0	5.9	12.5	0	28.6	0	17.6	20.0	3.8	0	0	4.0	0	0	0	0	0	5.0
MU Trucks	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
% MU Trucks	0	0.6	0	0	0.6	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0.4

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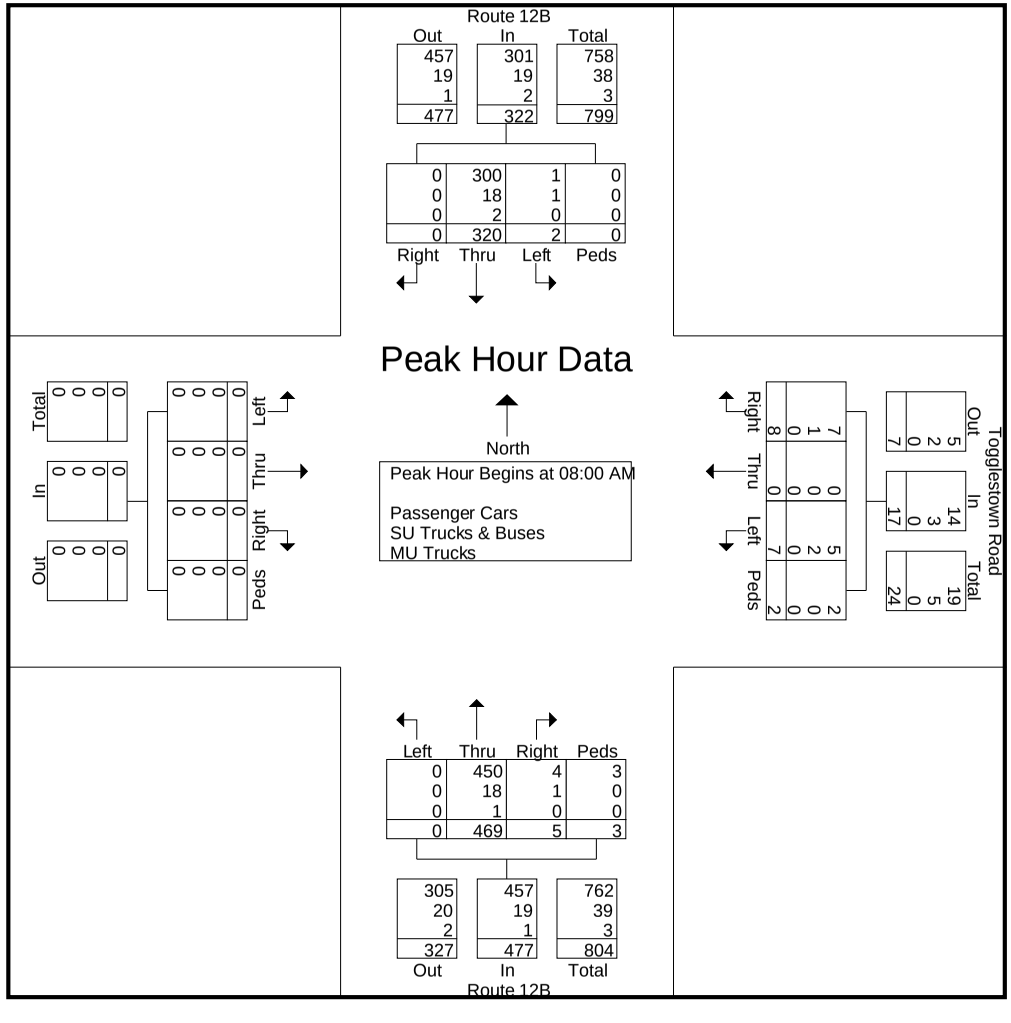
Route 12B Corridor Safety Study
12B & Togglestown Road
AM
7 to 9

File Name : Route 12B & Togglestown Road AM
Site Code : 08120901
Start Date : 8/12/2009
Page No : 4



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Route 12B Corridor Safety Study
12B & Togglestown Road
PM
4 to 6

File Name : Route 12B & Togglestown Road PM
Site Code : 08120902
Start Date : 8/12/2009
Page No : 1

Groups Printed- Passenger Cars - SU Trucks & Buses - MU Trucks

	Route 12B Southbound					Togglestown Road Westbound					Route 12B Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	126	1	0	127	1	0	1	0	2	1	96	0	0	97	0	0	0	0	0	226
04:15 PM	0	123	1	0	124	3	0	1	0	4	3	95	0	0	98	0	0	0	0	0	226
04:30 PM	0	133	1	0	134	1	0	0	0	1	4	116	0	0	120	0	0	0	0	0	255
04:45 PM	0	146	2	0	148	1	0	3	0	4	3	108	0	1	112	0	0	0	0	0	264
Total	0	528	5	0	533	6	0	5	0	11	11	415	0	1	427	0	0	0	0	0	971
05:00 PM	0	144	3	0	147	0	0	2	0	2	1	119	0	0	120	0	0	0	0	0	269
05:15 PM	0	148	4	0	152	1	0	2	0	3	2	111	0	0	113	0	0	0	0	0	268
05:30 PM	1	135	2	0	138	2	0	3	0	5	0	102	0	0	102	0	0	0	0	0	245
05:45 PM	0	111	3	0	114	3	0	1	1	5	2	84	0	0	86	0	0	0	0	0	205
Total	1	538	12	0	551	6	0	8	1	15	5	416	0	0	421	0	0	0	0	0	987
Grand Total	1	1066	17	0	1084	12	0	13	1	26	16	831	0	1	848	0	0	0	0	0	1958
Apprch %	0.1	98.3	1.6	0		46.2	0	50	3.8		1.9	98	0	0.1		0	0	0	0		
Total %	0.1	54.4	0.9	0	55.4	0.6	0	0.7	0.1	1.3	0.8	42.4	0	0.1	43.3	0	0	0	0	0	
Passenger Cars																					
% Passenger Cars	100	97.8	100	0	97.9	100	0	100	100	100	100	97.6	0	100	97.6	0	0	0	0	0	97.8
SU Trucks & Buses	0	14	0	0	14	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	26
% SU Trucks & Buses	0	1.3	0	0	1.3	0	0	0	0	0	0	1.4	0	0	1.4	0	0	0	0	0	1.3
MU Trucks	0	9	0	0	9	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	17
% MU Trucks	0	0.8	0	0	0.8	0	0	0	0	0	0	1	0	0	0.9	0	0	0	0	0	0.9

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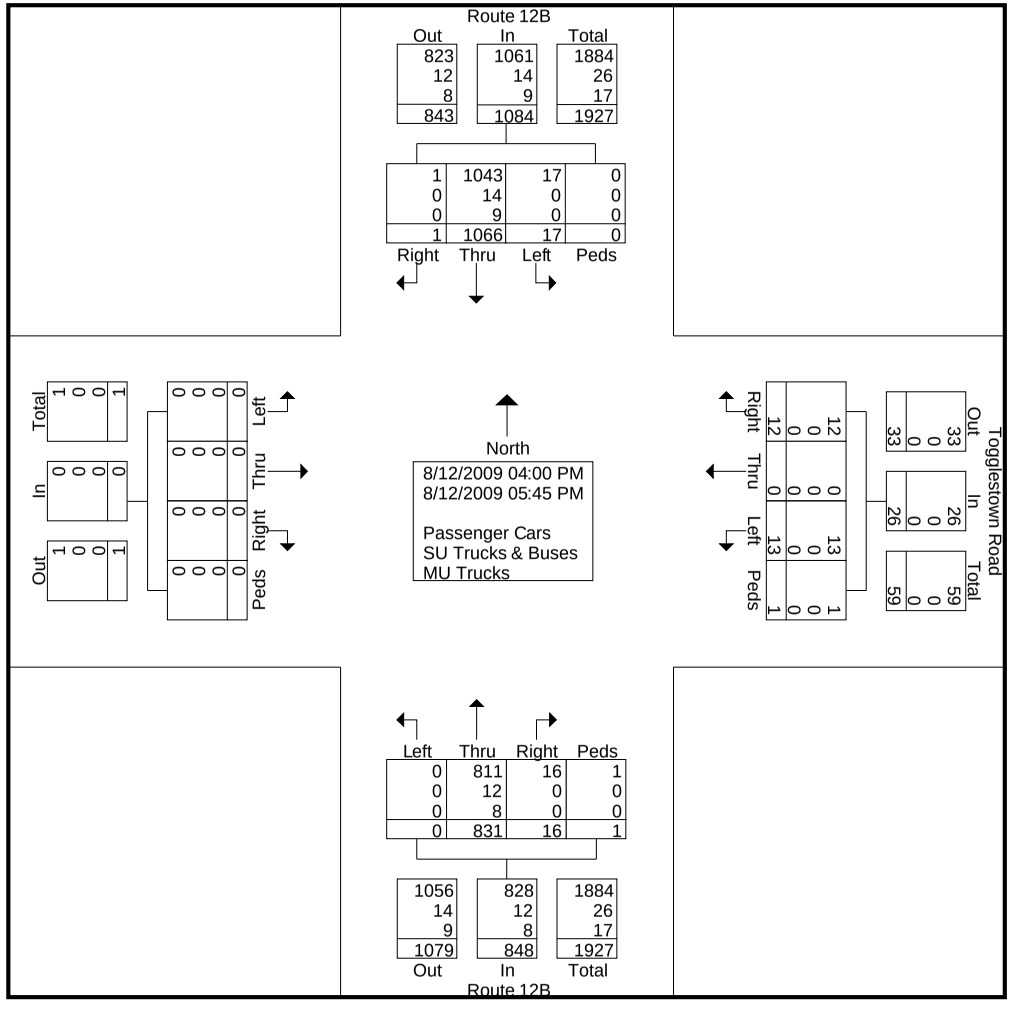
Route 12B Corridor Safety Study
12B & Togglestown Road
PM
4 to 6

File Name : Route 12B & Togglestown Road PM
Site Code : 08120902
Start Date : 8/12/2009
Page No : 2



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Route 12B Corridor Safety Study
12B & Togglestown Road
PM
4 to 6

File Name : Route 12B & Togglestown Road PM
Site Code : 08120902
Start Date : 8/12/2009
Page No : 3

	Route 12B Southbound					Togglestown Road Westbound					Route 12B Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	133	1	0	134	**1**					**4**				**120**						
04:45 PM	0	146	2	0	148	1	0	**3**	0	**4**	3	108	0	**1**	112	0	0	0	0	0	264
05:00 PM	0	144	3	0	147	0	0	2	0	2	1	**119**	0	0	120	0	0	0	0	0	**269**
05:15 PM	0	**148**	**4**	0	**152**	1	0	2	0	3	2	111	0	0	113	0	0	0	0	0	268
Total Volume	0	571	10	0	581	3	0	7	0	10	10	454	0	1	465	0	0	0	0	0	1056
% App. Total	0	98.3	1.7	0		30	0	70	0		2.2	97.6	0	0.2		0	0	0	0		
PHF	.000	.965	.625	.000	.956	.750	.000	.583	.000	.625	.625	.954	.000	.250	.969	.000	.000	.000	.000	.000	.981
Passenger Cars	0	561	10	0	571	3	0	7	0	10	10	446	0	1	457	0	0	0	0	0	1038
% Passenger Cars	0	98.2	100	0	98.3	100	0	100	0	100	100	98.2	0	100	98.3	0	0	0	0	0	98.3
SU Trucks & Buses	0	6	0	0	6	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	10
% SU Trucks & Buses	0	1.1	0	0	1.0	0	0	0	0	0	0	0.9	0	0	0.9	0	0	0	0	0	0.9
MU Trucks	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	8
% MU Trucks	0	0.7	0	0	0.7	0	0	0	0	0	0	0.9	0	0	0.9	0	0	0	0	0	0.8

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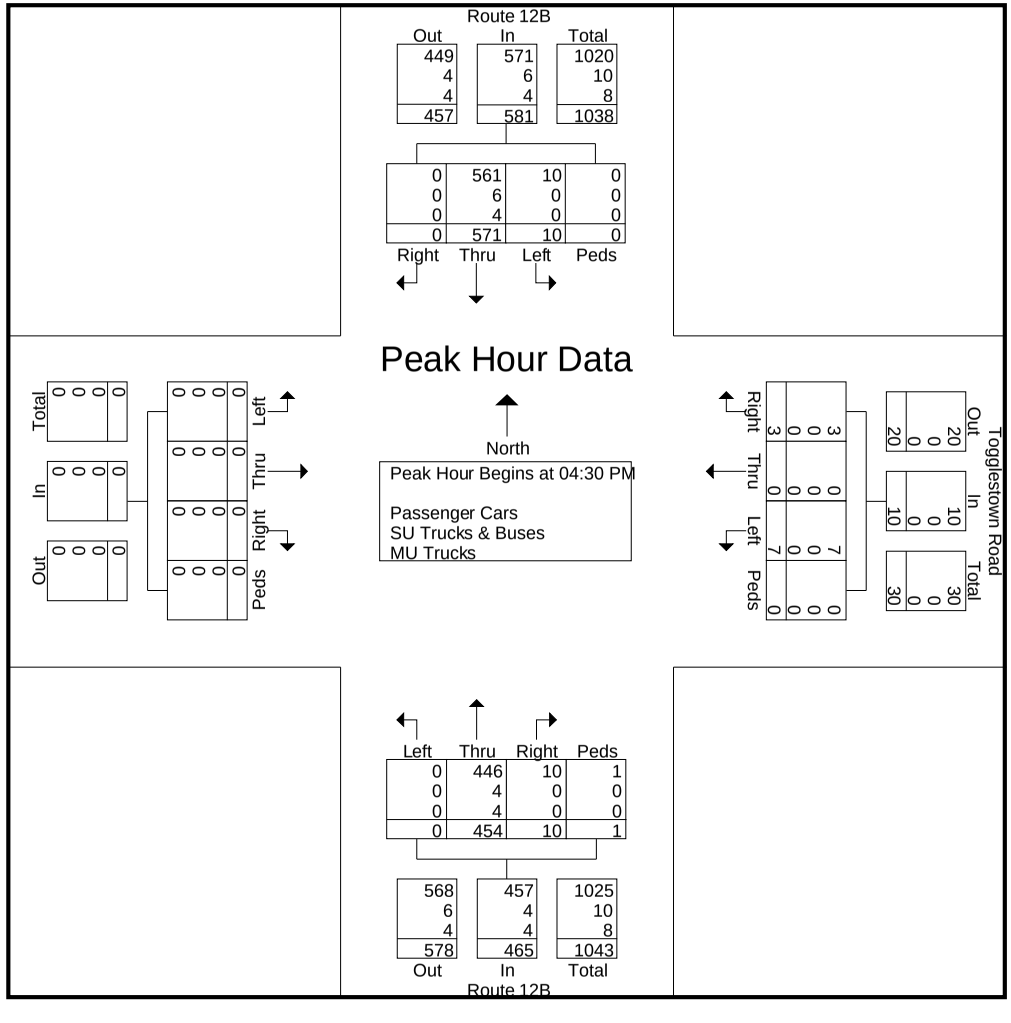
Route 12B Corridor Safety Study
12B & Togglestown Road
PM
4 to 6

File Name : Route 12B & Togglestown Road PM
Site Code : 08120902
Start Date : 8/12/2009
Page No : 4



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Route 12B Corridor Safety Study
12B & Brimfield
AM
7 to 9

File Name : Route 12B & Brimfield AM
Site Code : 00000012
Start Date : 8/6/2009

Groups Printed- Passenger Cars - SU Trucks & Buses - MU Trucks

	Route 12B Southbound					Brimfield Street Westbound					Route 12B Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	32	5	0	37	9	0	6	1	16	5	61	0	0	66	0	0	0	0	0	119
07:15 AM	0	31	3	0	34	9	0	6	0	15	4	94	0	0	98	0	0	0	0	0	147
07:30 AM	0	40	2	0	42	13	0	8	0	21	7	105	0	0	112	0	0	0	0	0	175
07:45 AM	0	63	3	0	66	12	0	7	0	19	14	133	0	0	147	0	0	0	0	0	232
Total	0	166	13	0	179	43	0	27	1	71	30	393	0	0	423	0	0	0	0	0	673
08:00 AM	0	83	6	0	89	19	0	19	1	39	6	121	0	0	127	0	0	0	0	0	255
08:15 AM	0	75	5	0	80	9	0	11	0	20	9	106	0	0	115	0	0	0	0	0	215
08:30 AM	0	54	3	0	57	15	0	16	0	31	8	97	0	0	105	0	0	0	0	0	193
08:45 AM	0	72	2	0	74	12	0	10	0	22	7	98	0	0	105	0	0	0	0	0	201
Total	0	284	16	0	300	55	0	56	1	112	30	422	0	0	452	0	0	0	0	0	864
Grand Total	0	450	29	0	479	98	0	83	2	183	60	815	0	0	875	0	0	0	0	0	1537
Apprch %	0	93.9	6.1	0		53.6	0	45.4	1.1		6.9	93.1	0	0		0	0	0	0		
Total %	0	29.3	1.9	0	31.2	6.4	0	5.4	0.1	11.9	3.9	53	0	0	56.9	0	0	0	0	0	
Passenger Cars																					
% Passenger Cars	0	90.4	100	0	91	99	0	91.6	100	95.6	98.3	95.6	0	0	95.8	0	0	0	0	0	94.3
SU Trucks & Buses	0	32	0	0	32	1	0	7	0	8	1	29	0	0	30	0	0	0	0	0	70
% SU Trucks & Buses	0	7.1	0	0	6.7	1	0	8.4	0	4.4	1.7	3.6	0	0	3.4	0	0	0	0	0	4.6
MU Trucks	0	11	0	0	11	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	18
% MU Trucks	0	2.4	0	0	2.3	0	0	0	0	0	0	0.9	0	0	0.8	0	0	0	0	0	1.2

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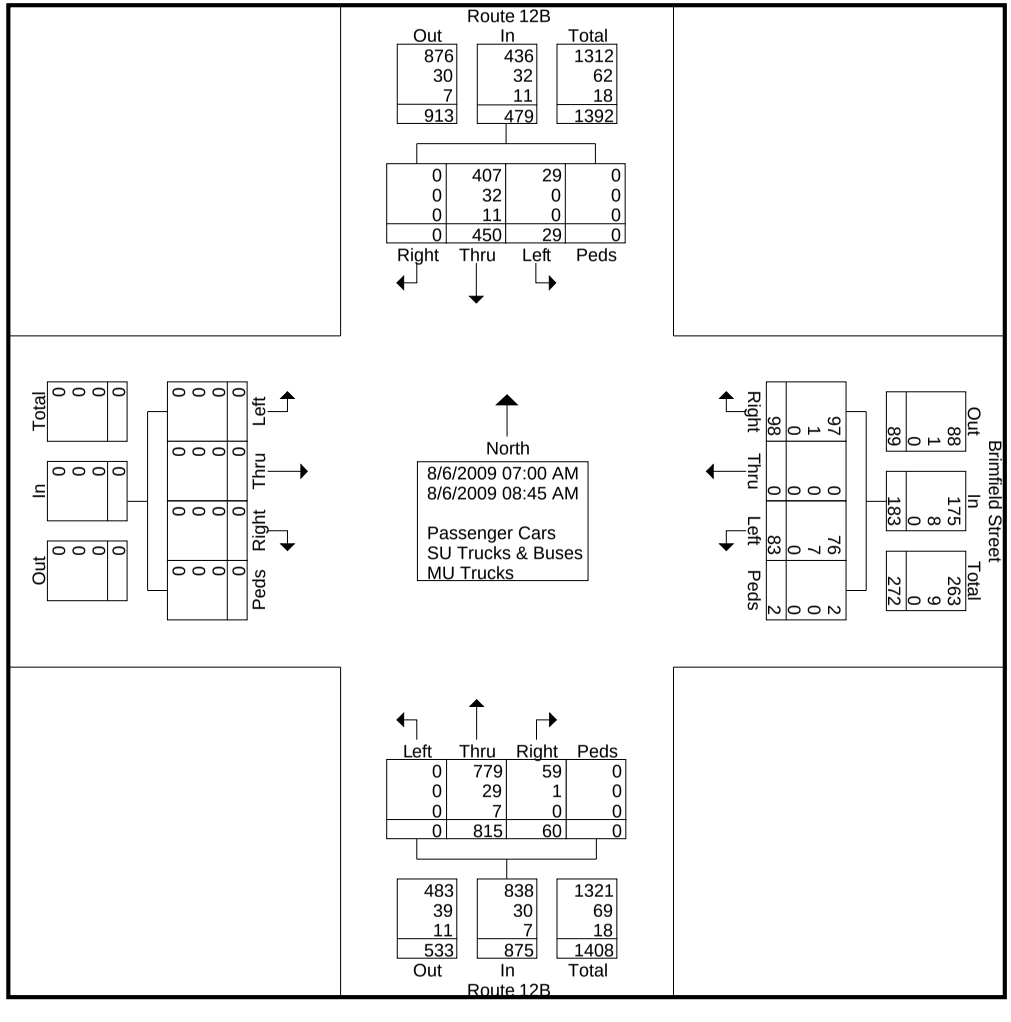
Route 12B Corridor Safety Study
12B & Brimfield
AM
7 to 9

File Name : Route 12B & Brimfield AM
Site Code : 00000012
Start Date : 8/6/2009
Page No : 2



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Route 12B Corridor Safety Study
12B & Brimfield
AM
7 to 9

File Name : Route 12B & Brimfield AM
Site Code : 00000012
Start Date : 8/6/2009

	Route 12B Southbound					Brimfield Street Westbound					Route 12B Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	63	3	0	66	12	0	7	0	19	**14**	**133**			**147**						
08:00 AM	0	**83**	**6**	0	**89**	**19**	0	**19**	**1**	**39**	6	121	0	0	127	0	0	0	0	0	**255**
08:15 AM	0	75	5	0	80	9	0	11	0	20	9	106	0	0	115	0	0	0	0	0	215
08:30 AM	0	54	3	0	57	15	0	16	0	31	8	97	0	0	105	0	0	0	0	0	193
Total Volume	0	275	17	0	292	55	0	53	1	109	37	457	0	0	494	0	0	0	0	0	895
% App. Total	0	94.2	5.8	0		50.5	0	48.6	0.9		7.5	92.5	0	0		0	0	0	0		
PHF	.000	.828	.708	.000	.820	.724	.000	.697	.250	.699	.661	.859	.000	.000	.840	.000	.000	.000	.000	.000	.877
Passenger Cars	0	245	17	0	262	54	0	48	1	103	36	441	0	0	477	0	0	0	0	0	842
% Passenger Cars	0	89.1	100	0	89.7	98.2	0	90.6	100	94.5	97.3	96.5	0	0	96.6	0	0	0	0	0	94.1
SU Trucks & Buses	0	22	0	0	22	1	0	5	0	6	1	14	0	0	15	0	0	0	0	0	43
% SU Trucks & Buses	0	8.0	0	0	7.5	1.8	0	9.4	0	5.5	2.7	3.1	0	0	3.0	0	0	0	0	0	4.8
MU Trucks	0	8	0	0	8	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	10
% MU Trucks	0	2.9	0	0	2.7	0	0	0	0	0	0	0.4	0	0	0.4	0	0	0	0	0	1.1

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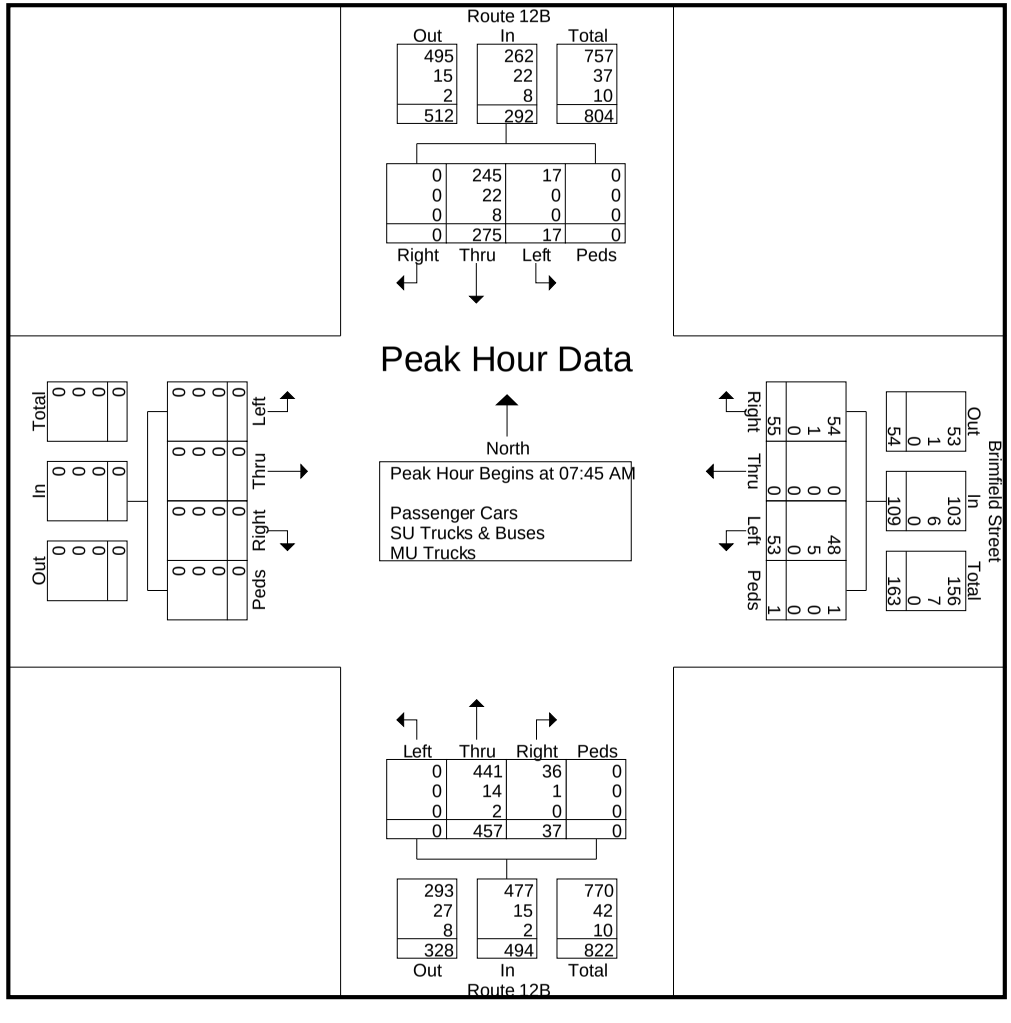
Route 12B Corridor Safety Study
12B & Brimfield
AM
7 to 9

File Name : Route 12B & Brimfield AM
Site Code : 00000012
Start Date : 8/6/2009
Page No : 4



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Route 12B Corridor Safety Study
12B & Brimfield
PM
4 to 6

File Name : Route 12B & Brimfield PM
Site Code : 00000013
Start Date : 8/6/2009
Page No : 1

Groups Printed- Passenger Cars - SU Trucks & Buses - MU Trucks

	Route 12B Southbound					Brimfield Street Westbound					Route 12B Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	134	12	1	147	10	0	15	0	25	14	114	0	0	128	0	0	0	0	0	300
04:15 PM	0	104	12	0	116	6	0	9	1	16	16	108	1	0	125	0	0	0	0	0	257
04:30 PM	0	145	14	0	159	7	0	14	0	21	17	124	0	0	141	1	0	0	0	1	322
04:45 PM	0	151	13	0	164	5	0	12	0	17	15	106	0	0	121	0	0	0	0	0	302
Total	0	534	51	1	586	28	0	50	1	79	62	452	1	0	515	1	0	0	0	1	1181
05:00 PM	0	147	10	0	157	2	0	9	0	11	5	125	0	0	130	0	0	0	0	0	298
05:15 PM	0	147	18	0	165	7	0	12	0	19	13	97	0	0	110	0	0	0	0	0	294
05:30 PM	0	147	15	0	162	10	0	13	0	23	8	119	0	0	127	0	0	0	0	0	312
05:45 PM	0	129	15	0	144	6	0	24	0	30	15	103	0	0	118	0	0	0	0	0	292
Total	0	570	58	0	628	25	0	58	0	83	41	444	0	0	485	0	0	0	0	0	1196
Grand Total	0	1104	109	1	1214	53	0	108	1	162	103	896	1	0	1000	1	0	0	0	1	2377
Apprch %	0	90.9	9	0.1		32.7	0	66.7	0.6		10.3	89.6	0.1	0		100	0	0	0		
Total %	0	46.4	4.6	0	51.1	2.2	0	4.5	0	6.8	4.3	37.7	0	0	42.1	0	0	0	0	0	
Passenger Cars																					
% Passenger Cars	0	98.6	97.2	100	98.5	98.1	0	98.1	100	98.1	100	97.2	100	0	97.5	100	0	0	0	100	98.1
SU Trucks & Buses	0	15	3	0	18	0	0	2	0	2	0	20	0	0	20	0	0	0	0	0	40
% SU Trucks & Buses	0	1.4	2.8	0	1.5	0	0	1.9	0	1.2	0	2.2	0	0	2	0	0	0	0	0	1.7
MU Trucks	0	0	0	0	0	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	6
% MU Trucks	0	0	0	0	0	1.9	0	0	0	0.6	0	0.6	0	0	0.5	0	0	0	0	0	0.3

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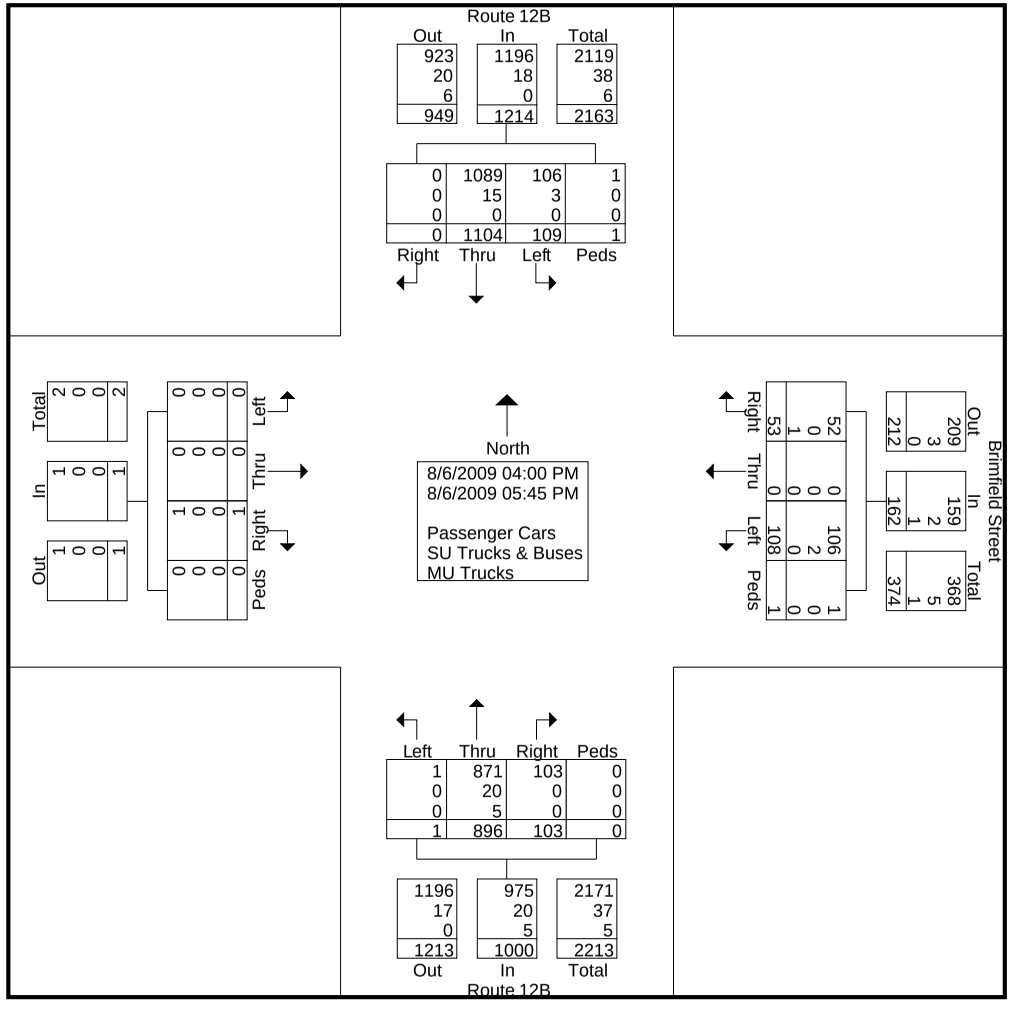
Route 12B Corridor Safety Study
12B & Brimfield
PM
4 to 6

File Name : Route 12B & Brimfield PM
Site Code : 00000013
Start Date : 8/6/2009
Page No : 2



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Route 12B Corridor Safety Study
12B & Brimfield
PM
4 to 6

File Name : Route 12B & Brimfield PM
Site Code : 00000013
Start Date : 8/6/2009
Page No : 3

	Route 12B Southbound					Brimfield Street Westbound					Route 12B Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	145	14	0	159	**7**		**14**		**21**	**17**				**141**	**1**				**1**	**322**
04:45 PM	0	**151**	13	0	164	5	0	12	0	17	15	106	0	0	121	0	0	0	0	0	302
05:00 PM	0	147	10	0	157	2	0	9	0	11	5	**125**	0	0	130	0	0	0	0	0	298
05:15 PM	0	147	**18**	0	**165**	7	0	12	0	19	13	97	0	0	110	0	0	0	0	0	294
Total Volume	0	590	55	0	645	21	0	47	0	68	50	452	0	0	502	1	0	0	0	1	1216
% App. Total	0	91.5	8.5	0		30.9	0	69.1	0		10	90	0	0		100	0	0	0		
PHF	.000	.977	.764	.000	.977	.750	.000	.839	.000	.810	.735	.904	.000	.000	.890	.250	.000	.000	.000	.250	.944
Passenger Cars	0	584	52	0	636	20	0	46	0	66	50	440	0	0	490	1	0	0	0	1	1193
% Passenger Cars	0	99.0	94.5	0	98.6	95.2	0	97.9	0	97.1	100	97.3	0	0	97.6	100	0	0	0	100	98.1
SU Trucks & Buses	0	6	3	0	9	0	0	1	0	1	0	11	0	0	11	0	0	0	0	0	21
% SU Trucks & Buses	0	1.0	5.5	0	1.4	0	0	2.1	0	1.5	0	2.4	0	0	2.2	0	0	0	0	0	1.7
MU Trucks	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	2
% MU Trucks	0	0	0	0	0	4.8	0	0	0	1.5	0	0.2	0	0	0.2	0	0	0	0	0	0.2

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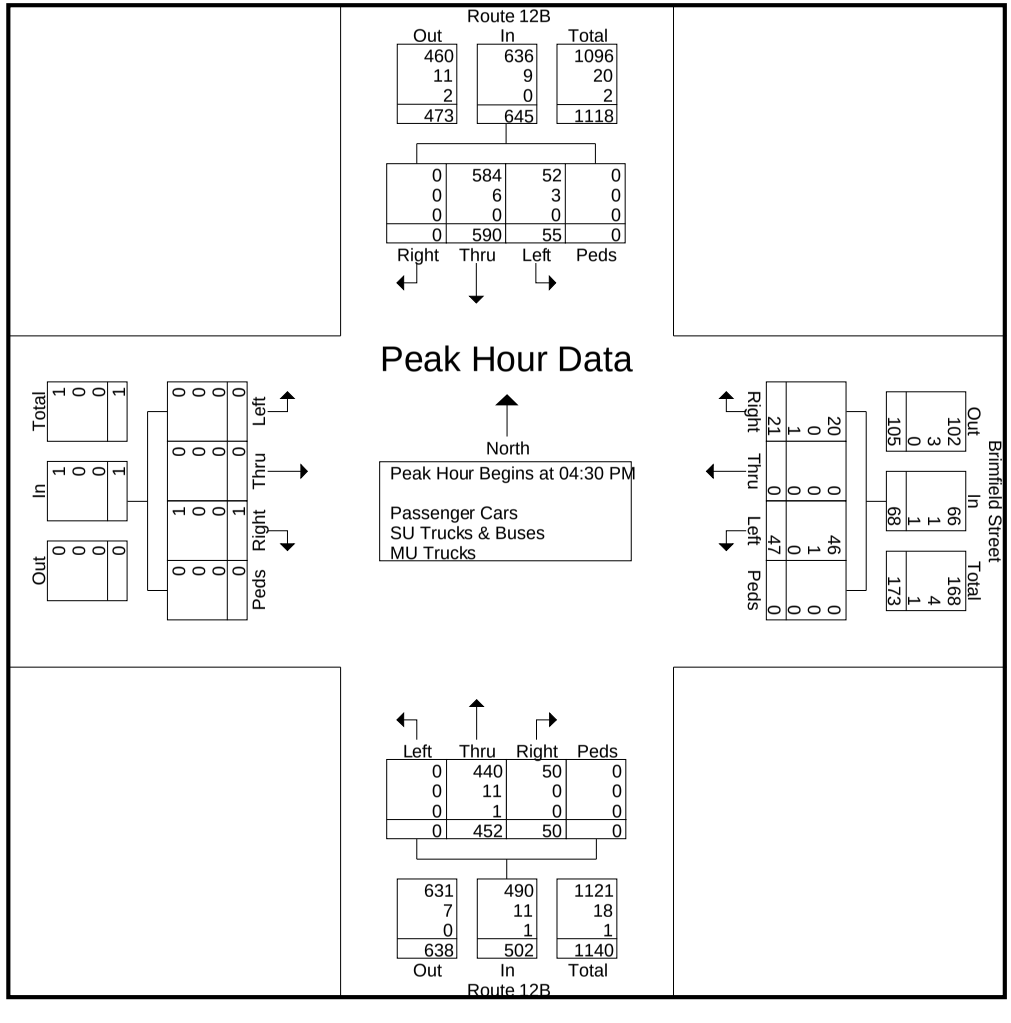
Route 12B Corridor Safety Study
12B & Brimfield
PM
4 to 6

File Name : Route 12B & Brimfield PM
Site Code : 00000013
Start Date : 8/6/2009
Page No : 4



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Route 12B Corridor Safety Study
12B & West Park Row/Williams Street
AM
7 to 9

File Name : Route 12B & West Park Row AM
Site Code : 07310901
Start Date : 7/30/2009
Page No : 1

Groups Printed- Passenger Cars - SU Trucks & Buses - MU Trucks

	West Park Row Southbound					Route 12B Westbound					Williams Street Northbound					Route 12B Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	7	0	3	6	16	0	39	0	0	39	1	0	0	0	1	0	70	0	5	75	131
07:15 AM	1	0	5	1	7	0	54	0	0	54	2	0	3	0	5	0	81	0	4	85	151
07:30 AM	6	1	4	5	16	0	51	0	0	51	3	0	2	0	5	2	109	0	1	112	184
07:45 AM	12	0	3	2	17	0	83	3	0	86	2	0	0	0	2	2	133	1	1	137	242
Total	26	1	15	14	56	0	227	3	0	230	8	0	5	0	13	4	393	1	11	409	708
08:00 AM	11	1	8	1	21	0	68	3	0	71	3	0	1	0	4	0	94	0	0	94	190
08:15 AM	12	0	7	1	20	0	84	0	0	84	1	0	2	0	3	0	99	0	2	101	208
08:30 AM	7	1	9	4	21	0	57	1	0	58	2	0	2	0	4	1	95	0	3	99	182
08:45 AM	13	2	3	2	20	0	54	0	0	54	2	0	1	0	3	2	101	0	2	105	182
Total	43	4	27	8	82	0	263	4	0	267	8	0	6	0	14	3	389	0	7	399	762
Grand Total	69	5	42	22	138	0	490	7	0	497	16	0	11	0	27	7	782	1	18	808	1470
Apprch %	50	3.6	30.4	15.9		0	98.6	1.4	0		59.3	0	40.7	0		0.9	96.8	0.1	2.2		
Total %	4.7	0.3	2.9	1.5	9.4	0	33.3	0.5	0	33.8	1.1	0	0.7	0	1.8	0.5	53.2	0.1	1.2	55	
Passenger Cars																					
% Passenger Cars	98.6	100	92.9	100	97.1	0	91.4	85.7	0	91.3	93.8	0	100	0	96.3	100	95.8	100	100	95.9	94.5
SU Trucks & Buses	1	0	3	0	4	0	38	1	0	39	1	0	0	0	1	0	28	0	0	28	72
% SU Trucks & Buses	1.4	0	7.1	0	2.9	0	7.8	14.3	0	7.8	6.2	0	0	0	3.7	0	3.6	0	0	3.5	4.9
MU Trucks	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	9
% MU Trucks	0	0	0	0	0	0	0.8	0	0	0.8	0	0	0	0	0	0	0.6	0	0	0.6	0.6

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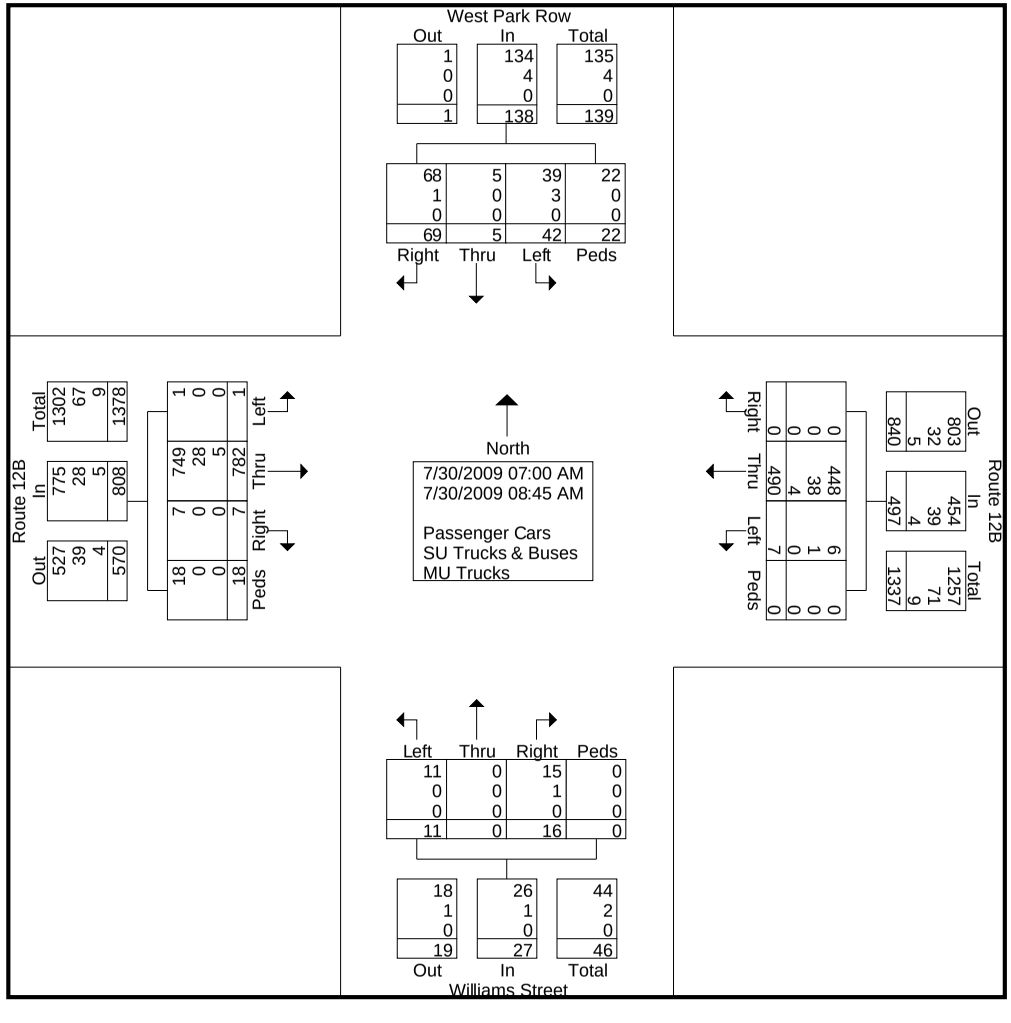
Route 12B Corridor Safety Study
12B & West Park Row/Williams Street
AM
7 to 9

File Name : Route 12B & West Park Row AM
Site Code : 07310901
Start Date : 7/30/2009
Page No : 2



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Route 12B Corridor Safety Study
12B & West Park Row/Williams Street
AM
7 to 9

File Name : Route 12B & West Park Row AM
Site Code : 07310901
Start Date : 7/30/2009

	West Park Row Southbound					Route 12B Westbound					Williams Street Northbound					Route 12B Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	6	**1**		**5**							**3**		**2**		**5**	**2**					
07:45 AM	**12**	0	3	2	17	0	83	**3**	0	**86**	2	0	0	0	2	2	**133**	**1**	1	**137**	**242**
08:00 AM	11	1	**8**	1	**21**	0	68	3	0	71	3	0	1	0	4	0	94	0	0	94	190
08:15 AM	12	0	7	1	20	0	**84**	0	0	84	1	0	2	0	3	0	99	0	**2**	101	208
Total Volume	41	2	22	9	74	0	286	6	0	292	9	0	5	0	14	4	435	1	4	444	824
% App. Total	55.4	2.7	29.7	12.2		0	97.9	2.1	0		64.3	0	35.7	0		0.9	98	0.2	0.9		
PHF	.854	.500	.688	.450	.881	.000	.851	.500	.000	.849	.750	.000	.625	.000	.700	.500	.818	.250	.500	.810	.851
Passenger Cars	40	2	19	9	70	0	258	5	0	263	8	0	5	0	13	4	418	1	4	427	773
% Passenger Cars	97.6	100	86.4	100	94.6	0	90.2	83.3	0	90.1	88.9	0	100	0	92.9	100	96.1	100	100	96.2	93.8
SU Trucks & Buses	1	0	3	0	4	0	26	1	0	27	1	0	0	0	1	0	16	0	0	16	48
% SU Trucks & Buses	2.4	0	13.6	0	5.4	0	9.1	16.7	0	9.2	11.1	0	0	0	7.1	0	3.7	0	0	3.6	5.8
MU Trucks	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
% MU Trucks	0	0	0	0	0	0	0.7	0	0	0.7	0	0	0	0	0	0	0.2	0	0	0.2	0.4

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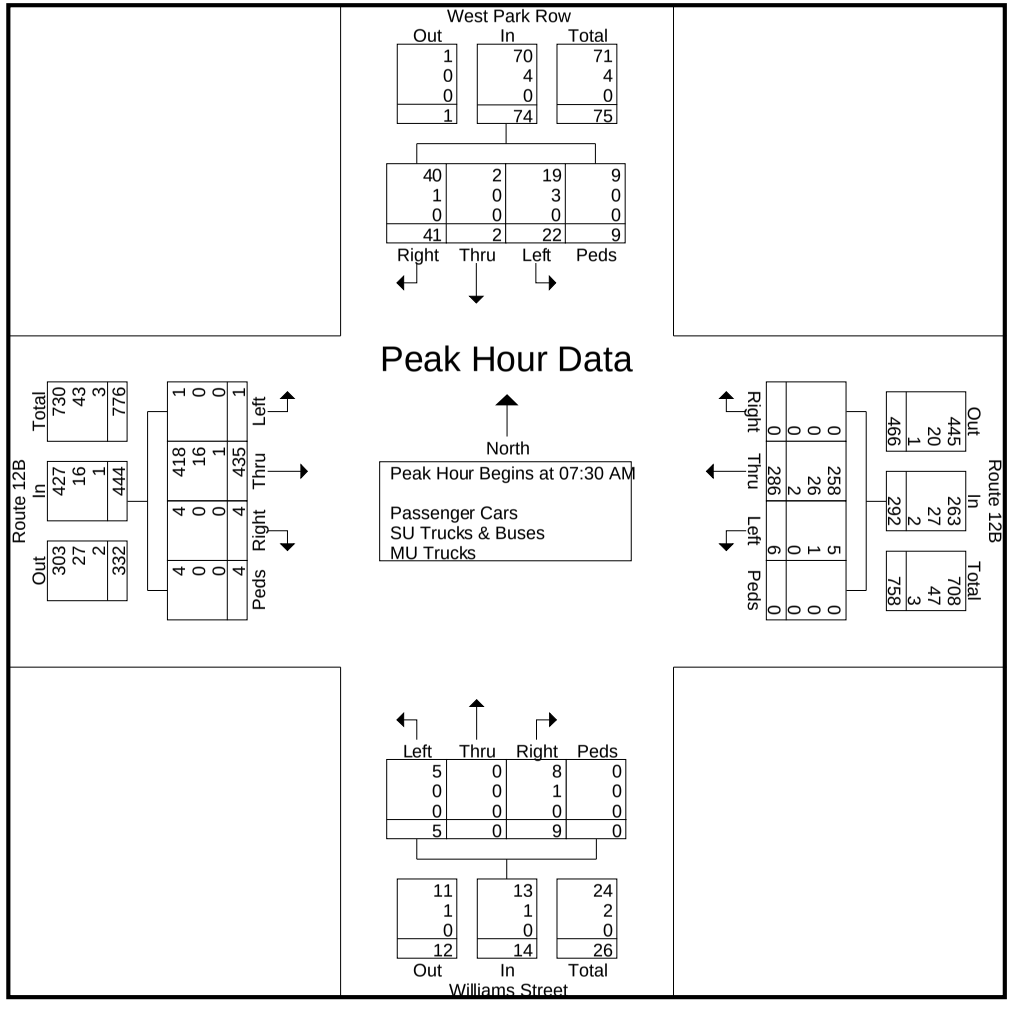
Route 12B Corridor Safety Study
12B & West Park Row/Williams Street
AM
7 to 9

File Name : Route 12B & West Park Row AM
Site Code : 07310901
Start Date : 7/30/2009
Page No : 4



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Route 12B Corridor Safety Study
12B & West Park Row/Williams Street
PM
4 to 6

File Name : Route 12B & West Park Row PM
Site Code : 07310902
Start Date : 7/30/2009

Groups Printed- Passenger Cars - SU Trucks & Buses - MU Trucks

	West Park Row Southbound					Route 12B Westbound					Williams Street Northbound					Route 12B Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	27	3	18	17	65	0	96	3	8	107	1	0	1	2	4	3	135	0	4	142	318
04:15 PM	41	3	16	25	85	0	102	1	6	109	0	0	1	0	1	4	126	0	7	137	332
04:30 PM	32	6	22	17	77	0	93	1	10	104	1	0	0	1	2	3	149	0	1	153	336
04:45 PM	32	1	31	7	71	0	101	4	2	107	1	0	1	0	2	1	123	0	1	125	305
Total	132	13	87	66	298	0	392	9	26	427	3	0	3	3	9	11	533	0	13	557	1291
05:00 PM	19	5	13	15	52	0	117	1	2	120	2	0	1	1	4	4	127	0	3	134	310
05:15 PM	18	3	25	18	64	0	102	3	3	108	4	0	2	0	6	3	101	0	5	109	287
05:30 PM	16	1	15	25	57	0	85	0	8	93	1	0	1	1	3	3	106	0	4	113	266
05:45 PM	13	1	16	17	47	0	81	1	0	82	1	0	1	0	2	2	93	0	3	98	229
Total	66	10	69	75	220	0	385	5	13	403	8	0	5	2	15	12	427	0	15	454	1092
Grand Total	198	23	156	141	518	0	777	14	39	830	11	0	8	5	24	23	960	0	28	1011	2383
Apprch %	38.2	4.4	30.1	27.2		0	93.6	1.7	4.7		45.8	0	33.3	20.8		2.3	95	0	2.8		
Total %	8.3	1	6.5	5.9	21.7	0	32.6	0.6	1.6	34.8	0.5	0	0.3	0.2	1	1	40.3	0	1.2	42.4	
Passenger Cars																					
% Passenger Cars	99	100	99.4	100	99.4	0	98.7	92.9	100	98.7	100	0	100	100	100	95.7	98	0	100	98	98.6
SU Trucks & Buses	2	0	1	0	3	0	8	1	0	9	0	0	0	0	0	1	18	0	0	19	31
% SU Trucks & Buses	1	0	0.6	0	0.6	0	1	7.1	0	1.1	0	0	0	0	0	4.3	1.9	0	0	1.9	1.3
MU Trucks	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
% MU Trucks	0	0	0	0	0	0	0.3	0	0	0.2	0	0	0	0	0	0	0.1	0	0	0.1	0.1

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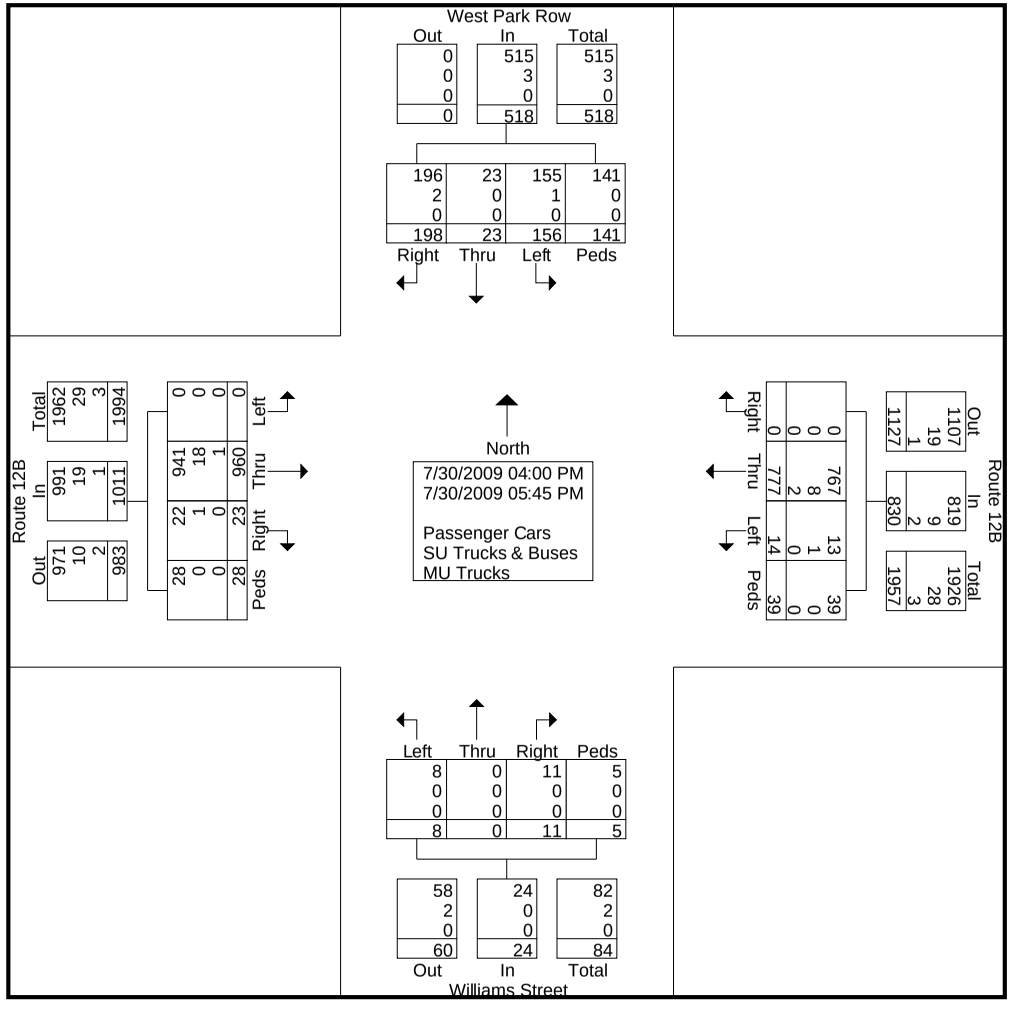
Route 12B Corridor Safety Study
12B & West Park Row/Williams Street
PM
4 to 6

File Name : Route 12B & West Park Row PM
Site Code : 07310902
Start Date : 7/30/2009
Page No : 2



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Route 12B Corridor Safety Study
12B & West Park Row/Williams Street
PM
4 to 6

File Name : Route 12B & West Park Row PM
Site Code : 07310902
Start Date : 7/30/2009

	West Park Row Southbound					Route 12B Westbound					Williams Street Northbound					Route 12B Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:30 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	27	3	18	17	65	0	96	3	8	107	**1**		**1**	**2**	**4**						
04:15 PM	**41**	3	16	**25**	**85**	0	**102**	1	6	**109**	0	0	1	0	1	**4**	126	0	**7**	137	332
04:30 PM	32	**6**	22	17	77	0	93	1	**10**	104	1	0	0	1	2	3	**149**	0	1	**153**	**336**
04:45 PM	32	1	**31**	7	71	0	101	**4**	2	107	1	0	1	0	2	1	123	0	1	125	305
Total Volume	132	13	87	66	298	0	392	9	26	427	3	0	3	3	9	11	533	0	13	557	1291
% App. Total	44.3	4.4	29.2	22.1		0	91.8	2.1	6.1		33.3	0	33.3	33.3		2	95.7	0	2.3		
PHF	.805	.542	.702	.660	.876	.000	.961	.563	.650	.979	.750	.000	.750	.375	.563	.688	.894	.000	.464	.910	.961
Passenger Cars	131	13	86	66	296	0	387	8	26	421	3	0	3	3	9	11	522	0	13	546	1272
% Passenger Cars	99.2	100	98.9	100	99.3	0	98.7	88.9	100	98.6	100	0	100	100	100	100	97.9	0	100	98.0	98.5
SU Trucks & Buses	1	0	1	0	2	0	4	1	0	5	0	0	0	0	0	0	11	0	0	11	18
% SU Trucks & Buses	0.8	0	1.1	0	0.7	0	1.0	11.1	0	1.2	0	0	0	0	0	0	2.1	0	0	2.0	1.4
MU Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% MU Trucks	0	0	0	0	0	0	0.3	0	0	0.2	0	0	0	0	0	0	0	0	0	0	0.1

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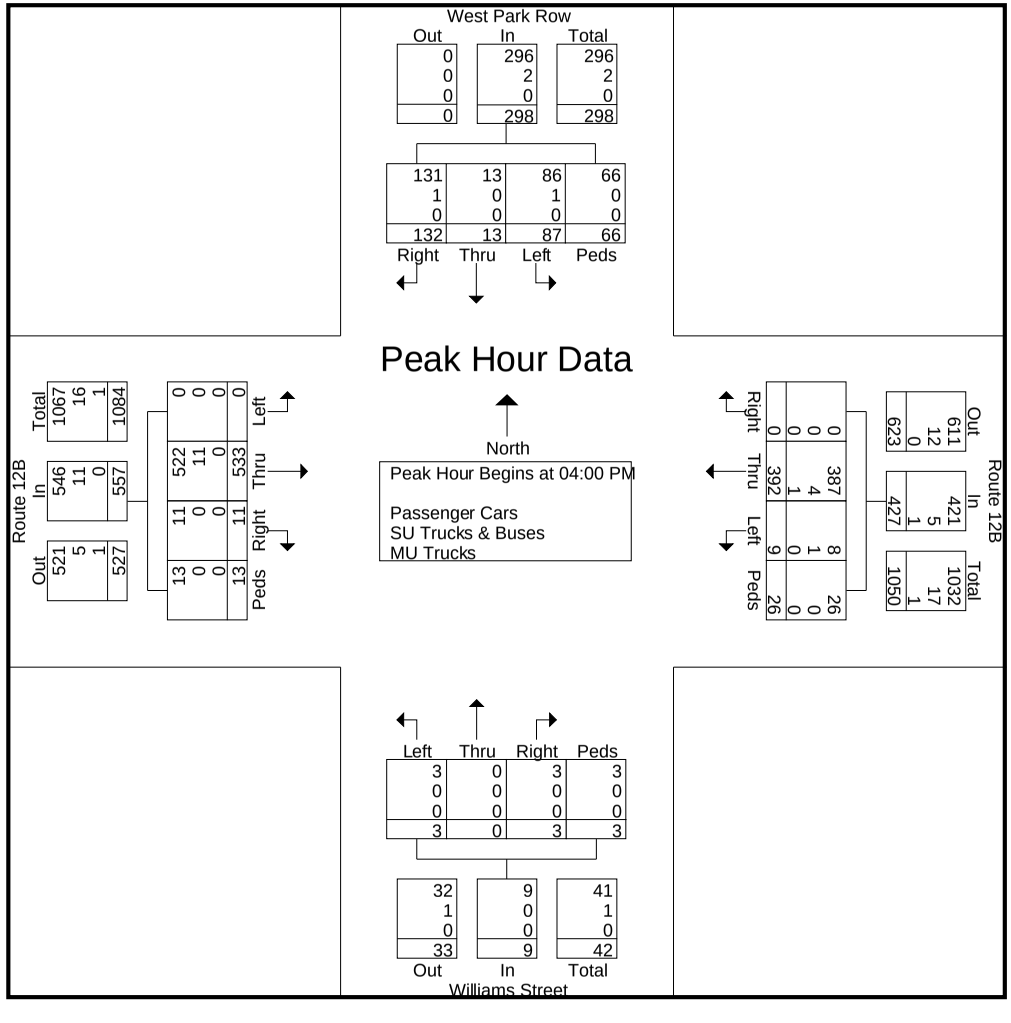
Route 12B Corridor Safety Study
12B & West Park Row/Williams Street
PM
4 to 6

File Name : Route 12B & West Park Row PM
Site Code : 07310902
Start Date : 7/30/2009
Page No : 4



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Route 12B Corridor Safety Study
12B & Route 412
AM
7 to 9

File Name : Route 12B & Route 412 AM
Site Code : 55555555
Start Date : 7/30/2009

Groups Printed- Passenger Cars - SU Trucks & Buses - MU Trucks

	Southbound					Route 12B Westbound					Route 12B Northbound					Route 412 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	23	29	0	52	59	0	11	0	70	6	26	0	0	32	154
07:15 AM	0	0	0	0	0	0	24	32	0	56	62	0	15	0	77	7	27	0	0	34	167
07:30 AM	0	0	0	0	0	0	35	27	0	62	80	1	16	0	97	8	41	0	0	49	208
07:45 AM	0	0	0	0	0	0	50	38	0	88	80	0	20	1	101	14	44	0	0	58	247
Total	0	0	0	0	0	0	132	126	0	258	281	1	62	1	345	35	138	0	0	173	776
08:00 AM	0	0	0	0	0	0	39	43	2	84	69	0	21	2	92	12	36	0	0	48	224
08:15 AM	0	0	0	0	0	0	63	44	0	107	77	0	19	0	96	19	33	0	0	52	255
08:30 AM	0	0	0	0	0	0	40	31	1	72	73	0	19	1	93	18	31	0	1	50	215
08:45 AM	0	0	0	1	1	0	28	44	3	75	65	0	14	3	82	24	43	0	0	67	225
Total	0	0	0	1	1	0	170	162	6	338	284	0	73	6	363	73	143	0	1	217	919
Grand Total	0	0	0	1	1	0	302	288	6	596	565	1	135	7	708	108	281	0	1	390	1695
Apprch %	0	0	0	100		0	50.7	48.3	1		79.8	0.1	19.1	1		27.7	72.1	0	0.3		
Total %	0	0	0	0.1	0.1	0	17.8	17	0.4	35.2	33.3	0.1	8	0.4	41.8	6.4	16.6	0	0.1	23	
Passenger Cars																					
% Passenger Cars	0	0	0	100	100	0	95.7	94.1	100	95	97.7	100	98.5	100	97.9	97.2	96.8	0	100	96.9	96.6
SU Trucks & Buses	0	0	0	0	0	0	13	12	0	25	9	0	2	0	11	3	9	0	0	12	48
% SU Trucks & Buses	0	0	0	0	0	0	4.3	4.2	0	4.2	1.6	0	1.5	0	1.6	2.8	3.2	0	0	3.1	2.8
MU Trucks	0	0	0	0	0	0	0	5	0	5	4	0	0	0	4	0	0	0	0	0	9
% MU Trucks	0	0	0	0	0	0	0	1.7	0	0.8	0.7	0	0	0	0.6	0	0	0	0	0	0.5

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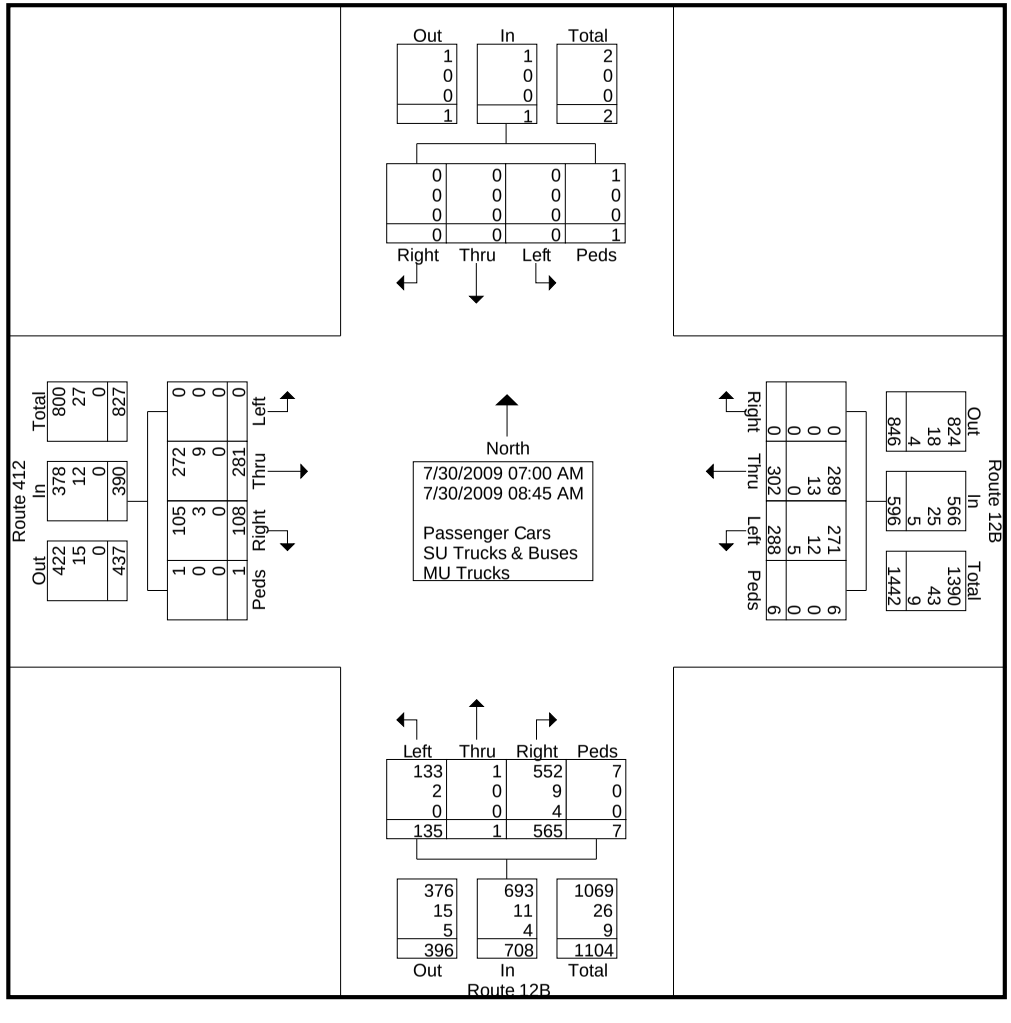
Route 12B Corridor Safety Study
12B & Route 412
AM
7 to 9

File Name : Route 12B & Route 412 AM
Site Code : 55555555
Start Date : 7/30/2009
Page No : 2



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Route 12B Corridor Safety Study
12B & Route 412
AM
7 to 9

File Name : Route 12B & Route 412 AM
Site Code : 55555555
Start Date : 7/30/2009

	Southbound					Route 12B Westbound					Route 12B Northbound					Route 412 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:30 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	0	0	0	0	0	50	38	0	88	**80**				**101**		**44**			**58**	
08:00 AM	0	0	0	0	0	0	39	43	**2**	84	69	0	**21**	**2**	92	12	36	0	0	48	224
08:15 AM	0	0	0	0	0	0	**63**	**44**	0	**107**	77	0	19	0	96	**19**	33	0	0	52	**255**
08:30 AM	0	0	0	0	0	0	40	31	1	72	73	0	19	1	93	18	31	0	**1**	50	215
Total Volume	0	0	0	0	0	0	192	156	3	351	299	0	79	4	382	63	144	0	1	208	941
% App. Total	0	0	0	0		0	54.7	44.4	0.9		78.3	0	20.7	1		30.3	69.2	0	0.5		
PHF	.000	.000	.000	.000	.000	.000	.762	.886	.375	.820	.934	.000	.940	.500	.946	.829	.818	.000	.250	.897	.923
Passenger Cars	0	0	0	0	0	0	180	147	3	330	294	0	79	4	377	60	138	0	1	199	906
% Passenger Cars	0	0	0	0	0	0	93.8	94.2	100	94.0	98.3	0	100	100	98.7	95.2	95.8	0	100	95.7	96.3
SU Trucks & Buses	0	0	0	0	0	0	12	4	0	16	4	0	0	0	4	3	6	0	0	9	29
% SU Trucks & Buses	0	0	0	0	0	0	6.3	2.6	0	4.6	1.3	0	0	0	1.0	4.8	4.2	0	0	4.3	3.1
MU Trucks	0	0	0	0	0	0	0	5	0	5	1	0	0	0	1	0	0	0	0	0	6
% MU Trucks	0	0	0	0	0	0	0	3.2	0	1.4	0.3	0	0	0	0.3	0	0	0	0	0	0.6

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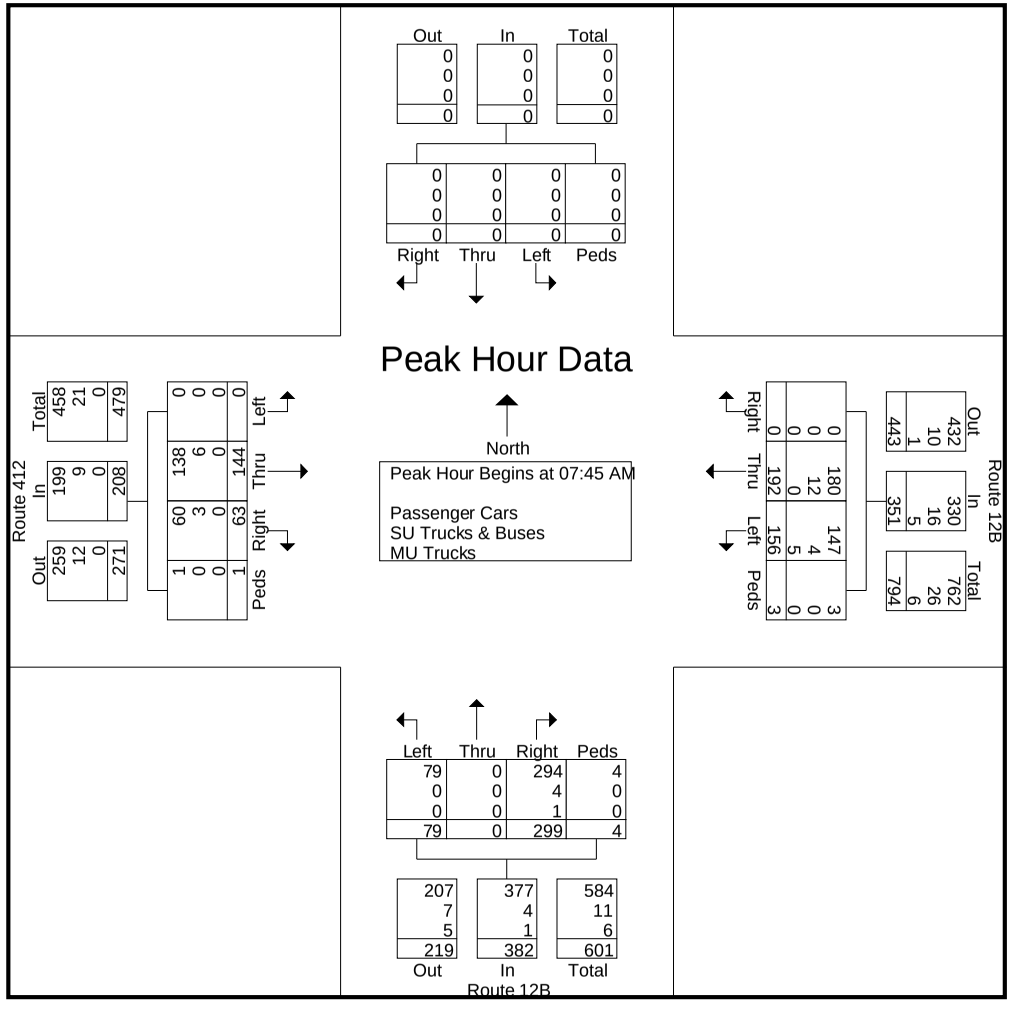
Route 12B Corridor Safety Study
12B & Route 412
AM
7 to 9

File Name : Route 12B & Route 412 AM
Site Code : 55555555
Start Date : 7/30/2009
Page No : 4



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Route 12B Corridor Safety Study
12B & Route 412
PM
4 to 6

File Name : Route 12B & Route 412 PM
Site Code : 66666666
Start Date : 7/30/2009
Page No : 1

Groups Printed- Passenger Cars - SU Trucks & Buses - MU Trucks

	Southbound					Route 12B Westbound					Route 12B Northbound					Route 412 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	1	1	0	53	87	2	142	75	0	37	1	113	25	73	0	1	99	355
04:15 PM	0	0	0	0	0	0	53	112	0	165	62	0	37	0	99	35	68	0	0	103	367
04:30 PM	0	0	0	1	1	0	47	84	1	132	88	0	50	0	138	35	64	0	0	99	370
04:45 PM	0	0	0	3	3	0	63	96	4	163	62	0	23	0	85	32	56	0	0	88	339
Total	0	0	0	5	5	0	216	379	7	602	287	0	147	1	435	127	261	0	1	389	1431
05:00 PM	0	0	0	1	1	0	48	89	3	140	87	0	34	0	121	22	40	0	0	62	324
05:15 PM	0	0	0	3	3	0	46	95	8	149	65	0	30	1	96	38	43	0	2	83	331
05:30 PM	0	0	0	1	1	0	43	73	3	119	65	0	27	1	93	37	40	0	1	78	291
05:45 PM	0	0	0	0	0	0	40	70	1	111	60	0	25	0	85	35	36	0	1	72	268
Total	0	0	0	5	5	0	177	327	15	519	277	0	116	2	395	132	159	0	4	295	1214
Grand Total	0	0	0	10	10	0	393	706	22	1121	564	0	263	3	830	259	420	0	5	684	2645
Apprch %	0	0	0	100		0	35.1	63	2		68	0	31.7	0.4		37.9	61.4	0	0.7		
Total %	0	0	0	0.4	0.4	0	14.9	26.7	0.8	42.4	21.3	0	9.9	0.1	31.4	9.8	15.9	0	0.2	25.9	
Passenger Cars																					
% Passenger Cars	0	0	0	100	100	0	99.7	99.3	100	99.5	98.8	0	100	100	99.2	99.6	99.3	0	100	99.4	99.4
SU Trucks & Buses	0	0	0	0	0	0	1	3	0	4	7	0	0	0	7	1	2	0	0	3	14
% SU Trucks & Buses	0	0	0	0	0	0	0.3	0.4	0	0.4	1.2	0	0	0	0.8	0.4	0.5	0	0	0.4	0.5
MU Trucks	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	1	0	0	1	3
% MU Trucks	0	0	0	0	0	0	0	0.3	0	0.2	0	0	0	0	0	0	0.2	0	0	0.1	0.1

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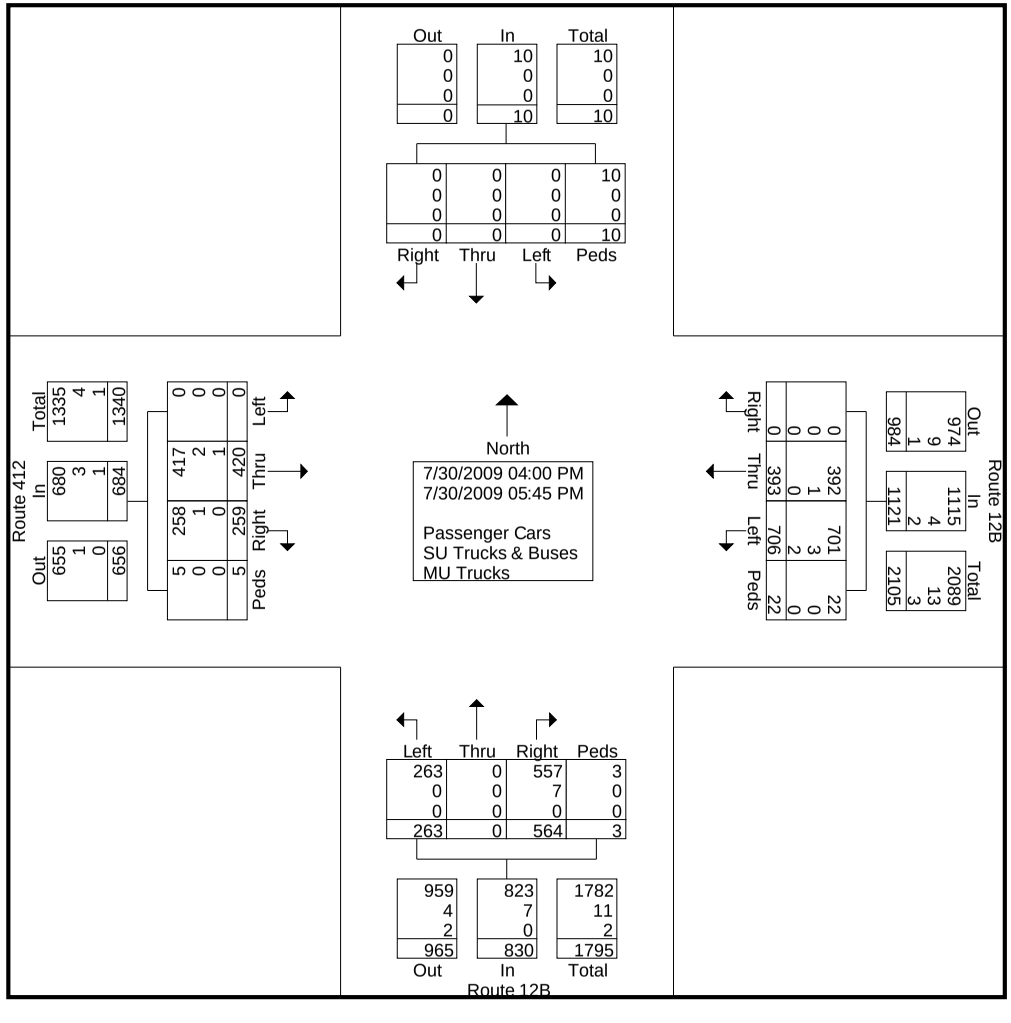
Route 12B Corridor Safety Study
12B & Route 412
PM
4 to 6

File Name : Route 12B & Route 412 PM
Site Code : 66666666
Start Date : 7/30/2009
Page No : 2



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Route 12B Corridor Safety Study
12B & Route 412
PM
4 to 6

File Name : Route 12B & Route 412 PM
Site Code : 66666666
Start Date : 7/30/2009

	Southbound					Route 12B Westbound					Route 12B Northbound					Route 412 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:30 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	0	0	1	1	0	53	87	2	142	75	0	37	**1**			**73**		**1**		
04:15 PM	0	0	0	0	0	0	53	**112**	0	**165**	62	0	37	0	99	**35**	68	0	0	**103**	367
04:30 PM	0	0	0	1	1	0	47	84	1	132	**88**	0	**50**	0	**138**	35	64	0	0	99	**370**
04:45 PM	0	0	0	**3**	**3**	0	**63**	96	**4**	163	62	0	23	0	85	32	56	0	0	88	339
Total Volume	0	0	0	5	5	0	216	379	7	602	287	0	147	1	435	127	261	0	1	389	1431
% App. Total	0	0	0	100		0	35.9	63	1.2		66	0	33.8	0.2		32.6	67.1	0	0.3		
PHF	.000	.000	.000	.417	.417	.000	.857	.846	.438	.912	.815	.000	.735	.250	.788	.907	.894	.000	.250	.944	.967
Passenger Cars	0	0	0	5	5	0	216	377	7	600	283	0	147	1	431	126	258	0	1	385	1421
% Passenger Cars	0	0	0	100	100	0	100	99.5	100	99.7	98.6	0	100	100	99.1	99.2	98.9	0	100	99.0	99.3
SU Trucks & Buses	0	0	0	0	0	0	0	1	0	1	4	0	0	0	4	1	2	0	0	3	8
% SU Trucks & Buses	0	0	0	0	0	0	0	0.3	0	0.2	1.4	0	0	0	0.9	0.8	0.8	0	0	0.8	0.6
MU Trucks	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	2
% MU Trucks	0	0	0	0	0	0	0	0.3	0	0.2	0	0	0	0	0	0	0.4	0	0	0.3	0.1

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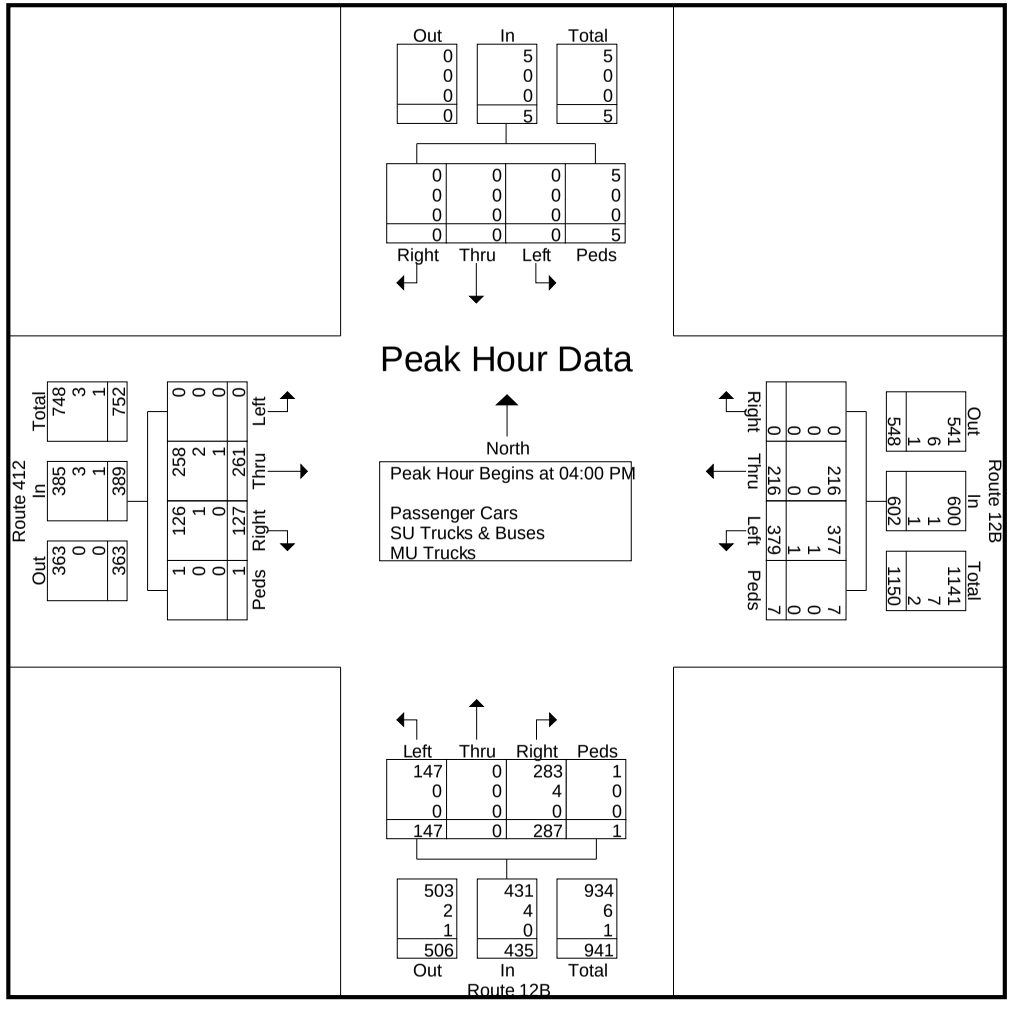
Route 12B Corridor Safety Study
12B & Route 412
PM
4 to 6

File Name : Route 12B & Route 412 PM
Site Code : 66666666
Start Date : 7/30/2009
Page No : 4



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Route 12B Corridor Safety Study
12B & 233
AM
7 to 9

File Name : Route 12B & Route 315 AM
Site Code : 00000009
Start Date : 8/5/2009
Page No : 1

Groups Printed- Passenger Cars - SU Trucks & Buses - MU Trucks

	Route 12B Southbound					Route 315 Westbound					Route 12B Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	19	25	0	44	10	0	2	0	12	4	49	0	0	53	0	0	0	0	0	109
07:15 AM	0	24	20	0	44	10	0	2	0	12	2	42	0	0	44	0	0	0	0	0	100
07:30 AM	0	17	19	0	36	14	0	2	1	17	6	50	0	0	56	0	0	0	0	0	109
07:45 AM	0	15	25	0	40	17	0	0	0	17	3	62	0	0	65	0	0	0	0	0	122
Total	0	75	89	0	164	51	0	6	1	58	15	203	0	0	218	0	0	0	0	0	440
08:00 AM	0	12	27	0	39	19	0	2	1	22	6	56	0	0	62	0	0	0	0	0	123
08:15 AM	0	17	21	0	38	9	0	6	0	15	6	63	0	0	69	0	0	0	0	0	122
08:30 AM	0	24	15	0	39	13	0	1	0	14	1	49	0	0	50	0	0	0	0	0	103
08:45 AM	0	24	20	0	44	10	0	3	1	14	6	50	0	0	56	0	0	0	0	0	114
Total	0	77	83	0	160	51	0	12	2	65	19	218	0	0	237	0	0	0	0	0	462
Grand Total	0	152	172	0	324	102	0	18	3	123	34	421	0	0	455	0	0	0	0	0	902
Apprch %	0	46.9	53.1	0		82.9	0	14.6	2.4		7.5	92.5	0	0		0	0	0	0		
Total %	0	16.9	19.1	0	35.9	11.3	0	2	0.3	13.6	3.8	46.7	0	0	50.4	0	0	0	0	0	
Passenger Cars																					
% Passenger Cars	0	89.5	100	0	95.1	78.4	0	77.8	100	78.9	79.4	96.7	0	0	95.4	0	0	0	0	0	93
SU Trucks & Buses	0	12	0	0	12	18	0	4	0	22	7	11	0	0	18	0	0	0	0	0	52
% SU Trucks & Buses	0	7.9	0	0	3.7	17.6	0	22.2	0	17.9	20.6	2.6	0	0	4	0	0	0	0	0	5.8
MU Trucks	0	4	0	0	4	4	0	0	0	4	0	3	0	0	3	0	0	0	0	0	11
% MU Trucks	0	2.6	0	0	1.2	3.9	0	0	0	3.3	0	0.7	0	0	0.7	0	0	0	0	0	1.2

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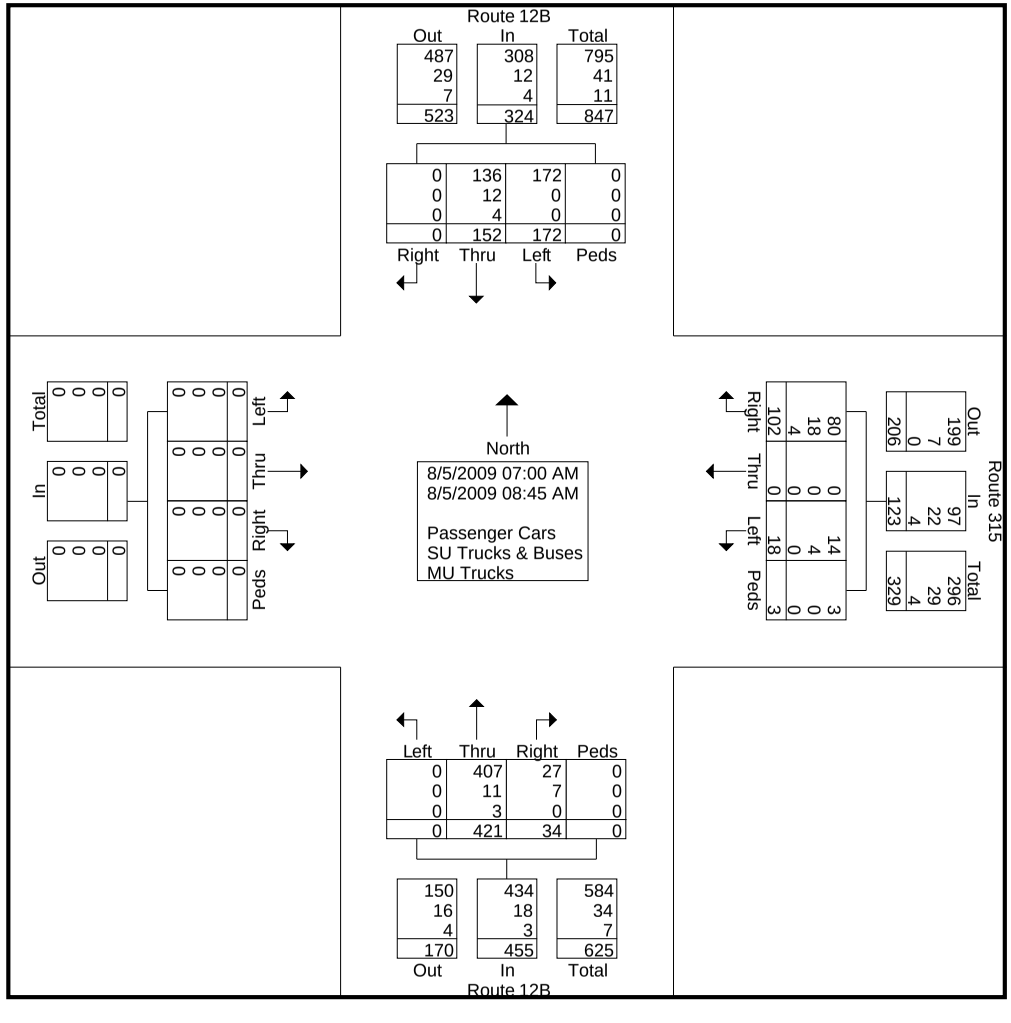
Route 12B Corridor Safety Study
12B & 233
AM
7 to 9

File Name : Route 12B & Route 315 AM
Site Code : 00000009
Start Date : 8/5/2009



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Route 12B Corridor Safety Study
12B & 233
AM
7 to 9

File Name : Route 12B & Route 315 AM
Site Code : 00000009
Start Date : 8/5/2009

	Route 12B Southbound					Route 315 Westbound					Route 12B Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	**17**							**1**		**6**										
07:45 AM	0	15	25	0	**40**	17	0	0	0	17	3	62	0	0	65	0	0	0	0	0	122
08:00 AM	0	12	**27**	0	39	**19**	0	2	1	**22**	6	56	0	0	62	0	0	0	0	0	**123**
08:15 AM	0	17	21	0	38	9	0	**6**	0	15	6	**63**	0	0	**69**	0	0	0	0	0	122
Total Volume	0	61	92	0	153	59	0	10	2	71	21	231	0	0	252	0	0	0	0	0	476
% App. Total	0	39.9	60.1	0		83.1	0	14.1	2.8		8.3	91.7	0	0		0	0	0	0		
PHF	.000	.897	.852	.000	.956	.776	.000	.417	.500	.807	.875	.917	.000	.000	.913	.000	.000	.000	.000	.000	.967
Passenger Cars	0	53	92	0	145	49	0	8	2	59	17	224	0	0	241	0	0	0	0	0	445
% Passenger Cars	0	86.9	100	0	94.8	83.1	0	80.0	100	83.1	81.0	97.0	0	0	95.6	0	0	0	0	0	93.5
SU Trucks & Buses	0	6	0	0	6	9	0	2	0	11	4	6	0	0	10	0	0	0	0	0	27
% SU Trucks & Buses	0	9.8	0	0	3.9	15.3	0	20.0	0	15.5	19.0	2.6	0	0	4.0	0	0	0	0	0	5.7
MU Trucks	0	2	0	0	2	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	4
% MU Trucks	0	3.3	0	0	1.3	1.7	0	0	0	1.4	0	0.4	0	0	0.4	0	0	0	0	0	0.8

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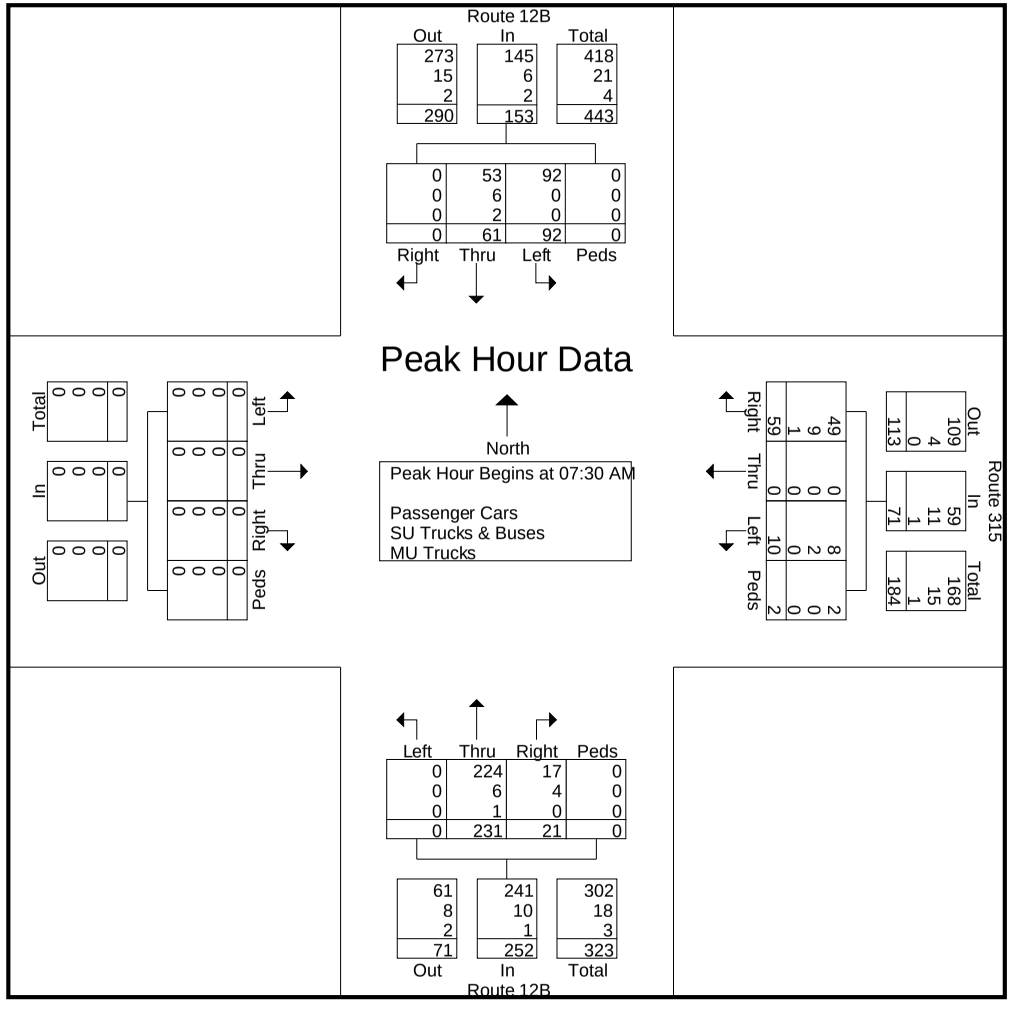
Route 12B Corridor Safety Study
12B & 233
AM
7 to 9

File Name : Route 12B & Route 315 AM
Site Code : 00000009
Start Date : 8/5/2009
Page No : 4



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Route 12B Corridor Safety Study
12B & Route 315
PM
4 to 6

File Name : Route 12B & Route 315 PM
Site Code : 00000010
Start Date : 8/5/2009
Page No : 1

Groups Printed- Passenger Cars - SU Trucks & Buses - MU Trucks

	Route 12B Southbound					Route 315 Westbound					Route 12B Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	56	19	0	75	14	0	5	2	21	6	30	0	0	36	0	0	0	1	1	133
04:15 PM	0	56	21	0	77	13	0	4	0	17	4	32	0	0	36	0	0	0	0	0	130
04:30 PM	0	56	29	0	85	13	0	6	0	19	7	37	0	0	44	0	0	0	0	0	148
04:45 PM	0	44	22	1	67	18	0	8	1	27	6	33	0	4	43	0	0	0	0	0	137
Total	0	212	91	1	304	58	0	23	3	84	23	132	0	4	159	0	0	0	1	1	548
05:00 PM	0	61	28	3	92	17	0	8	1	26	5	33	0	2	40	0	0	0	0	0	158
05:15 PM	0	60	29	5	94	18	0	6	4	28	8	41	0	1	50	0	0	0	0	0	172
05:30 PM	0	57	30	1	88	16	0	9	2	27	14	27	0	0	41	0	0	0	0	0	156
05:45 PM	0	58	33	2	93	17	0	8	1	26	7	26	0	0	33	0	0	0	0	0	152
Total	0	236	120	11	367	68	0	31	8	107	34	127	0	3	164	0	0	0	0	0	638
Grand Total	0	448	211	12	671	126	0	54	11	191	57	259	0	7	323	0	0	0	1	1	1186
Apprch %	0	66.8	31.4	1.8		66	0	28.3	5.8		17.6	80.2	0	2.2		0	0	0	100		
Total %	0	37.8	17.8	1	56.6	10.6	0	4.6	0.9	16.1	4.8	21.8	0	0.6	27.2	0	0	0	0.1	0.1	
Passenger Cars																					
% Passenger Cars	0	98.9	97.6	100	98.5	95.2	0	96.3	100	95.8	96.5	95.4	0	100	95.7	0	0	0	100	100	97.3
SU Trucks & Buses	0	4	3	0	7	4	0	2	0	6	2	11	0	0	13	0	0	0	0	0	26
% SU Trucks & Buses	0	0.9	1.4	0	1	3.2	0	3.7	0	3.1	3.5	4.2	0	0	4	0	0	0	0	0	2.2
MU Trucks	0	1	2	0	3	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	6
% MU Trucks	0	0.2	0.9	0	0.4	1.6	0	0	0	1	0	0.4	0	0	0.3	0	0	0	0	0	0.5

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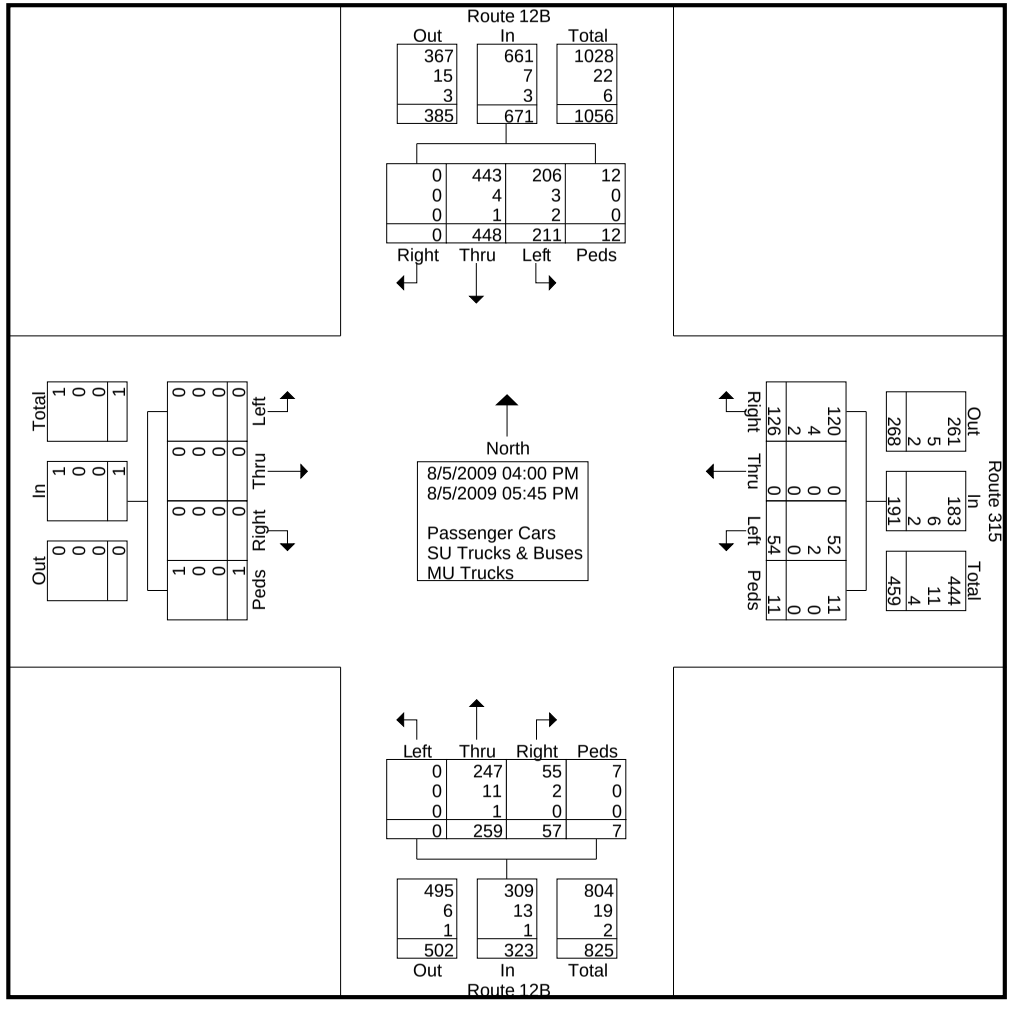
Route 12B Corridor Safety Study
12B & Route 315
PM
4 to 6

File Name : Route 12B & Route 315 PM
Site Code : 00000010
Start Date : 8/5/2009
Page No : 2



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Route 12B Corridor Safety Study
12B & Route 315
PM
4 to 6

File Name : Route 12B & Route 315 PM
Site Code : 00000010
Start Date : 8/5/2009
Page No : 3

	Route 12B Southbound					Route 315 Westbound					Route 12B Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	**61**												**2**							
05:15 PM	0	60	29	**5**	**94**	**18**	0	6	**4**	**28**	8	**41**	0	1	**50**	0	0	0	0	0	**172**
05:30 PM	0	57	30	1	88	16	0	**9**	2	27	**14**	27	0	0	41	0	0	0	0	0	156
05:45 PM	0	58	**33**	2	93	17	0	8	1	26	7	26	0	0	33	0	0	0	0	0	152
Total Volume	0	236	120	11	367	68	0	31	8	107	34	127	0	3	164	0	0	0	0	0	638
% App. Total	0	64.3	32.7	3		63.6	0	29	7.5		20.7	77.4	0	1.8		0	0	0	0		
PHF	.000	.967	.909	.550	.976	.944	.000	.861	.500	.955	.607	.774	.000	.375	.820	.000	.000	.000	.000	.000	.927
Passenger Cars	0	232	118	11	361	65	0	29	8	102	32	118	0	3	153	0	0	0	0	0	616
% Passenger Cars	0	98.3	98.3	100	98.4	95.6	0	93.5	100	95.3	94.1	92.9	0	100	93.3	0	0	0	0	0	96.6
SU Trucks & Buses	0	3	1	0	4	1	0	2	0	3	2	8	0	0	10	0	0	0	0	0	17
% SU Trucks & Buses	0	1.3	0.8	0	1.1	1.5	0	6.5	0	2.8	5.9	6.3	0	0	6.1	0	0	0	0	0	2.7
MU Trucks	0	1	1	0	2	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	5
% MU Trucks	0	0.4	0.8	0	0.5	2.9	0	0	0	1.9	0	0.8	0	0	0.6	0	0	0	0	0	0.8

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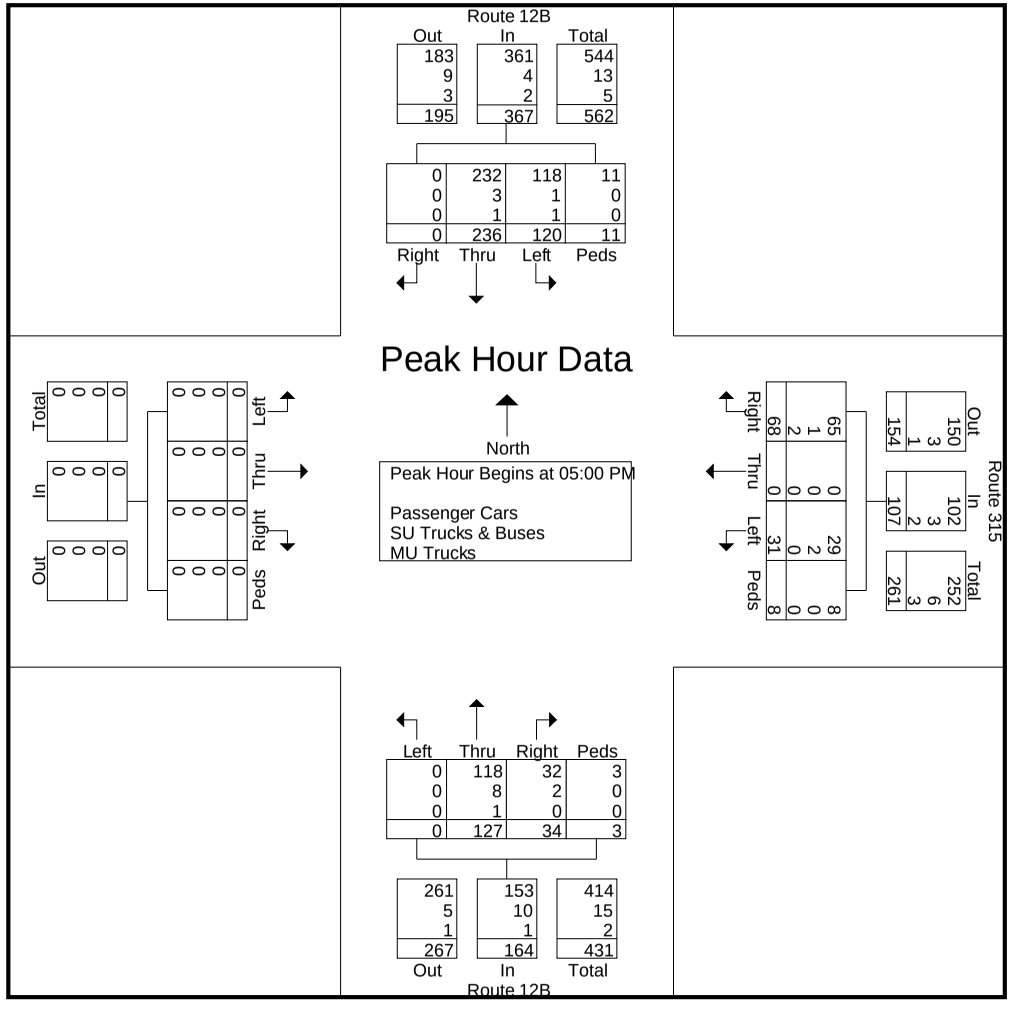
Route 12B Corridor Safety Study
12B & Route 315
PM
4 to 6

File Name : Route 12B & Route 315 PM
Site Code : 00000010
Start Date : 8/5/2009
Page No : 4



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Route 12B Corridor Safety Study
12B & Route 26
AM
7 to 9

File Name : Route 12B & Route 26 AM
Site Code : 00000007
Start Date : 8/4/2009

Groups Printed- Passenger Cars - SU Trucks & Buses - MU Trucks

	College Street Southbound					Route 12B Westbound					Route 12B Northbound					Main Street Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	3	1	1	1	6	0	14	17	1	32	38	3	15	1	57	0	0	0	1	1	96
07:15 AM	0	0	1	0	1	1	6	10	0	17	32	5	8	0	45	0	0	0	0	0	63
07:30 AM	1	4	2	0	7	0	6	20	0	26	34	3	7	0	44	0	0	0	0	0	77
07:45 AM	2	1	2	0	5	1	5	18	0	24	41	1	11	0	53	0	0	0	0	0	82
Total	6	6	6	1	19	2	31	65	1	99	145	12	41	1	199	0	0	0	1	1	318
08:00 AM	1	4	2	1	8	0	5	22	0	27	34	4	17	0	55	0	0	0	0	0	90
08:15 AM	1	3	2	0	6	0	7	28	0	35	35	4	18	0	57	0	0	0	0	0	98
08:30 AM	2	2	3	2	9	2	6	21	0	29	31	3	16	0	50	0	0	0	0	0	88
08:45 AM	1	2	2	2	7	1	2	31	0	34	29	3	17	0	49	0	0	0	1	1	91
Total	5	11	9	5	30	3	20	102	0	125	129	14	68	0	211	0	0	0	1	1	367
Grand Total	11	17	15	6	49	5	51	167	1	224	274	26	109	1	410	0	0	0	2	2	685
Apprch %	22.4	34.7	30.6	12.2		2.2	22.8	74.6	0.4		66.8	6.3	26.6	0.2		0	0	0	100		
Total %	1.6	2.5	2.2	0.9	7.2	0.7	7.4	24.4	0.1	32.7	40	3.8	15.9	0.1	59.9	0	0	0	0.3	0.3	
Passenger Cars																					
% Passenger Cars	100	100	93.3	100	98	100	84.3	73.7	100	76.8	83.9	100	97.2	100	88.5	0	0	0	100	100	85.4
SU Trucks & Buses	0	0	1	0	1	0	3	33	0	36	32	0	2	0	34	0	0	0	0	0	71
% SU Trucks & Buses	0	0	6.7	0	2	0	5.9	19.8	0	16.1	11.7	0	1.8	0	8.3	0	0	0	0	0	10.4
MU Trucks	0	0	0	0	0	0	5	11	0	16	12	0	1	0	13	0	0	0	0	0	29
% MU Trucks	0	0	0	0	0	0	9.8	6.6	0	7.1	4.4	0	0.9	0	3.2	0	0	0	0	0	4.2

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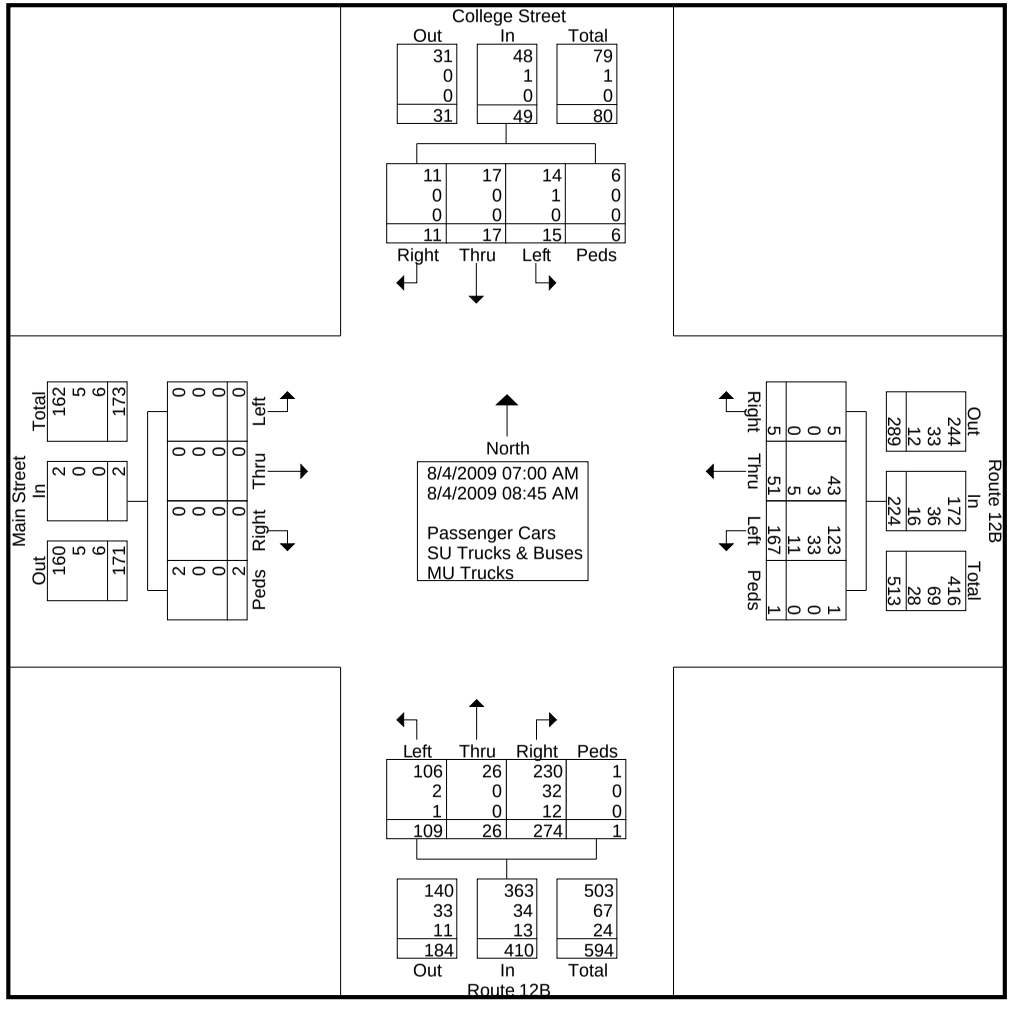
Route 12B Corridor Safety Study
12B & Route 26
AM
7 to 9

File Name : Route 12B & Route 26 AM
Site Code : 00000007
Start Date : 8/4/2009
Page No : 2



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Route 12B Corridor Safety Study
12B & Route 26
AM
7 to 9

File Name : Route 12B & Route 26 AM
Site Code : 00000007
Start Date : 8/4/2009

	College Street Southbound					Route 12B Westbound					Route 12B Northbound					Main Street Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	1	**4**										**4**									
08:15 AM	1	3	2	0	6	0	**7**	28	0	**35**	**35**	4	**18**	0	**57**	0	0	0	0	0	**98**
08:30 AM	**2**	2	**3**	**2**	**9**	**2**	6	21	0	29	31	3	16	0	50	0	0	0	0	0	88
08:45 AM	1	2	2	2	7	1	2	**31**	0	34	29	3	17	0	49	0	0	0	**1**	**1**	91
Total Volume	5	11	9	5	30	3	20	102	0	125	129	14	68	0	211	0	0	0	1	1	367
% App. Total	16.7	36.7	30	16.7		2.4	16	81.6	0		61.1	6.6	32.2	0		0	0	0	100		
PHF	.625	.688	.750	.625	.833	.375	.714	.823	.000	.893	.921	.875	.944	.000	.925	.000	.000	.000	.250	.250	.936
Passenger Cars	5	11	8	5	29	3	16	73	0	92	110	14	66	0	190	0	0	0	1	1	312
% Passenger Cars	100	100	88.9	100	96.7	100	80.0	71.6	0	73.6	85.3	100	97.1	0	90.0	0	0	0	100	100	85.0
SU Trucks & Buses	0	0	1	0	1	0	1	21	0	22	11	0	1	0	12	0	0	0	0	0	35
% SU Trucks & Buses	0	0	11.1	0	3.3	0	5.0	20.6	0	17.6	8.5	0	1.5	0	5.7	0	0	0	0	0	9.5
MU Trucks	0	0	0	0	0	0	3	8	0	11	8	0	1	0	9	0	0	0	0	0	20
% MU Trucks	0	0	0	0	0	0	15.0	7.8	0	8.8	6.2	0	1.5	0	4.3	0	0	0	0	0	5.4

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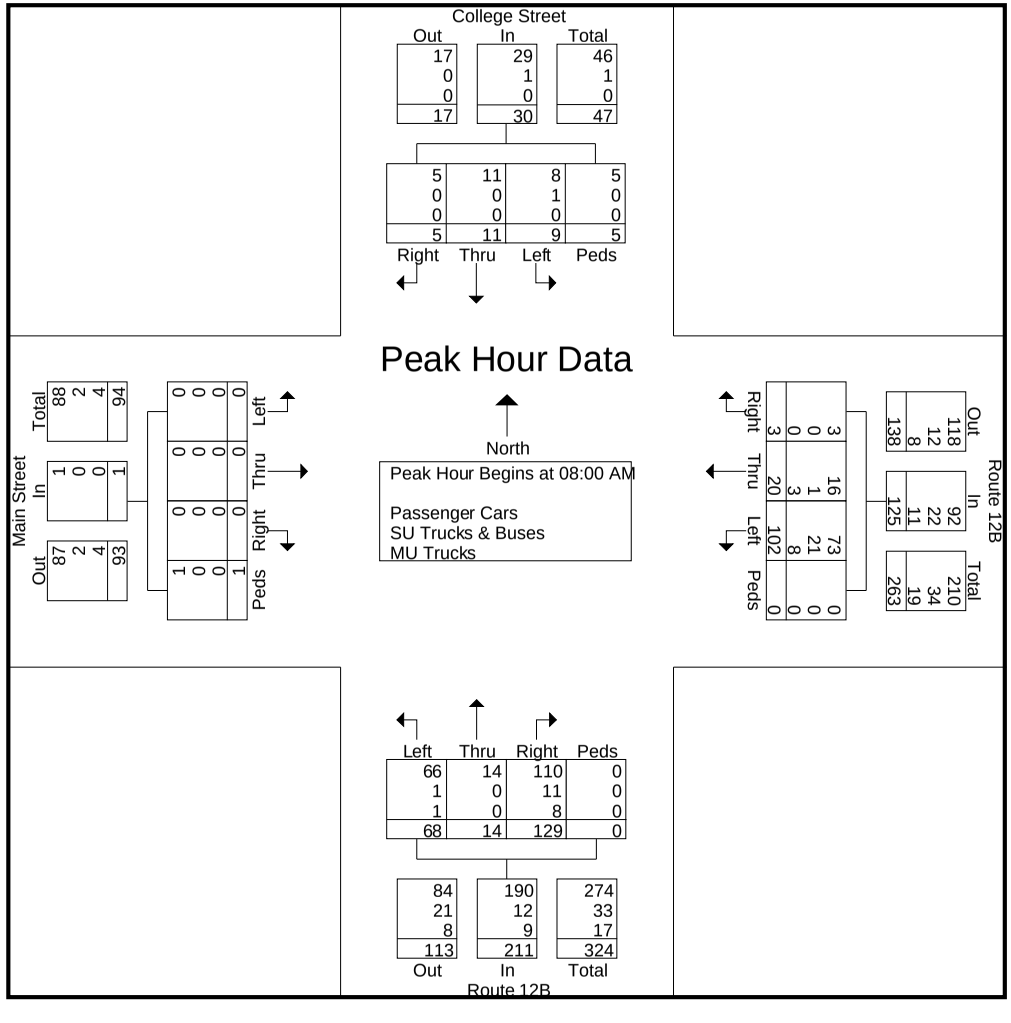
Route 12B Corridor Safety Study
12B & Route 26
AM
7 to 9

File Name : Route 12B & Route 26 AM
Site Code : 00000007
Start Date : 8/4/2009
Page No : 4



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Route 12B corridor Safety Study
12B & Route 26
PM
4 to 6

File Name : Route 12B & Route 26 PM
Site Code : 00000008
Start Date : 8/4/2009
Page No : 1

Groups Printed- Passenger Cars - SU Trucks & Buses - MU Trucks

	College Street Southbound					Route 12B Westbound					Route 12B Northbound					Main Street Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	3	3	2	4	12	0	12	31	3	46	30	5	19	4	58	0	0	0	4	4	120
04:15 PM	2	4	0	0	6	2	14	33	0	49	25	6	19	2	52	0	0	0	2	2	109
04:30 PM	3	4	1	7	15	1	10	19	0	30	44	8	19	1	72	0	0	0	3	3	120
04:45 PM	5	4	5	0	14	2	21	39	1	63	32	13	20	6	71	0	0	0	0	0	148
Total	13	15	8	11	47	5	57	122	4	188	131	32	77	13	253	0	0	0	9	9	497
05:00 PM	0	4	2	7	13	0	12	35	0	47	38	6	15	4	63	0	0	0	5	5	128
05:15 PM	2	6	2	1	11	3	12	43	0	58	38	6	20	2	66	0	0	0	0	0	135
05:30 PM	1	7	2	9	19	2	12	48	0	62	43	5	12	2	62	0	0	0	10	10	153
05:45 PM	3	5	5	4	17	1	5	34	2	42	23	4	12	8	47	0	0	0	5	5	111
Total	6	22	11	21	60	6	41	160	2	209	142	21	59	16	238	0	0	0	20	20	527
Grand Total	19	37	19	32	107	11	98	282	6	397	273	53	136	29	491	0	0	0	29	29	1024
Apprch %	17.8	34.6	17.8	29.9		2.8	24.7	71	1.5		55.6	10.8	27.7	5.9		0	0	0	100		
Total %	1.9	3.6	1.9	3.1	10.4	1.1	9.6	27.5	0.6	38.8	26.7	5.2	13.3	2.8	47.9	0	0	0	2.8	2.8	
Passenger Cars																					
% Passenger Cars	100	97.3	89.5	100	97.2	100	99	96.5	100	97.2	92.7	96.2	97.8	100	94.9	0	0	0	100	100	96.2
SU Trucks & Buses	0	0	1	0	1	0	1	8	0	9	15	1	2	0	18	0	0	0	0	0	28
% SU Trucks & Buses	0	0	5.3	0	0.9	0	1	2.8	0	2.3	5.5	1.9	1.5	0	3.7	0	0	0	0	0	2.7
MU Trucks	0	1	1	0	2	0	0	2	0	2	5	1	1	0	7	0	0	0	0	0	11
% MU Trucks	0	2.7	5.3	0	1.9	0	0	0.7	0	0.5	1.8	1.9	0.7	0	1.4	0	0	0	0	0	1.1

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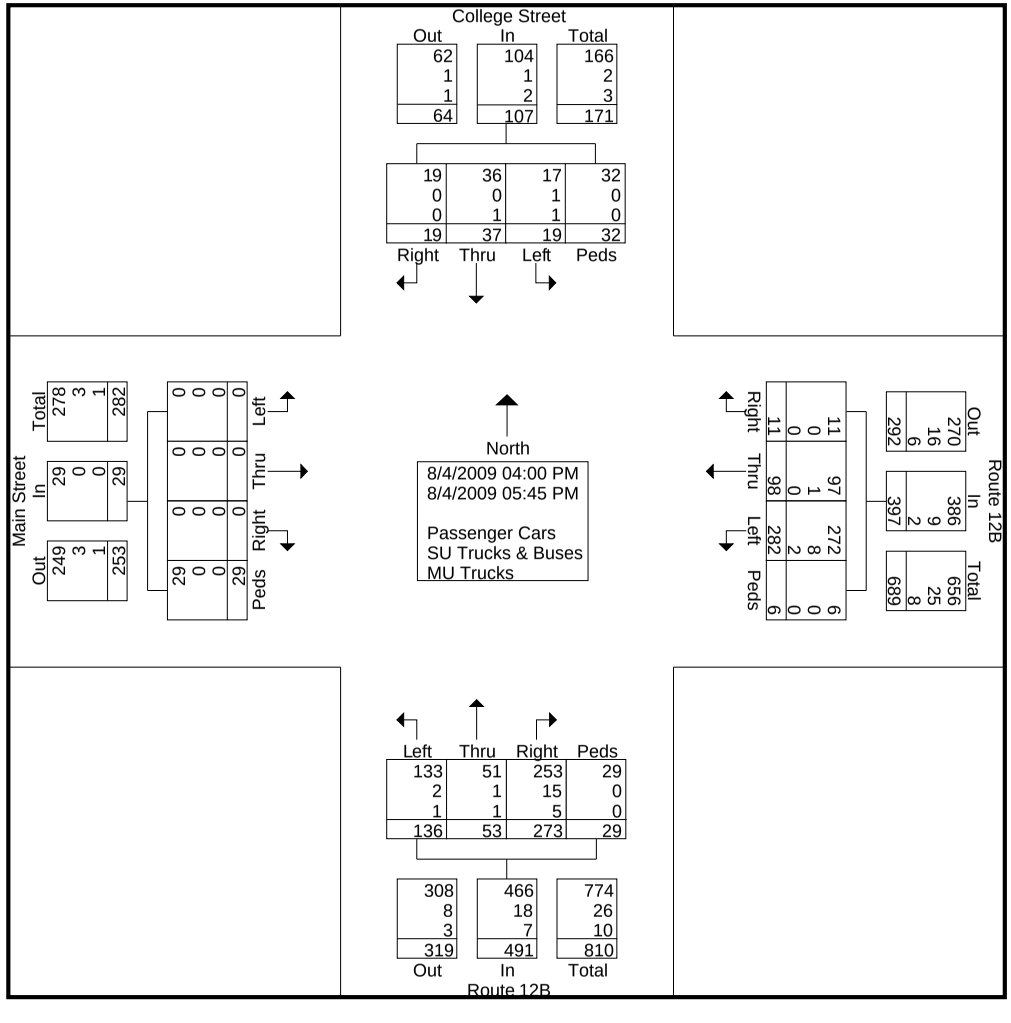
Route 12B corridor Safety Study
12B & Route 26
PM
4 to 6

File Name : Route 12B & Route 26 PM
Site Code : 00000008
Start Date : 8/4/2009
Page No : 2



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Route 12B corridor Safety Study
12B & Route 26
PM
4 to 6

File Name : Route 12B & Route 26 PM
Site Code : 00000008
Start Date : 8/4/2009

	College Street Southbound					Route 12B Westbound					Route 12B Northbound					Main Street Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	**5**		**5**				**21**		**1**	**63**		**13**	**20**	**6**	**71**						
05:00 PM	0	4	2	7	13	0	12	35	0	47	38	6	15	4	63	0	0	0	5	5	128
05:15 PM	2	6	2	1	11	**3**	12	43	0	58	38	6	20	2	66	0	0	0	0	0	135
05:30 PM	1	**7**	2	**9**	**19**	2	12	**48**	0	62	**43**	5	12	2	62	0	0	0	**10**	**10**	**153**
Total Volume	8	21	11	17	57	7	57	165	1	230	151	30	67	14	262	0	0	0	15	15	564
% App. Total	14	36.8	19.3	29.8		3	24.8	71.7	0.4		57.6	11.5	25.6	5.3		0	0	0	100		
PHF	.400	.750	.550	.472	.750	.583	.679	.859	.250	.913	.878	.577	.838	.583	.923	.000	.000	.000	.375	.375	.922
Passenger Cars	8	20	9	17	54	7	57	163	1	228	141	29	65	14	249	0	0	0	15	15	546
% Passenger Cars	100	95.2	81.8	100	94.7	100	100	98.8	100	99.1	93.4	96.7	97.0	100	95.0	0	0	0	100	100	96.8
SU Trucks & Buses	0	0	1	0	1	0	0	1	0	1	7	1	1	0	9	0	0	0	0	0	11
% SU Trucks & Buses	0	0	9.1	0	1.8	0	0	0.6	0	0.4	4.6	3.3	1.5	0	3.4	0	0	0	0	0	2.0
MU Trucks	0	1	1	0	2	0	0	1	0	1	3	0	1	0	4	0	0	0	0	0	7
% MU Trucks	0	4.8	9.1	0	3.5	0	0	0.6	0	0.4	2.0	0	1.5	0	1.5	0	0	0	0	0	1.2

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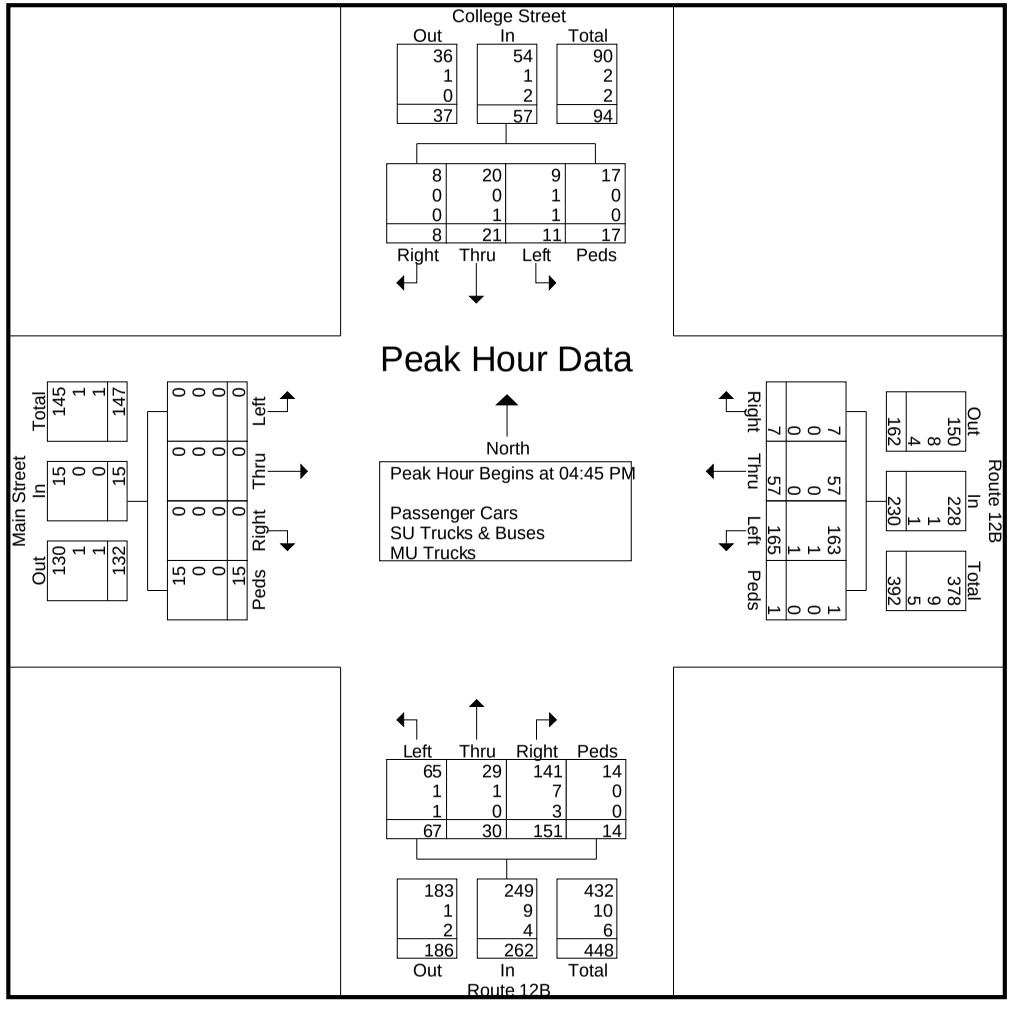
Route 12B corridor Safety Study
12B & Route 26
PM
4 to 6

File Name : Route 12B & Route 26 PM
Site Code : 00000008
Start Date : 8/4/2009
Page No : 4



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Route 12B Corridor Safety Study
12B & Route 20
AM
7 to 9

File Name : Route 12B & Route 20 AM
Site Code : 08130901
Start Date : 8/13/2009

Groups Printed- Passenger Cars - SU Trucks & Buses - MU Trucks

	Route 12B Southbound					Route 20 Westbound					Northbound					Route 20 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	26	0	1	0	27	1	23	0	0	24	0	0	0	0	0	0	16	19	0	35	86
07:15 AM	27	0	1	0	28	2	28	0	0	30	0	0	0	0	0	0	19	16	0	35	93
07:30 AM	40	0	0	0	40	1	35	0	0	36	0	0	0	0	0	0	21	25	0	46	122
07:45 AM	34	0	0	0	34	2	37	0	1	40	0	0	0	1	1	0	17	16	0	33	108
Total	127	0	2	0	129	6	123	0	1	130	0	0	0	1	1	0	73	76	0	149	409
08:00 AM	34	0	1	0	35	3	36	0	0	39	0	0	0	0	0	0	18	16	0	34	108
08:15 AM	28	0	6	0	34	4	43	0	0	47	0	0	0	0	0	0	21	14	0	35	116
08:30 AM	49	0	2	0	51	5	47	0	0	52	0	0	0	0	0	0	20	12	0	32	135
08:45 AM	33	0	3	0	36	1	47	0	0	48	0	0	0	0	0	0	18	19	0	37	121
Total	144	0	12	0	156	13	173	0	0	186	0	0	0	0	0	0	77	61	0	138	480
Grand Total	271	0	14	0	285	19	296	0	1	316	0	0	0	1	1	0	150	137	0	287	889
Apprch %	95.1	0	4.9	0		6	93.7	0	0.3		0	0	0	100		0	52.3	47.7	0		
Total %	30.5	0	1.6	0	32.1	2.1	33.3	0	0.1	35.5	0	0	0	0.1	0.1	0	16.9	15.4	0	32.3	
Passenger Cars																					
% Passenger Cars	90.8	0	71.4	0	89.8	89.5	93.9	0	100	93.7	0	0	0	100	100	0	90.7	90.5	0	90.6	91.5
SU Trucks & Buses	22	0	4	0	26	1	10	0	0	11	0	0	0	0	0	0	8	11	0	19	56
% SU Trucks & Buses	8.1	0	28.6	0	9.1	5.3	3.4	0	0	3.5	0	0	0	0	0	0	5.3	8	0	6.6	6.3
MU Trucks	3	0	0	0	3	1	8	0	0	9	0	0	0	0	0	0	6	2	0	8	20
% MU Trucks	1.1	0	0	0	1.1	5.3	2.7	0	0	2.8	0	0	0	0	0	0	4	1.5	0	2.8	2.2

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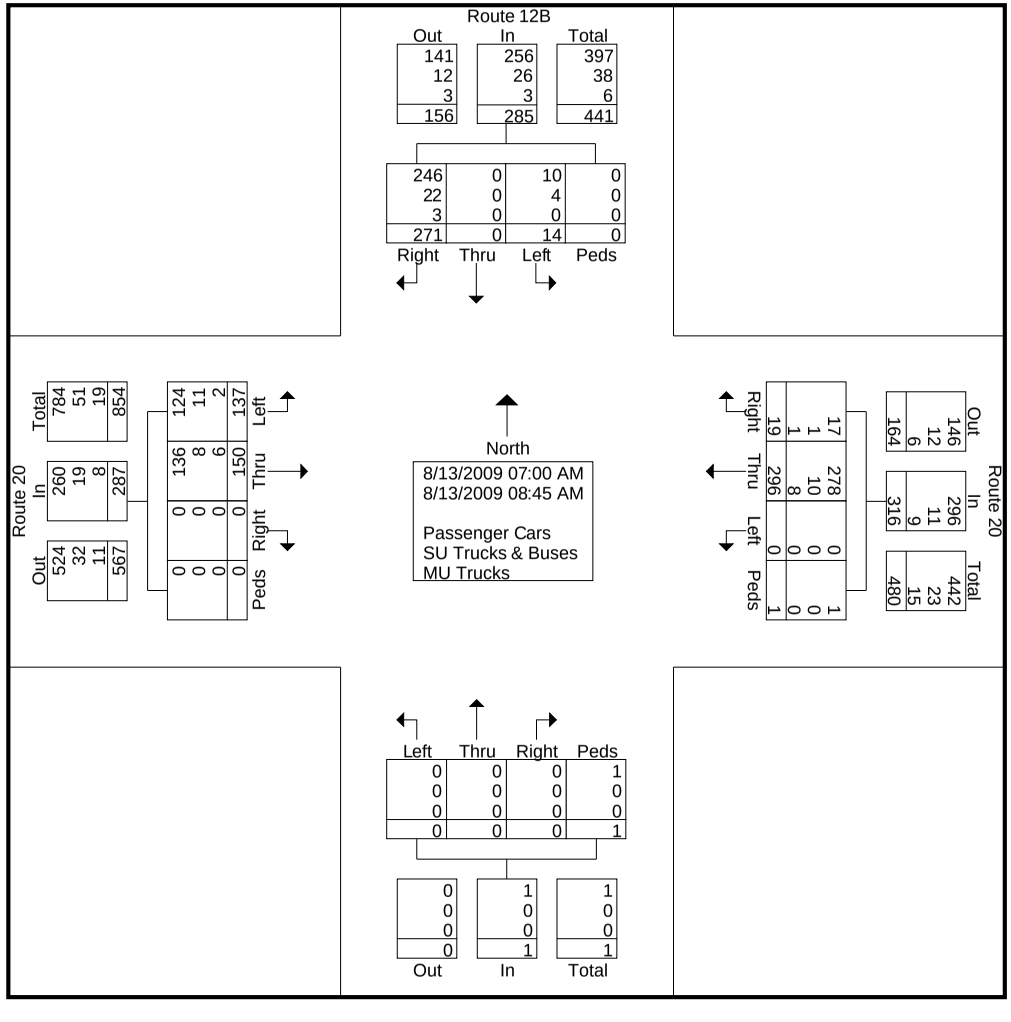
Route 12B Corridor Safety Study
12B & Route 20
AM
7 to 9

File Name : Route 12B & Route 20 AM
Site Code : 08130901
Start Date : 8/13/2009
Page No : 2



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Route 12B Corridor Safety Study
12B & Route 20
AM
7 to 9

File Name : Route 12B & Route 20 AM
Site Code : 08130901
Start Date : 8/13/2009

	Route 12B Southbound					Route 20 Westbound					Northbound					Route 20 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	34	0	1	0	35	3	36	0	0	39	0	0	0	0	0	0	18	16	0	34	108
08:15 AM	28	0	**6**														**21**				
08:30 AM	**49**	0	2	0	**51**	**5**	**47**	0	0	**52**	0	0	0	0	0	0	20	12	0	32	**135**
08:45 AM	33	0	3	0	36	1	47	0	0	48	0	0	0	0	0	0	18	**19**	0	**37**	121
Total Volume	144	0	12	0	156	13	173	0	0	186	0	0	0	0	0	0	77	61	0	138	480
% App. Total	92.3	0	7.7	0		7	93	0	0		0	0	0	0		0	55.8	44.2	0		
PHF	.735	.000	.500	.000	.765	.650	.920	.000	.000	.894	.000	.000	.000	.000	.000	.000	.917	.803	.000	.932	.889
Passenger Cars	129	0	8	0	137	12	164	0	0	176	0	0	0	0	0	0	68	51	0	119	432
% Passenger Cars	89.6	0	66.7	0	87.8	92.3	94.8	0	0	94.6	0	0	0	0	0	0	88.3	83.6	0	86.2	90.0
SU Trucks & Buses	13	0	4	0	17	0	6	0	0	6	0	0	0	0	0	0	4	9	0	13	36
% SU Trucks & Buses	9.0	0	33.3	0	10.9	0	3.5	0	0	3.2	0	0	0	0	0	0	5.2	14.8	0	9.4	7.5
MU Trucks	2	0	0	0	2	1	3	0	0	4	0	0	0	0	0	0	5	1	0	6	12
% MU Trucks	1.4	0	0	0	1.3	7.7	1.7	0	0	2.2	0	0	0	0	0	0	6.5	1.6	0	4.3	2.5

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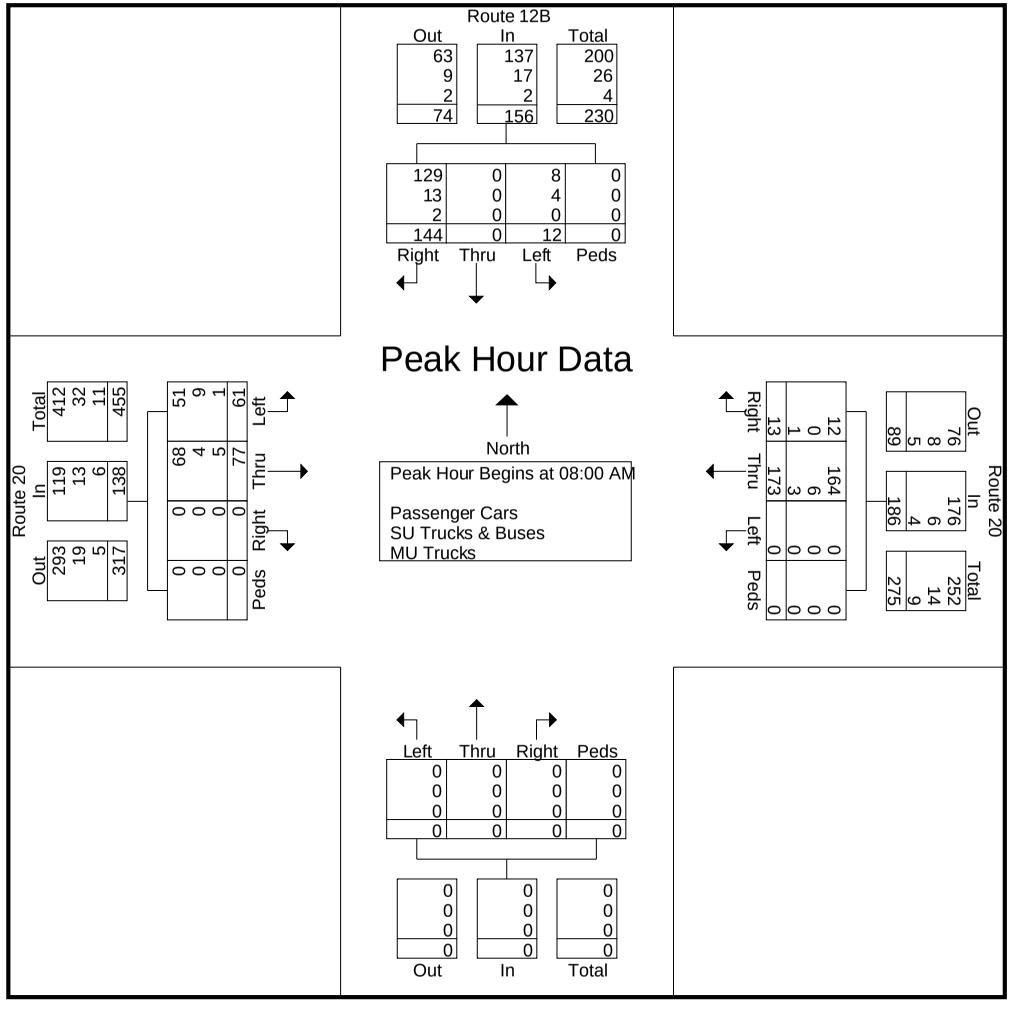
Route 12B Corridor Safety Study
12B & Route 20
AM
7 to 9

File Name : Route 12B & Route 20 AM
Site Code : 08130901
Start Date : 8/13/2009
Page No : 4



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Route 12B Corridor Safety Study
12B & Route 20
PM
4 to 6

File Name : Route 12B & Route 20 PM
Site Code : 08130902
Start Date : 8/13/2009
Page No : 1

Groups Printed- Passenger Cars - SU Trucks & Buses - MU Trucks

	Route 12B Southbound					Route 20 Westbound					Northbound					Route 20 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	40	0	5	0	45	7	25	0	0	32	0	0	0	0	0	0	42	32	0	74	151
04:15 PM	30	0	6	0	36	2	33	0	0	35	0	0	0	0	0	0	71	36	0	107	178
04:30 PM	35	0	1	0	36	2	39	0	0	41	0	0	0	0	0	0	57	41	0	98	175
04:45 PM	48	0	2	0	50	3	32	0	0	35	0	0	0	0	0	0	42	37	0	79	164
Total	153	0	14	0	167	14	129	0	0	143	0	0	0	0	0	0	212	146	0	358	668
05:00 PM	32	0	1	0	33	3	49	0	0	52	0	0	0	0	0	0	72	56	0	128	213
05:15 PM	30	0	6	0	36	7	31	0	0	38	0	0	0	0	0	0	61	47	0	108	182
05:30 PM	40	0	7	0	47	5	21	0	0	26	0	0	0	0	0	0	50	34	0	84	157
05:45 PM	33	0	4	0	37	5	29	0	0	34	0	0	0	0	0	0	51	30	0	81	152
Total	135	0	18	0	153	20	130	0	0	150	0	0	0	0	0	0	234	167	0	401	704
Grand Total	288	0	32	0	320	34	259	0	0	293	0	0	0	0	0	0	446	313	0	759	1372
Apprch %	90	0	10	0		11.6	88.4	0	0		0	0	0	0		0	58.8	41.2	0		
Total %	21	0	2.3	0	23.3	2.5	18.9	0	0	21.4	0	0	0	0	0	0	32.5	22.8	0	55.3	
Passenger Cars																					
% Passenger Cars	98.3	0	100	0	98.4	97.1	96.5	0	0	96.6	0	0	0	0	0	0	97.3	94.6	0	96.2	96.8
SU Trucks & Buses	3	0	0	0	3	1	3	0	0	4	0	0	0	0	0	0	8	14	0	22	29
% SU Trucks & Buses	1	0	0	0	0.9	2.9	1.2	0	0	1.4	0	0	0	0	0	0	1.8	4.5	0	2.9	2.1
MU Trucks	2	0	0	0	2	0	6	0	0	6	0	0	0	0	0	0	4	3	0	7	15
% MU Trucks	0.7	0	0	0	0.6	0	2.3	0	0	2	0	0	0	0	0	0	0.9	1	0	0.9	1.1

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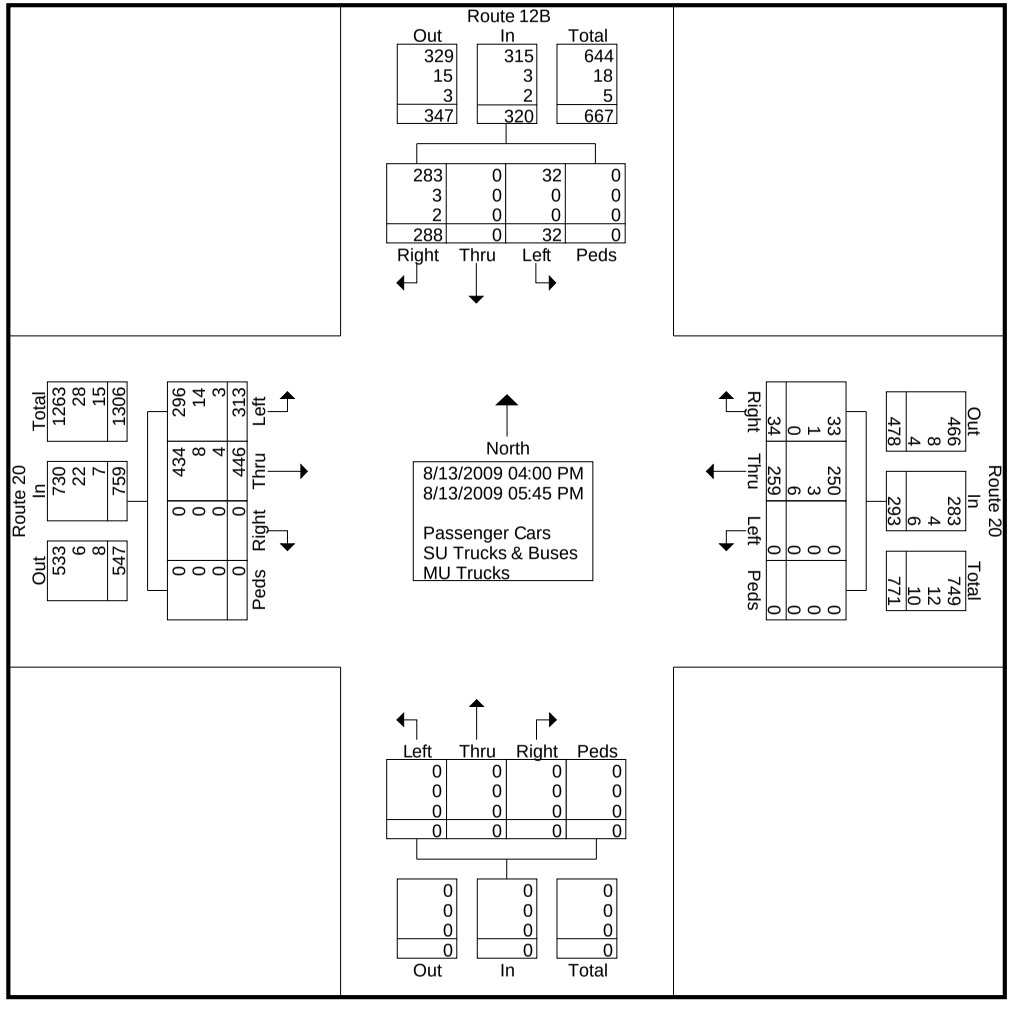
Route 12B Corridor Safety Study
12B & Route 20
PM
4 to 6

File Name : Route 12B & Route 20 PM
Site Code : 08130902
Start Date : 8/13/2009
Page No : 2



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Route 12B Corridor Safety Study
12B & Route 20
PM
4 to 6

File Name : Route 12B & Route 20 PM
Site Code : 08130902
Start Date : 8/13/2009
Page No : 3

	Route 12B Southbound					Route 20 Westbound					Northbound					Route 20 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	35	0	1	0	36	2	39	0	0	41	0	0	0	0	0	0	57	41	0	98	175
04:45 PM	**48**				**50**																
05:00 PM	32	0	1	0	33	3	**49**	0	0	**52**	0	0	0	0	0	0	**72**	**56**	0	**128**	**213**
05:15 PM	30	0	**6**	0	36	**7**	31	0	0	38	0	0	0	0	0	0	61	47	0	108	182
Total Volume	145	0	10	0	155	15	151	0	0	166	0	0	0	0	0	0	232	181	0	413	734
% App. Total	93.5	0	6.5	0		9	91	0	0		0	0	0	0		0	56.2	43.8	0		
PHF	.755	.000	.417	.000	.775	.536	.770	.000	.000	.798	.000	.000	.000	.000	.000	.000	.806	.808	.000	.807	.862
Passenger Cars	142	0	10	0	152	15	145	0	0	160	0	0	0	0	0	0	228	172	0	400	712
% Passenger Cars	97.9	0	100	0	98.1	100	96.0	0	0	96.4	0	0	0	0	0	0	98.3	95.0	0	96.9	97.0
SU Trucks & Buses	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	3	7	0	10	14
% SU Trucks & Buses	0.7	0	0	0	0.6	0	2.0	0	0	1.8	0	0	0	0	0	0	1.3	3.9	0	2.4	1.9
MU Trucks	2	0	0	0	2	0	3	0	0	3	0	0	0	0	0	0	1	2	0	3	8
% MU Trucks	1.4	0	0	0	1.3	0	2.0	0	0	1.8	0	0	0	0	0	0	0.4	1.1	0	0.7	1.1

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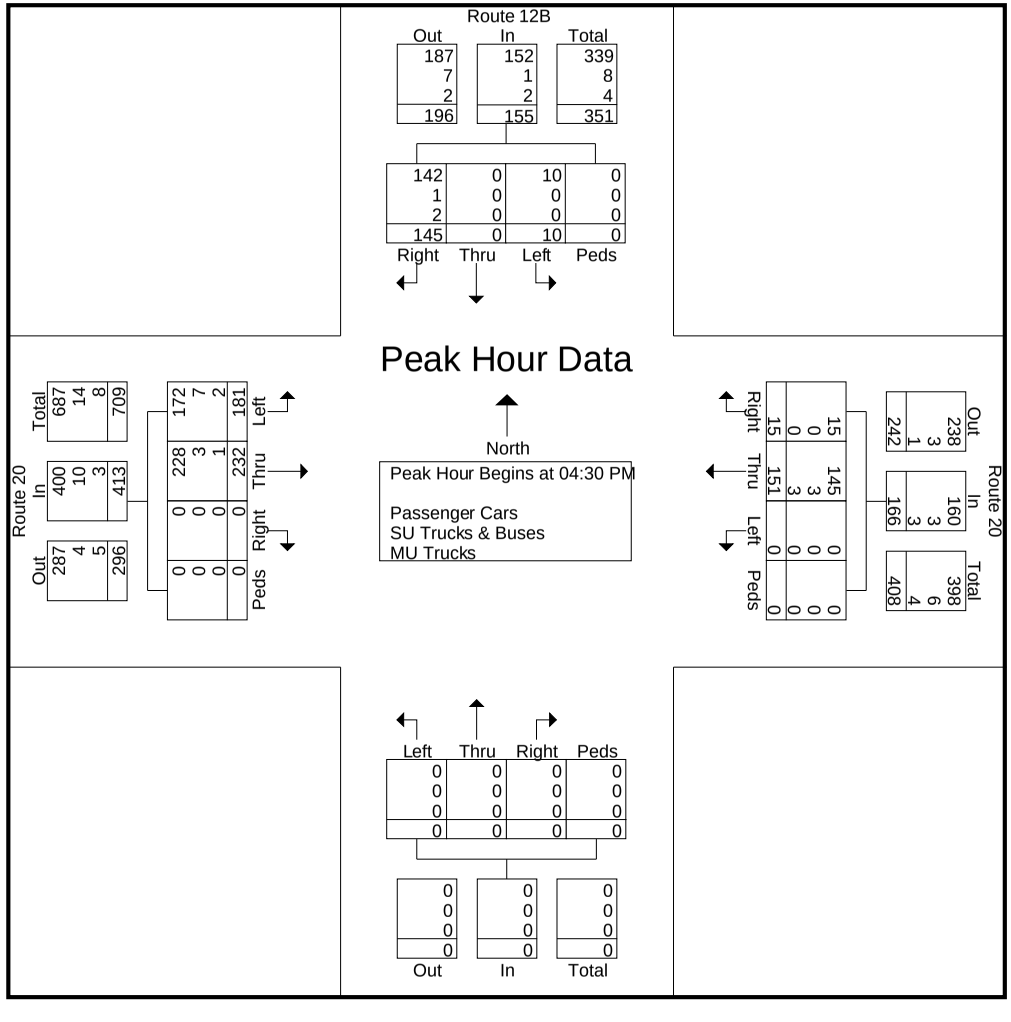
Route 12B Corridor Safety Study
12B & Route 20
PM
4 to 6

File Name : Route 12B & Route 20 PM
Site Code : 08130902
Start Date : 8/13/2009
Page No : 4

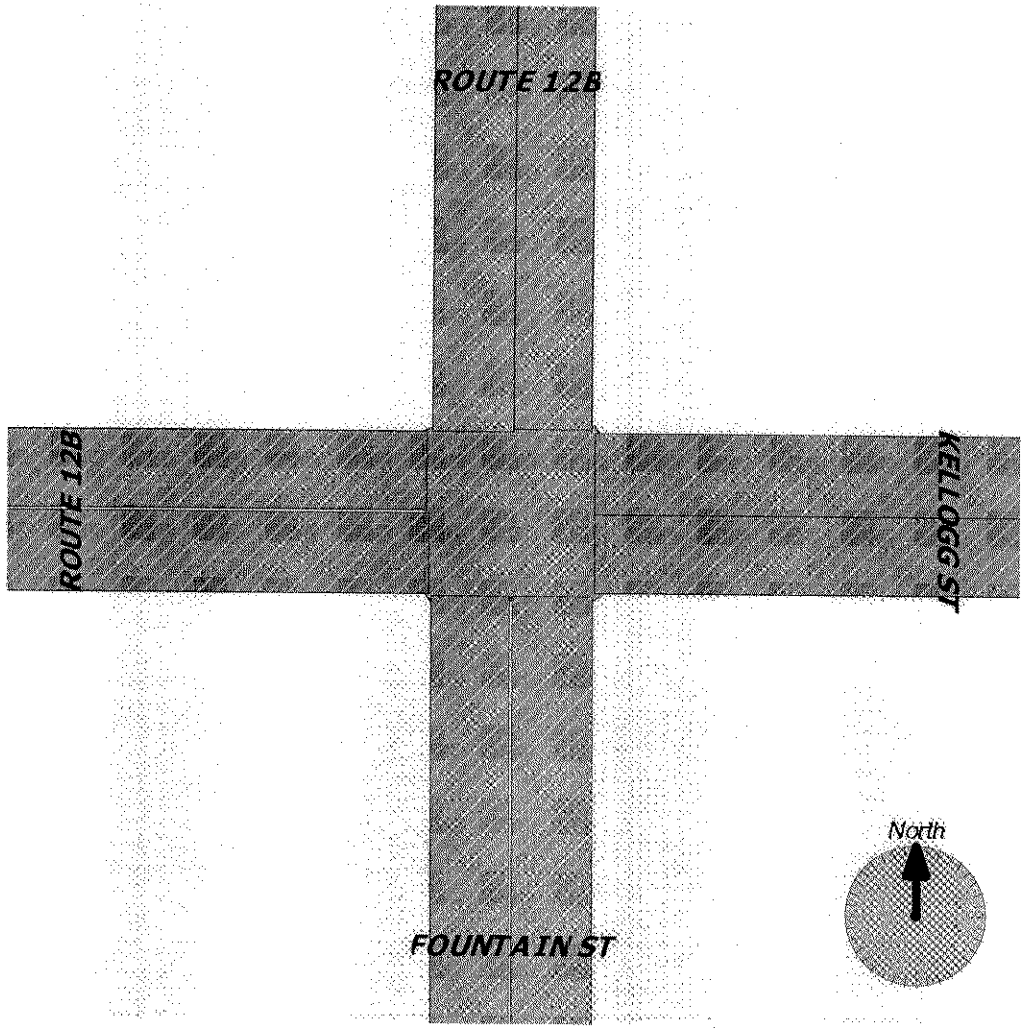


NYSDOT MANUAL COUNT DATA

N.Y.S.D.O.T.
Data Services

Observer: Richard/Davis
Date: August 27, 2008
Weather: Sunny & Hot

File Name : rt 12b & fountain st. & kellogg st.
Site Code : 2641-08
Start Date : 8/27/2008
Page No : 7



N.Y.S.D.O.T.
Data Services

Observer: Richard/Davis
Date: August 27, 2008
Weather: Sunny & Hot

File Name : rt 12b & fountain st. & kellogg st.
Site Code : 2641-08
Start Date : 8/27/2008
Page No : 1

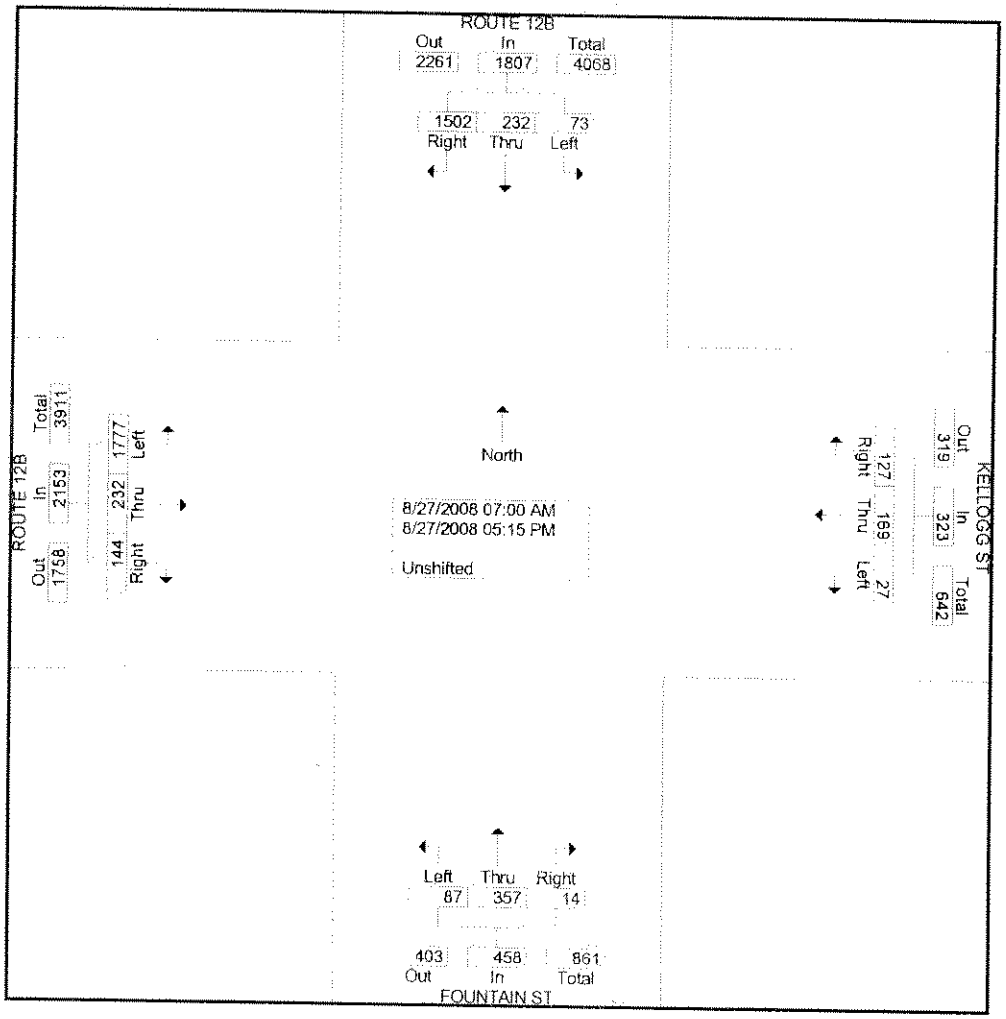
Groups Printed- Unshifted

	ROUTE 12B Southbound						KELLOGG ST Westbound						FOUNTAIN ST Northbound						ROUTE 12B Eastbound								
Start Time	Right	Thru	Left	Peds	H.V.	App. Total	Right	Thru	Left	Peds	H.V.	App. Total	Right	Thru	Left	Peds	H.V.	App. Total	Right	Thru	Left	Peds	H.V.	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	31	10	4	0	4	45	8	9	0	1	1	17	1	24	6	1	1	31	4	3	65	0	3	72	11	165	176
07:15 AM	41	7	0	0	2	48	12	6	0	1	0	18	0	19	2	1	0	21	3	3	96	0	4	102	8	189	197
07:30 AM	49	4	4	2	5	57	10	10	0	2	1	20	2	29	2	0	1	33	2	4	119	1	4	125	16	235	251
07:45 AM	55	4	2	0	7	61	8	13	1	2	0	22	0	31	5	3	2	36	3	10	113	0	5	126	19	245	264
Total	176	25	10	2	18	211	38	38	1	6	2	77	3	103	15	5	4	121	12	20	393	1	16	425	54	834	888
08:00 AM	53	11	5	0	6	69	4	13	2	0	3	19	0	20	7	1	1	27	5	4	123	0	2	132	13	247	260
08:15 AM	72	7	0	0	16	79	3	15	0	1	0	18	0	24	11	1	0	35	9	8	107	0	7	124	25	256	281
08:30 AM	58	12	0	0	6	70	5	10	1	0	2	16	0	23	6	0	2	29	4	11	96	0	5	111	15	226	241
08:45 AM	45	7	4	0	5	56	9	9	1	0	0	19	0	25	7	3	3	32	7	11	103	0	9	121	20	228	248
Total	228	37	9	0	33	274	21	47	4	1	5	72	0	92	31	5	6	123	25	34	429	0	23	488	73	957	1030
*** BREAK ***																											
03:00 PM	112	17	4	3	4	133	3	10	3	0	2	16	2	12	1	5	1	15	6	12	84	0	4	102	19	266	285
03:15 PM	90	10	5	0	5	105	5	13	4	3	4	22	0	10	7	3	1	17	5	9	100	0	5	114	21	258	279
03:30 PM	101	13	4	2	4	118	7	8	0	1	1	15	0	13	4	0	0	17	8	16	108	0	5	132	13	282	295
03:45 PM	121	15	5	0	9	141	10	7	2	3	2	19	1	14	2	3	0	17	7	18	111	0	13	136	30	313	343
Total	424	55	18	5	22	497	25	38	9	7	9	72	3	49	14	11	2	66	26	55	403	0	27	484	83	1119	1202
04:00 PM	99	17	3	0	4	119	5	6	1	1	0	12	0	12	2	0	1	14	7	17	113	0	7	137	13	282	295
04:15 PM	102	15	8	0	3	125	10	7	2	3	0	19	0	20	5	2	2	25	14	18	84	0	3	116	13	285	298
04:30 PM	106	18	5	0	2	129	10	7	2	2	2	19	3	22	4	5	0	29	15	23	109	0	6	147	17	324	341
04:45 PM	114	28	8	0	3	150	12	8	3	0	0	23	2	21	11	5	2	34	15	20	91	0	7	126	17	333	350
Total	421	78	24	0	12	523	37	28	8	6	2	73	5	75	22	12	5	102	51	78	397	0	23	526	60	1224	1284
05:00 PM	115	18	7	0	2	140	3	9	3	0	0	15	3	16	2	0	1	21	18	26	82	0	5	126	8	302	310
05:15 PM	138	19	5	0	4	162	3	9	2	3	0	14	0	22	3	2	0	25	12	19	73	0	1	104	10	305	315
Grand Total	1502	232	73	7	91	1807	127	169	27	23	18	323	14	357	87	35	18	458	144	232	1777	1	95	2153	288	4741	5029
Apprch %	83.1	12.8	4				39.3	52.3	8.4				3.1	77.9	19				6.7	10.8	82.5						
Total %	31.7	4.9	1.5			38.1	2.7	3.6	0.6			6.8	0.3	7.5	1.8			9.7	3	4.9	37.5			45.4	5.7	94.3	

N.Y.S.D.O.T.
Data Services

Observer: Richard/Davis
Date: August 27, 2008
Weather: Sunny & Hot

File Name : rt 12b & fountain st. & kellogg st.
Site Code : 2641-08
Start Date : 8/27/2008
Page No : 2



N.Y.S.D.O.T.
Data Services

Observer: Richard/Davis
Date: August 27, 2008
Weather: Sunny & Hot

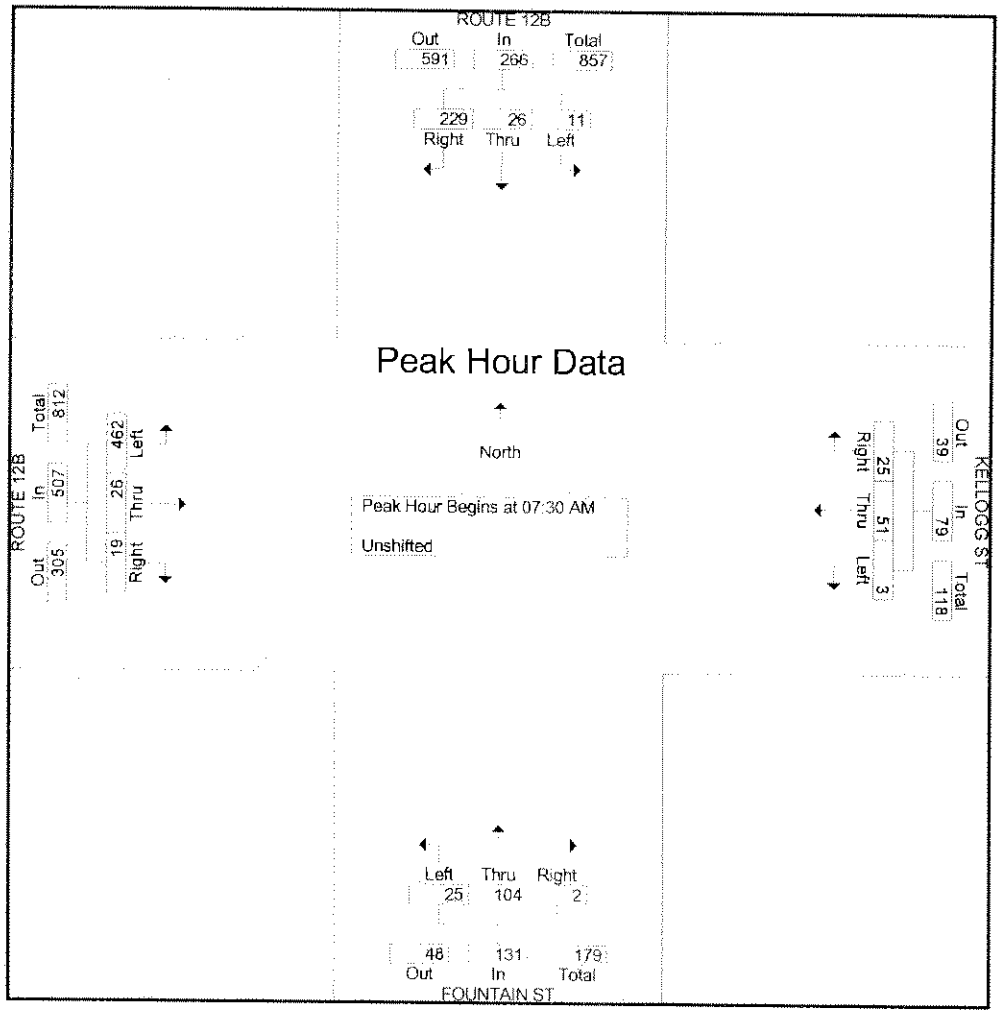
File Name : rt 12b & fountain st. & kellogg st.
Site Code : 2641-08
Start Date : 8/27/2008
Page No : 3

	ROUTE 12B Southbound				KELLOGG ST Westbound				FOUNTAIN ST Northbound				ROUTE 12B Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	49	4	4	57	**10**	10	0	20	**2**	29	2	33	2	4	119	125	235
07:45 AM	55	4	2	61	8	13	1	**22**	0	**31**	5	**36**	3	**10**	113	126	245
08:00 AM	53	**11**	**5**	69	4	13	**2**	19	0	20	7	27	5	4	**123**	**132**	247
08:15 AM	**72**	7	0	**79**	**3**	**15**	0	18	0	24	**11**	35	**9**	8	107	124	**256**
Total Volume	229	26	11	266	25	51	3	79	2	104	25	131	19	26	462	507	983
% App. Total	86.1	9.8	4.1		31.6	64.6	3.8		1.5	79.4	19.1		3.7	5.1	91.1		
PHF	.795	.591	.550	.842	.625	.850	.375	.898	.250	.839	.568	.910	.528	.650	.939	.960	.960

N.Y.S.D.O.T.
Data Services

Observer: Richard/Davis
Date: August 27, 2008
Weather: Sunny & Hot

File Name : rt 12b & fountain st. & kellogg st.
Site Code : 2641-08
Start Date : 8/27/2008
Page No : 4

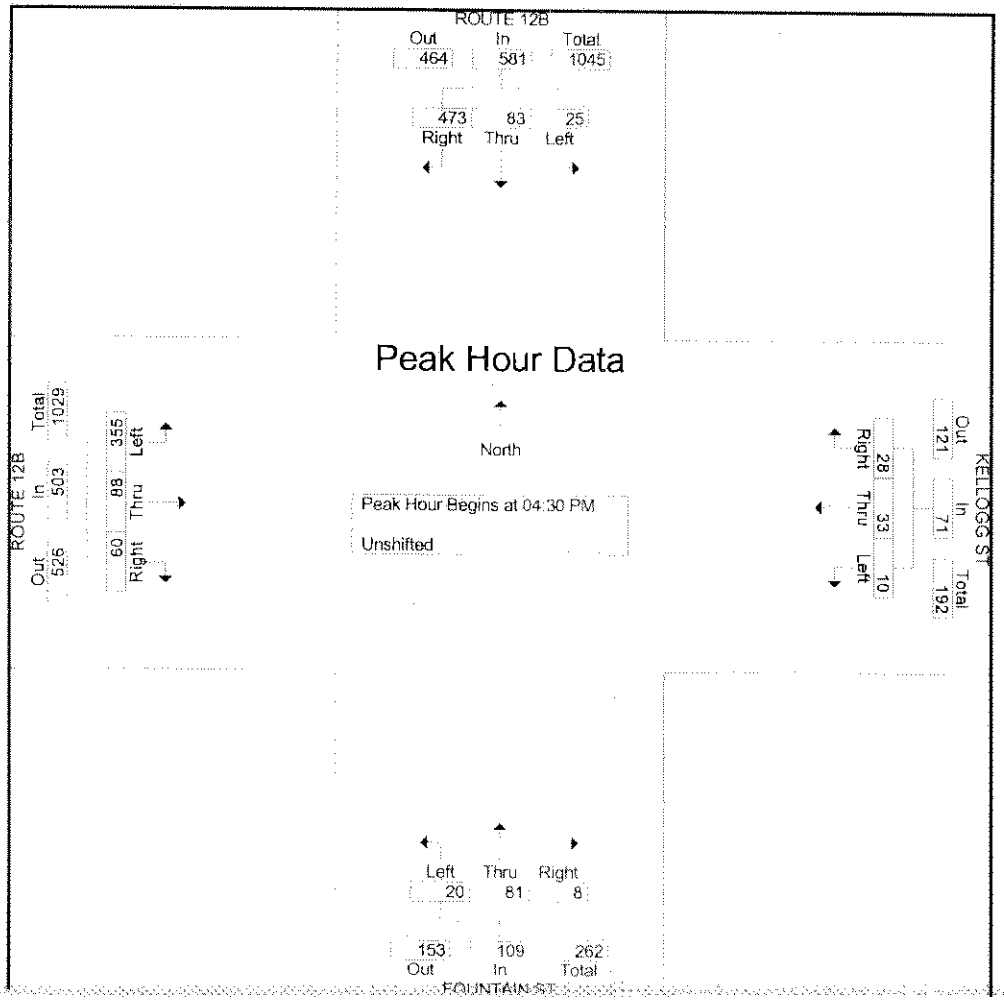


N.Y.S.D.O.T.
Data Services

Observer: Richard/Davis
Date: August 27, 2008
Weather: Sunny & Hot

File Name : rt 12b & fountain st. & kellogg st.
Site Code : 2641-08
Start Date : 8/27/2008
Page No : 5

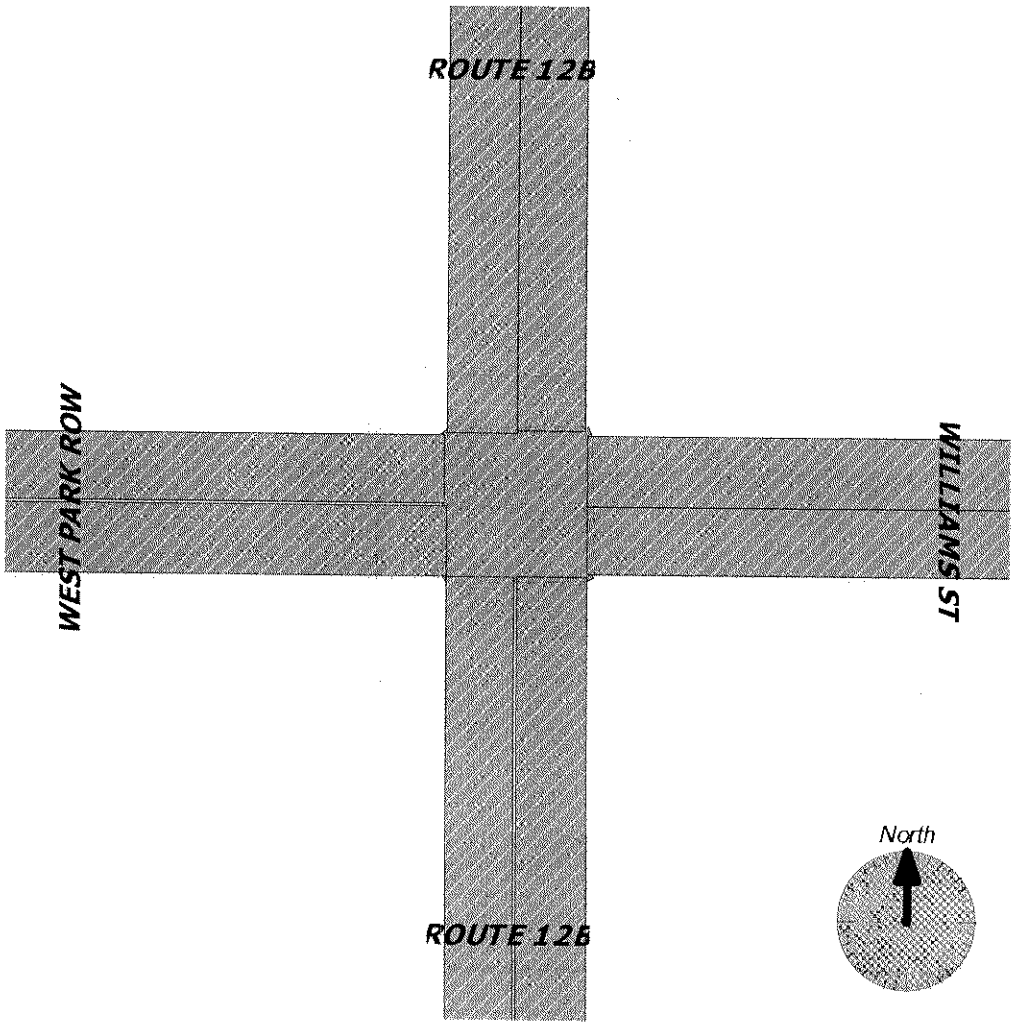
	ROUTE 12B Southbound				KELLOGG ST Westbound				FOUNTAIN ST Northbound				ROUTE 12B Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	106	18	5	129	10	7	2	19	**3**	**22**	4	29	15	23	**109**	**147**	324
04:45 PM	114	**28**	**8**	150	**12**	8	**3**	**23**	2	21	**11**	**34**	15	20	91	126	**333**
05:00 PM	115	18	7	140	3	**9**	3	15	3	16	2	21	**18**	**26**	82	126	302
05:15 PM	**138**	19	5	**162**	3	9	2	14	0	22	3	25	12	19	73	104	305
Total Volume	473	83	25	581	28	33	10	71	8	81	20	109	60	88	355	503	1264
% App. Total	81.4	14.3	4.3		39.4	46.5	14.1		7.3	74.3	18.3		11.9	17.5	70.6		
PHF	.857	.741	.781	.897	.583	.917	.833	.772	.667	.920	.455	.801	.833	.846	.814	.855	.949



N.Y.S.D.O.T.
Data Services

Observer: Staie/Davis
Date: July 29, 2008
Weather: Sunny & Hot

File Name : rt 12b & west park row
Site Code : 00011111
Start Date : 8/27/2008
Page No : 7



N.Y.S.D.O.T.
Data Services

Observer: Staie/Davis
Date: July 29, 2008
Weather: Sunny & Hot

File Name : rt 12b & west park row
Site Code : 00011111
Start Date : 8/27/2008
Page No : 1

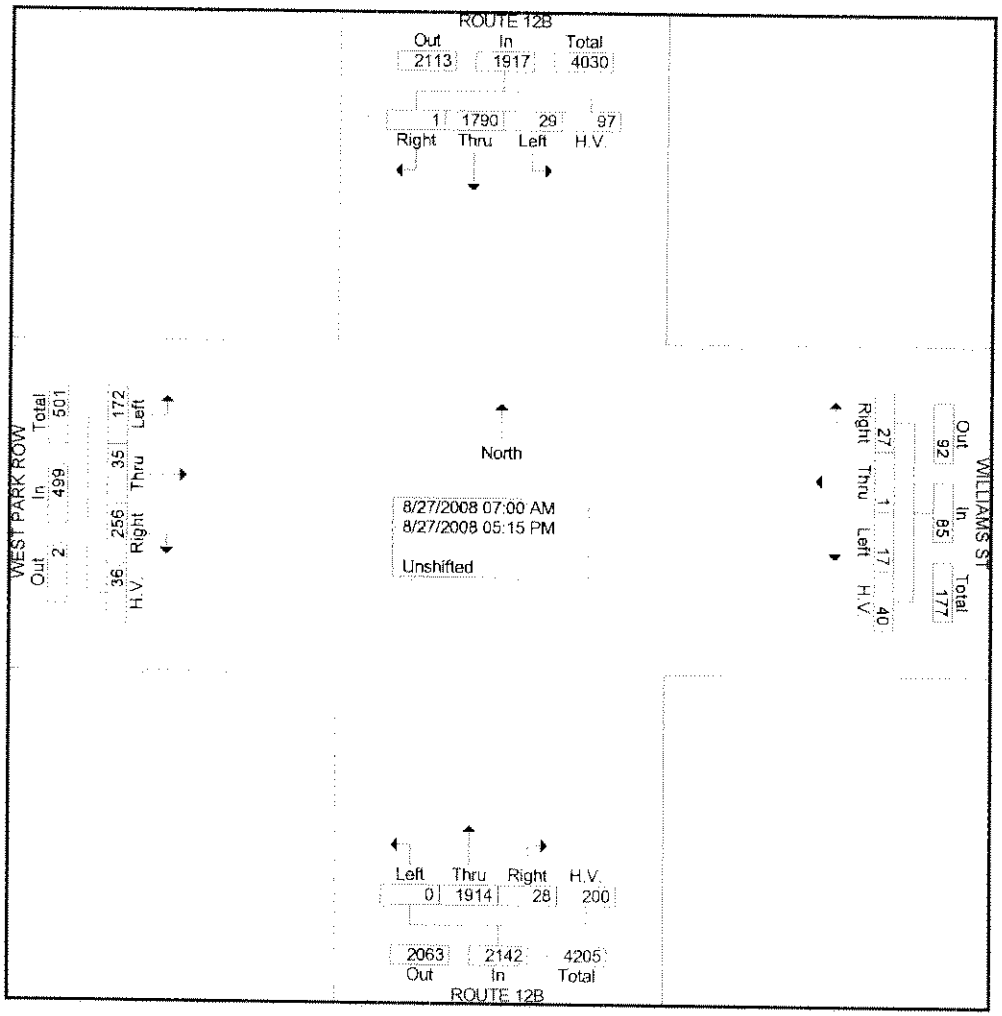
Groups Printed- Unshifted

	ROUTE 12B Southbound						WILLIAMS ST Westbound						ROUTE 12B Northbound						WEST PARK ROW Eastbound						
Start Time	Right	Thru	Left	Peds	H.V.	App. Total	Right	Thru	Left	Peds	H.V.	App. Total	Right	Thru	Left	Peds	H.V.	App. Total	Right	Thru	Left	Peds	H.V.	App. Total	Int. Total
07:00 AM	0	44	1	0	5	50	3	0	0	1	0	4	0	70	0	0	5	75	8	0	3	1	1	13	142
07:15 AM	0	44	1	0	3	48	0	0	1	1	0	2	0	96	0	0	4	100	8	1	1	0	0	10	160
07:30 AM	0	67	2	0	4	73	2	0	0	0	0	2	1	123	0	1	5	130	4	2	3	1	2	12	217
07:45 AM	0	79	0	0	6	85	3	0	0	11	0	14	0	119	0	9	5	133	4	1	3	2	1	11	243
Total	0	234	4	0	18	256	8	0	1	13	0	22	1	408	0	10	19	438	24	4	10	4	4	46	762
08:00 AM	0	66	2	0	6	74	1	0	1	2	0	4	0	123	0	5	4	132	7	0	4	0	1	12	222
08:15 AM	0	104	1	0	12	117	3	0	1	0	0	4	0	105	0	9	7	121	9	1	7	0	0	17	259
08:30 AM	0	71	1	0	9	81	1	0	1	2	0	4	2	92	0	4	5	103	4	1	3	1	0	9	197
08:45 AM	0	69	0	0	8	77	1	1	0	1	0	3	3	112	0	1	7	123	11	2	10	3	2	28	231
Total	0	310	4	0	35	349	6	1	3	5	0	15	5	432	0	19	23	479	31	4	24	4	3	66	909
*** BREAK ***																									
03:00 PM	0	132	1	0	4	137	3	0	3	2	0	8	3	96	0	12	4	115	19	2	9	0	1	31	291
03:15 PM	0	118	0	0	3	121	1	0	2	8	0	11	2	97	0	12	8	119	22	1	9	1	1	34	285
03:30 PM	0	116	4	0	2	122	3	0	0	1	0	4	1	125	0	5	6	137	20	1	10	2	1	34	297
03:45 PM	0	131	2	2	9	144	1	0	1	3	0	5	2	114	0	9	13	138	25	2	10	0	1	38	325
Total	0	497	7	2	18	524	8	0	6	14	0	28	8	432	0	38	31	509	86	6	38	3	4	137	1198
04:00 PM	0	111	1	2	4	118	0	0	0	0	0	0	1	121	0	5	8	135	20	4	17	1	0	42	295
04:15 PM	0	111	2	0	2	115	0	0	0	2	0	2	2	89	0	4	1	96	21	2	15	0	1	39	252
04:30 PM	1	114	1	4	2	122	2	0	2	1	0	5	4	133	0	3	6	146	18	4	17	6	0	45	318
04:45 PM	0	132	6	0	4	142	0	0	2	2	0	4	2	101	0	7	7	117	21	3	23	0	1	48	311
Total	1	468	10	6	12	497	2	0	4	5	0	11	9	444	0	19	22	494	80	13	72	7	2	174	1176
05:00 PM	0	129	1	0	0	130	3	0	2	1	0	6	1	102	0	4	3	110	19	4	18	0	1	42	288
05:15 PM	0	152	3	0	6	161	0	0	1	2	0	3	4	96	0	11	1	112	16	4	10	2	2	34	310
Grand Total	1	1790	29	8	89	1917	27	1	17	40	0	85	28	1914	0	101	99	2142	256	35	172	20	16	499	4643
Apprch %	0.1	93.4	1.5	0.4	4.6		31.8	1.2	20	47.1	0		1.3	89.4	0	4.7	4.6		51.3	7	34.5	4	3.2		
Total %	0	38.6	0.6	0.2	1.9	41.3	0.6	0	0.4	0.9	0	1.8	0.6	41.2	0	2.2	2.1	46.1	5.5	0.8	3.7	0.4	0.3	10.7	

N.Y.S.D.O.T.
Data Services

Observer: Staie/Davis
Date: July 29, 2008
Weather: Sunny & Hot

File Name : rt 12b & west park row
Site Code : 00011111
Start Date : 8/27/2008
Page No : 2



N.Y.S.D.O.T.
Data Services

Observer: Staie/Davis
Date: July 29, 2008
Weather: Sunny & Hot

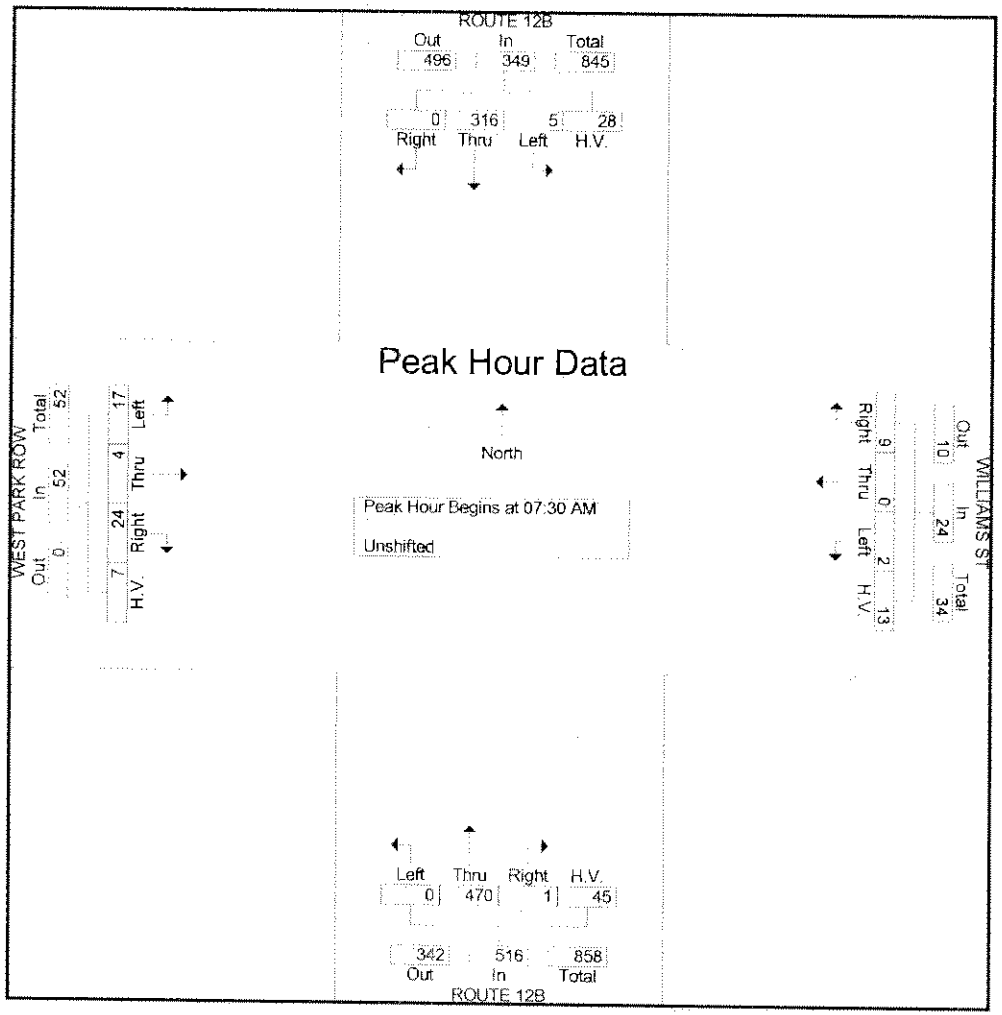
File Name : rt 12b & west park row
Site Code : 00011111
Start Date : 8/27/2008
Page No : 3

	ROUTE 12B Southbound						WILLIAMS ST Westbound						ROUTE 12B Northbound						WEST PARK ROW Eastbound						
Start Time	Right	Thru	Left	Peds	H.V.	App. Total	Right	Thru	Left	Peds	H.V.	App. Total	Right	Thru	Left	Peds	H.V.	App. Total	Right	Thru	Left	Peds	H.V.	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 07:30 AM																									
07:30 AM	0	67	**2**	0	4	73	2	0	0	0	0	2	**1**	**123**	0	1	5	130	4	**2**	3	1	**2**	12	217
07:45 AM	0	79	0	0	6	85	**3**	0	0	**11**	0	**14**	0	119	0	**9**	5	**133**	4	1	3	**2**	1	11	243
08:00 AM	0	66	2	0	6	74	1	0	**1**	2	0	4	0	123	0	5	4	132	7	0	4	0	1	12	222
08:15 AM	0	**104**	1	0	**12**	**117**	3	0	1	0	0	4	0	105	0	9	**7**	121	**9**	1	**7**	0	0	**17**	**259**
Total Volume	0	316	5	0	28	349	9	0	2	13	0	24	1	470	0	24	21	516	24	4	17	3	4	52	941
% App. Total	0	90.5	1.4	0	8		37.5	0	8.3	54.2	0		0.2	91.1	0	4.7	4.1		46.2	7.7	32.7	5.8	7.7		
PHF	.000	.760	.625	.000	.583	.746	.750	.000	.500	.295	.000	.429	.250	.955	.000	.667	.750	.970	.667	.500	.607	.375	.500	.765	.908

N.Y.S.D.O.T.
Data Services

Observer: Staie/Davis
Date: July 29, 2008
Weather: Sunny & Hot

File Name : rt 12b & west park row
Site Code : 00011111
Start Date : 8/27/2008
Page No : 4



N.Y.S.D.O.T.
Data Services

Observer: Staie/Davis
Date: July 29, 2008
Weather: Sunny & Hot

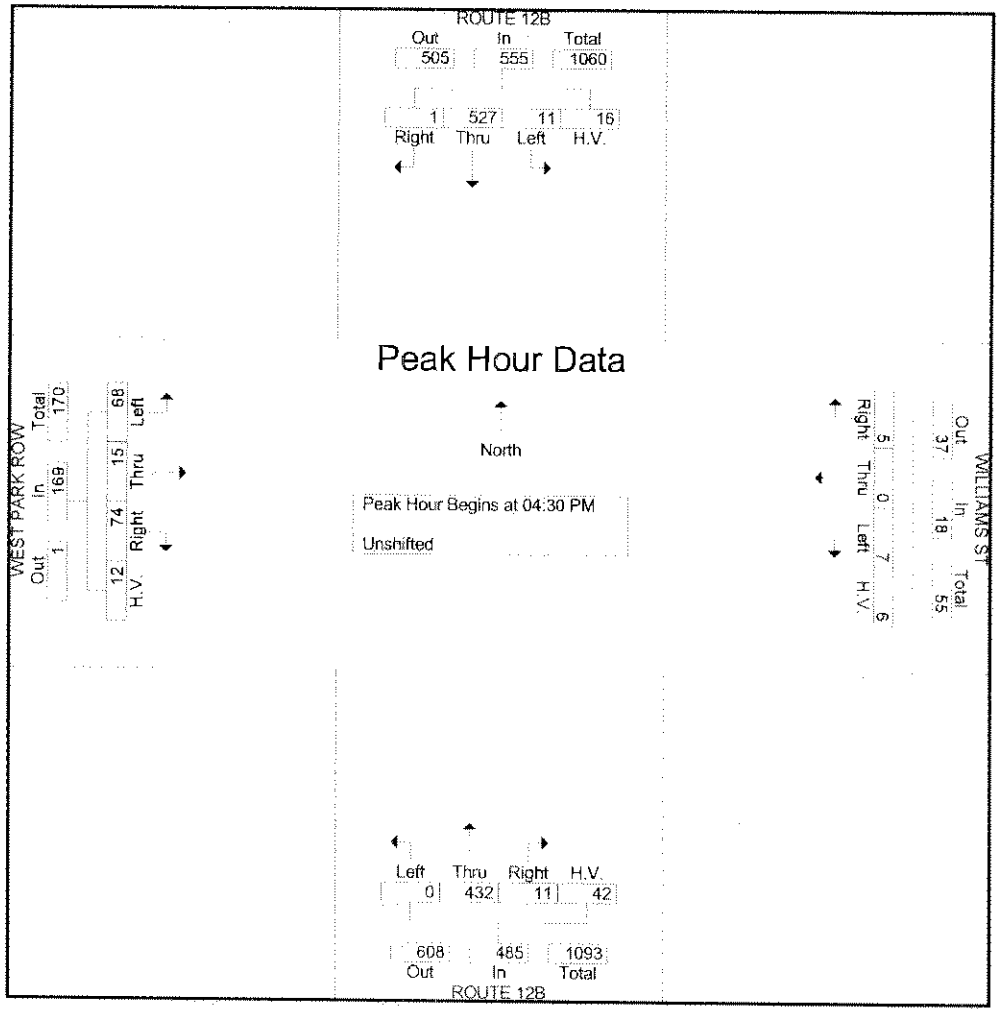
File Name : rt 12b & west park row
Site Code : 00011111
Start Date : 8/27/2008
Page No : 5

	ROUTE 12B Southbound						WILLIAMS ST Westbound						ROUTE 12B Northbound						WEST PARK ROW Eastbound						
Start Time	Right	Thru	Left	Peds	H.V.	App. Total	Right	Thru	Left	Peds	H.V.	App. Total	Right	Thru	Left	Peds	H.V.	App. Total	Right	Thru	Left	Peds	H.V.	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:15 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 04:30 PM																									
04:30 PM	**1**	114	1	**4**	2	122	2	0	**2**	1	0	5	**4**	**133**	0	3	6	**146**	18	**4**	17	**6**	0	45	**318**
04:45 PM	0	132	**6**	0	4	142	0	0	2	**2**	0	4	2	101	0	7	7	117	**21**	3	**23**	0	1	**48**	311
05:00 PM	0	129	1	0	0	130	**3**	0	2	1	0	**6**	1	102	0	4	3	110	19	4	18	0	1	42	288
05:15 PM	0	**152**	3	0	**6**	**161**	0	0	1	2	0	3	4	96	0	**11**	1	112	16	4	10	2	**2**	34	310
Total Volume	1	527	11	4	12	555	5	0	7	6	0	18	11	432	0	25	17	485	74	15	68	8	4	169	1227
% App. Total	0.2	95	2	0.7	2.2		27.8	0	38.9	33.3	0		2.3	89.1	0	5.2	3.5		43.8	8.9	40.2	4.7	2.4		
PHF	.250	.867	.458	.250	.500	.862	.417	.000	.875	.750	.000	.750	.688	.812	.000	.568	.607	.830	.881	.938	.739	.333	.500	.880	.965

N.Y.S.D.O.T.
Data Services

Observer: Staie/Davis
Date: July 29, 2008
Weather: Sunny & Hot

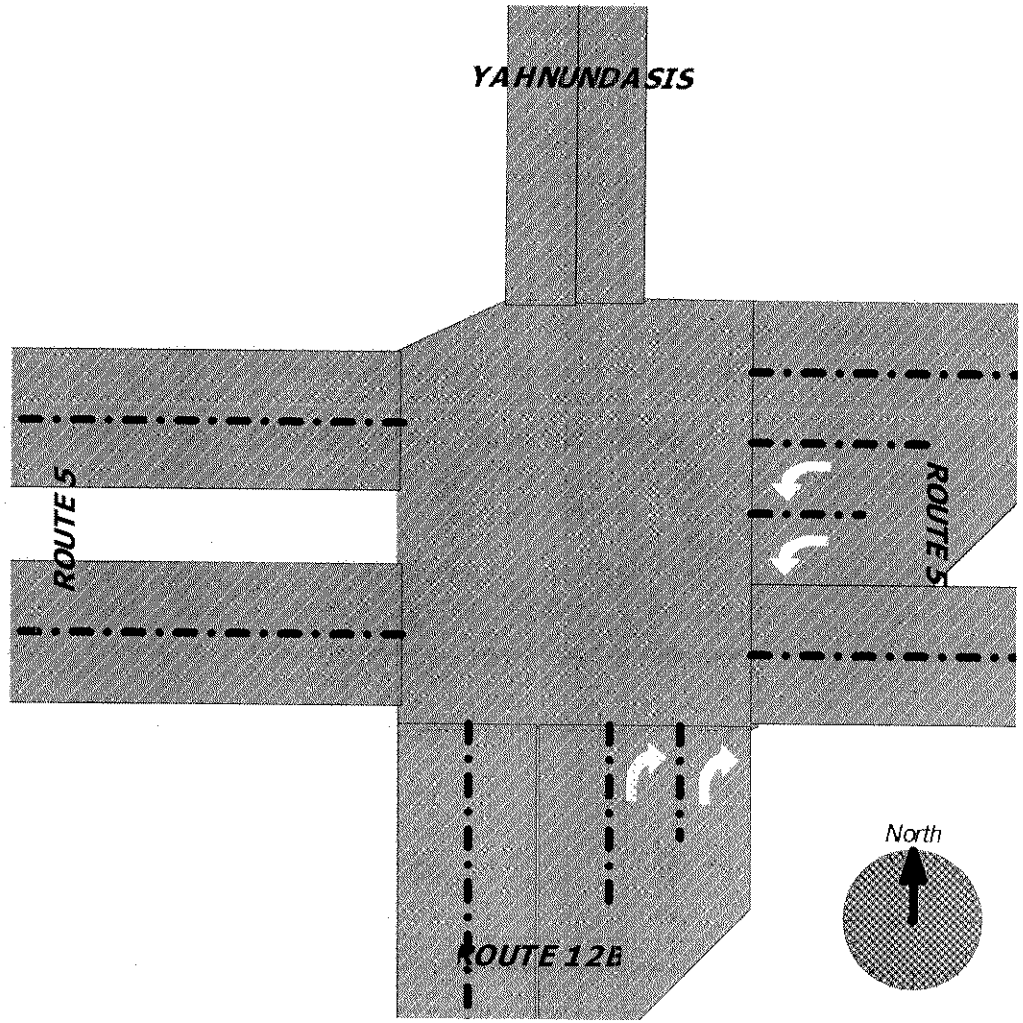
File Name : rt 12b & west park row
Site Code : 00011111
Start Date : 8/27/2008
Page No : 6



N.Y.S.D.O.T.
Data Services

Observer: Urtz/Rosati
Date: April 10, 2008
Weather: Cool & clear

File Name : RT 5 & RT 12b amnoonpm
Site Code : 2616-08
Start Date : 4/10/2008
Page No : 10



N.Y.S.D.O.T.
Data Services

Observer: Urtz/Rosati
Date: April 10, 2008
Weather: Cool & clear

File Name : RT 5 & RT 12b amnoonpm
Site Code : 2616-08
Start Date : 4/10/2008
Page No : 1

Groups Printed- Unshifted

	YAHNUNDASIS Southbound					ROUTE 5 Westbound					ROUTE 12B Northbound					ROUTE 5 Eastbound							
Start Time	Right	Thru	Left	H.V.	App. Total	Right	Thru	Left	H.V.	App. Total	Right	Thru	Left	H.V.	App. Total	Right	Thru	Left	H.V.	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	133	29	6	162	68	0	0	2	68	0	99	1	2	100	10	330	340
07:15 AM	0	0	0	0	0	0	139	56	9	195	89	0	0	4	89	1	135	0	5	136	18	420	438
07:30 AM	0	0	0	0	0	12	198	62	21	272	118	0	1	5	119	0	173	0	8	173	34	564	598
07:45 AM	0	0	0	0	0	0	211	72	6	283	146	0	1	6	147	0	219	0	5	219	17	649	666
Total	0	0	0	0	0	12	681	219	42	912	421	0	2	17	423	1	626	1	20	628	79	1963	2042
08:00 AM	0	0	0	0	0	0	191	65	7	256	107	0	4	4	111	0	154	0	8	154	19	521	540
08:15 AM	0	0	0	0	0	2	160	58	9	220	116	0	2	3	118	3	177	0	8	180	20	518	538
08:30 AM	0	0	1	0	1	2	146	44	15	192	93	0	0	4	93	0	153	1	8	154	27	440	467
08:45 AM	0	0	0	0	0	2	171	59	10	232	92	0	0	7	92	1	127	0	6	128	23	452	475
Total	0	0	1	0	1	6	668	226	41	900	408	0	6	18	414	4	611	1	30	616	89	1931	2020
*** BREAK ***																							
11:30 AM	0	1	1	0	2	2	280	63	8	345	67	0	1	6	68	1	198	0	7	199	21	614	635
11:45 AM	1	1	3	0	5	4	295	84	11	383	66	1	2	1	69	1	209	2	5	212	17	669	686
Total	1	2	4	0	7	6	575	147	19	728	133	1	3	7	137	2	407	2	12	411	38	1283	1321
12:00 PM	0	0	0	1	0	4	347	78	14	429	63	1	6	1	70	1	256	0	5	257	21	756	777
12:15 PM	0	0	0	0	0	2	309	60	8	371	75	1	2	5	78	3	230	0	6	233	19	682	701
12:30 PM	0	0	1	0	1	0	323	67	7	390	84	0	3	9	87	3	251	0	3	254	19	732	751
12:45 PM	2	0	1	0	3	3	308	86	18	397	84	1	1	6	86	1	276	0	6	277	30	763	793
Total	2	0	2	1	4	9	1287	291	47	1587	306	3	12	21	321	8	1013	0	20	1021	89	2933	3022
01:00 PM	0	0	3	0	3	0	273	93	12	366	83	0	2	6	85	4	241	0	5	245	23	699	722
01:15 PM	0	0	2	0	2	4	249	78	9	331	97	2	1	7	100	1	248	1	7	250	23	683	706
*** BREAK ***																							
Total	0	0	5	0	5	4	522	171	21	697	180	2	3	13	185	5	489	1	12	495	46	1382	1428
*** BREAK ***																							
03:30 PM	0	0	0	0	0	4	307	129	9	440	130	0	2	5	132	3	280	0	9	283	23	855	878
03:45 PM	0	0	0	0	0	1	314	123	4	438	105	0	5	4	110	3	262	0	13	265	21	813	834
Total	0	0	0	0	0	5	621	252	13	878	235	0	7	9	242	6	542	0	22	548	44	1668	1712
04:00 PM	0	0	4	0	4	3	300	128	14	431	95	0	1	0	96	2	327	0	10	329	24	860	884
04:15 PM	0	1	3	0	4	5	308	140	4	453	81	0	5	3	86	1	243	0	5	244	12	787	799
04:30 PM	0	1	4	0	5	3	321	125	2	449	103	0	1	3	104	0	297	0	6	297	11	855	866
04:45 PM	0	0	2	0	2	5	333	138	7	476	76	0	3	3	79	3	262	0	4	265	14	822	836
Total	0	2	13	0	15	16	1262	531	27	1809	355	0	10	9	365	6	1129	0	25	1135	61	3324	3385

N.Y.S.D.O.T.
Data Services

Observer: Urtz/Rosati
Date: April 10, 2008
Weather: Cool & clear

File Name : RT 5 & RT 12b amnoonpm
Site Code : 2616-08
Start Date : 4/10/2008
Page No : 2

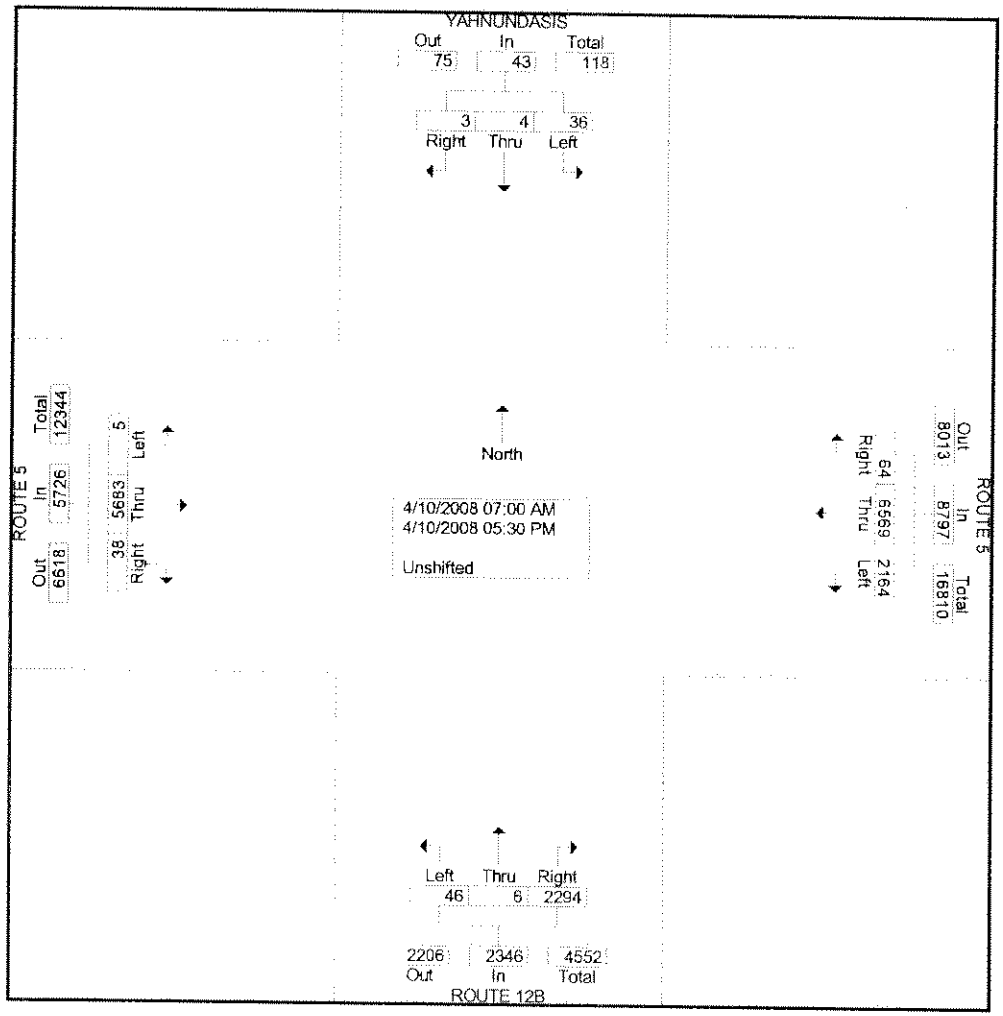
Groups Printed- Unshifted

	YAHNUNDASIS Southbound					ROUTE 5 Westbound					ROUTE 12B Northbound					ROUTE 5 Eastbound							
Start Time	Right	Thru	Left	H.V.	App. Total	Right	Thru	Left	H.V.	App. Total	Right	Thru	Left	H.V.	App. Total	Right	Thru	Left	H.V.	App. Total	Exclu. Total	Inclu. Total	Int. Total
05:00 PM	0	0	3	0	3	2	363	114	2	479	85	0	1	0	86	1	329	0	4	330	6	898	904
05:15 PM	0	0	7	0	7	3	301	134	2	438	81	0	2	1	83	2	295	0	6	297	9	825	834
05:30 PM	0	0	1	0	1	1	289	79	8	369	90	0	0	1	90	3	242	0	3	245	12	705	717
Grand Total	3	4	36	1	43	64	6569	2164	222	8797	2294	6	46	96	2346	38	5683	5	154	5726	473	16912	17385
Apprch %	7	9.3	83.7			0.7	74.7	24.6			97.8	0.3	2			0.7	99.2	0.1					
Total %	0	0	0.2		0.3	0.4	38.8	12.8		52	13.6	0	0.3		13.9	0.2	33.6	0		33.9	2.7	97.3	

N.Y.S.D.O.T.
Data Services

Observer: Urtz/Rosati
Date: April 10, 2008
Weather: Cool & clear

File Name : RT 5 & RT 12b amnoonpm
Site Code : 2616-08
Start Date : 4/10/2008
Page No : 3



N.Y.S.D.O.T.
Data Services

Observer: Urtz/Rosati
Date: April 10, 2008
Weather: Cool & clear

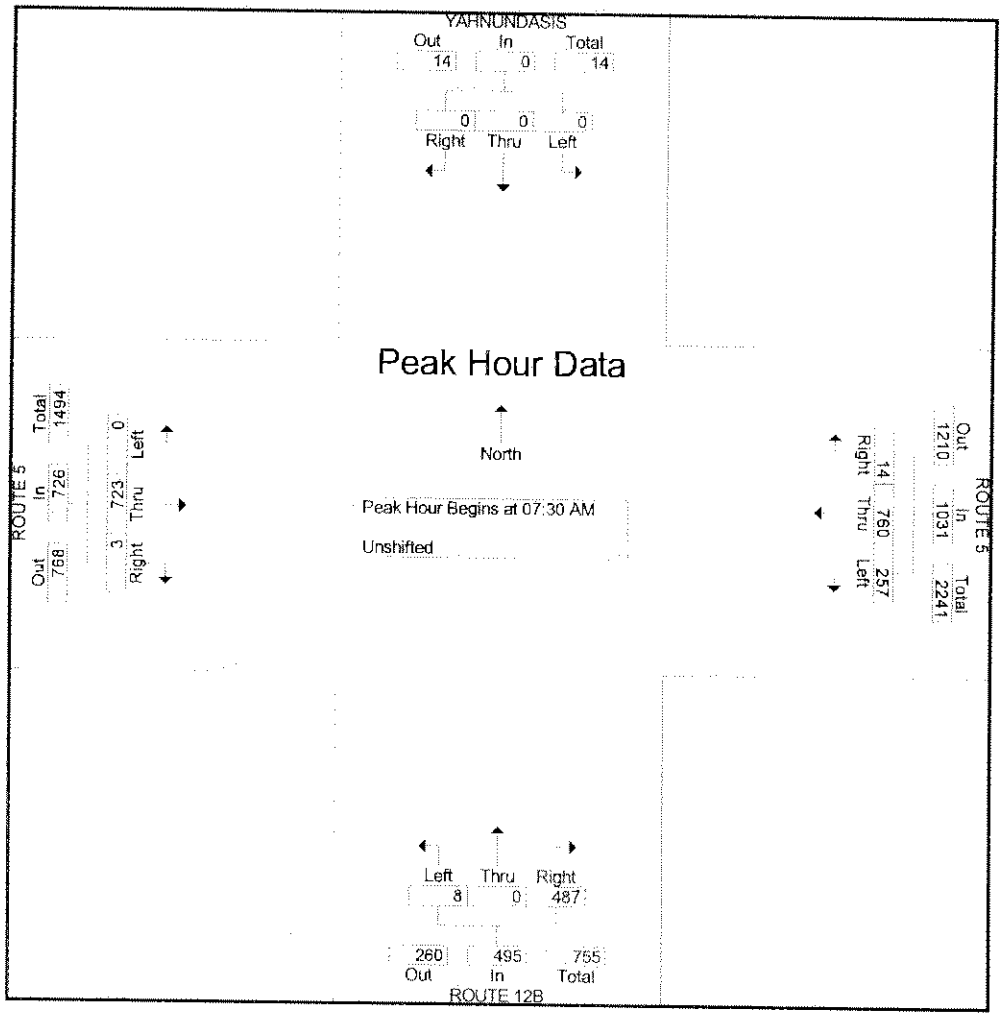
File Name : RT 5 & RT 12b amnoonpm
Site Code : 2616-08
Start Date : 4/10/2008
Page No : 4

	YAHNUNDASIS Southbound				ROUTE 5 Westbound				ROUTE 12B Northbound				ROUTE 5 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	**12**	198	62	272	118	0	1	119	0	173	0	173	564
07:45 AM	0	0	0	0	0	**211**	**72**	**283**	**146**	0	1	**147**	0	**219**	0	**219**	**649**
08:00 AM	0	0	0	0	0	191	65	256	107	0	**4**	111	0	154	0	154	521
08:15 AM	0	0	0	0	2	160	58	220	116	0	2	118	**3**	177	0	180	518
Total Volume	0	0	0	0	14	760	257	1031	487	0	8	495	3	723	0	726	2252
% App. Total	0	0	0		1.4	73.7	24.9		98.4	0	1.6		0.4	99.6	0		
PHF	.000	.000	.000	.000	.292	.900	.892	.911	.834	.000	.500	.842	.250	.825	.000	.829	.867

N.Y.S.D.O.T.
Data Services

Observer: Urtz/Rosati
Date: April 10, 2008
Weather: Cool & clear

File Name : RT 5 & RT 12b amnoonpm
Site Code : 2616-08
Start Date : 4/10/2008
Page No : 5



N.Y.S.D.O.T.
Data Services

Observer: Urtz/Rosati
Date: April 10, 2008
Weather: Cool & clear

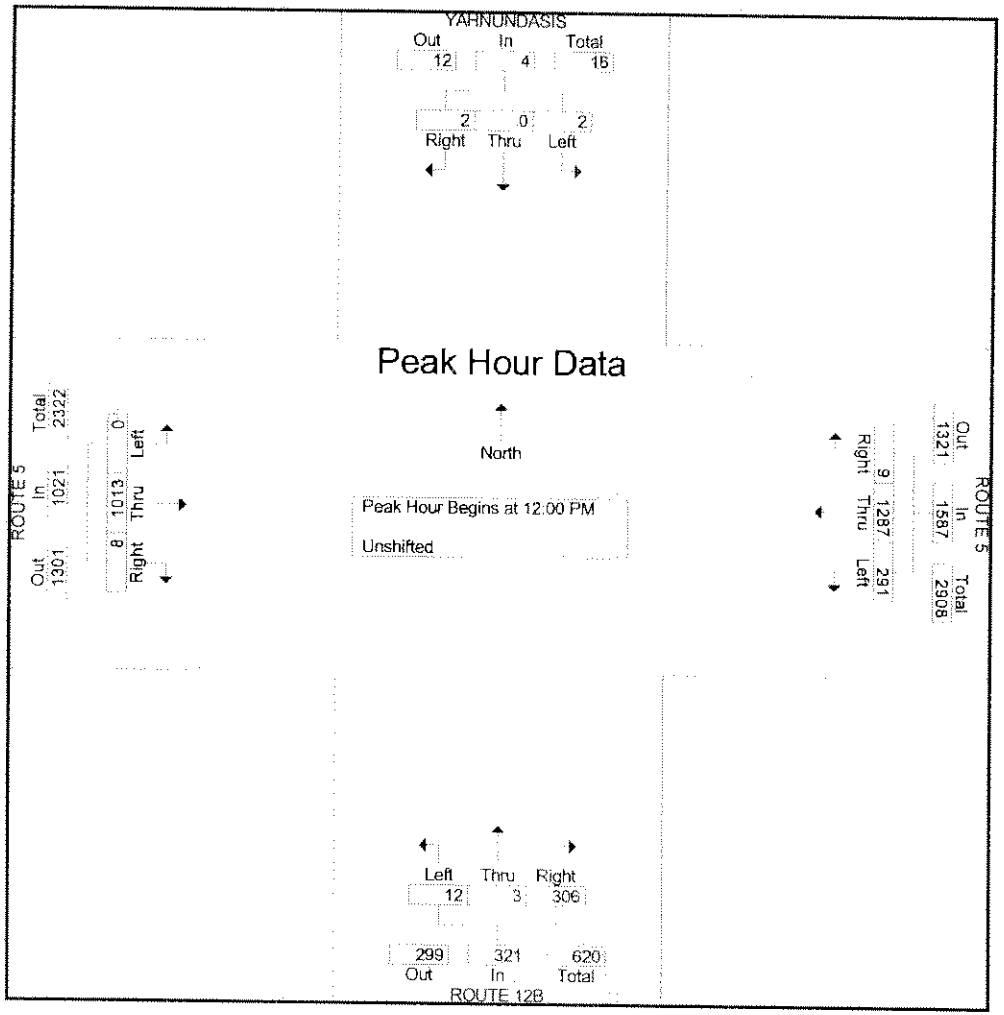
File Name : RT 5 & RT 12b amnoonpm
Site Code : 2616-08
Start Date : 4/10/2008
Page No : 6

	YAHNUNDASIS Southbound				ROUTE 5 Westbound				ROUTE 12B Northbound				ROUTE 5 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	0	0	0	**4**	**347**	78	**429**	63	**1**	**6**	70	1	256	0	257	756
12:15 PM	0	0	0	0	2	309	60	371	75	1	2	78	**3**	230	0	233	682
12:30 PM	0	0	**1**	1	0	323	67	390	**84**	0	3	**87**	3	251	0	254	732
12:45 PM	**2**	0	1	**3**	3	308	**86**	397	84	1	1	86	1	**276**	0	**277**	**763**
Total Volume	2	0	2	4	9	1287	291	1587	306	3	12	321	8	1013	0	1021	2933
% App. Total	50	0	50		0.6	81.1	18.3		95.3	0.9	3.7		0.8	99.2	0		
PHF	.250	.000	.500	.333	.563	.927	.846	.925	.911	.750	.500	.922	.667	.918	.000	.921	.961

N.Y.S.D.O.T.
Data Services

Observer: Urtz/Rosati
Date: April 10, 2008
Weather: Cool & clear

File Name : RT 5 & RT 12b amnoonpm
Site Code : 2616-08
Start Date : 4/10/2008
Page No : 7



N.Y.S.D.O.T.
Data Services

Observer: Urtz/Rosati
Date: April 10, 2008
Weather: Cool & clear

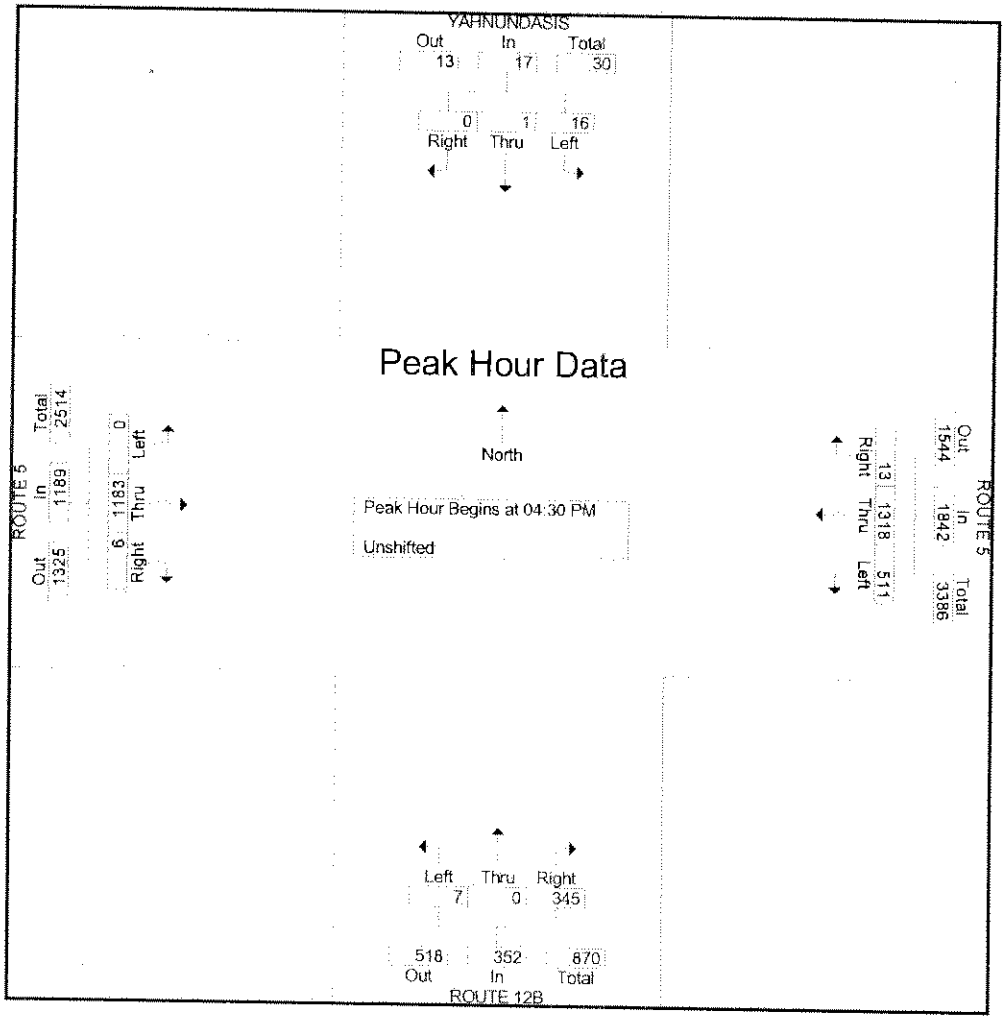
File Name : RT 5 & RT 12b amnoonpm
Site Code : 2616-08
Start Date : 4/10/2008
Page No : 8

	YAHNUNDASIS Southbound				ROUTE 5 Westbound				ROUTE 12B Northbound				ROUTE 5 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	**1**	4	5	3	321	125	449	**103**	0	1	**104**	0	297	0	297	855
04:45 PM	0	0	2	2	**5**	333	**138**	476	76	0	**3**	79	**3**	262	0	265	822
05:00 PM	0	0	3	3	2	**363**	114	**479**	85	0	1	86	1	**329**	0	**330**	**898**
05:15 PM	0	0	**7**	**7**	3	301	134	438	81	0	2	83	2	295	0	297	825
Total Volume	0	1	16	17	13	1318	511	1842	345	0	7	352	6	1183	0	1189	3400
% App. Total	0	5.9	94.1		0.7	71.6	27.7		98	0	2		0.5	99.5	0		
PHF	.000	.250	.571	.607	.650	.908	.926	.961	.837	.000	.583	.846	.500	.899	.000	.901	.947

N.Y.S.D.O.T.
Data Services

Observer: Urtz/Rosati
Date: April 10, 2008
Weather: Cool & clear

File Name : RT 5 & RT 12b amnoonpm
Site Code : 2616-08
Start Date : 4/10/2008
Page No : 9



CHA ATR DATA

Route: 12B
ATR Placement: 100' SW of Myles Elem.
County: Oneida
Town: New Hartford

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

NB

Start Time	Bikes	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	Total
07/29/09	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	**2**	**229**	**56**	**3**	**5**	**1**	**2**	**2**	0	**1**	0	0	0	**301**
12 PM	3	259	51	2	7	3	1	1	0	0	0	0	0	327
13:00	**5**	253	44	**4**	10	**6**	**2**	1	0	**1**	0	0	0	326
14:00	2	**324**	71	3	**13**	2	0	0	1	0	0	0	0	**416**
15:00	5	290	**72**	2	12	2	1	**2**	**2**	0	0	0	0	388
16:00	3	272	56	3	6	1	0	2	0	0	0	0	0	343
17:00	2	226	36	2	3	0	1	2	1	0	0	0	0	273
18:00	1	175	43	1	3	0	0	0	0	0	0	0	0	223
19:00	1	165	24	0	1	0	0	0	0	0	0	0	0	191
20:00	1	81	13	1	2	0	0	0	0	0	0	0	0	98
21:00	0	65	11	0	1	0	0	0	0	0	0	0	0	77
22:00	0	87	16	0	1	0	0	0	0	0	0	0	0	104
23:00	0	33	3	1	0	0	0	0	0	0	0	0	0	37
Day Total	25	2459	496	22	64	15	7	10	4	2	0	0	0	3104
Percent	0.8%	79.2%	16.0%	0.7%	2.1%	0.5%	0.2%	0.3%	0.1%	0.1%	0.0%	0.0%	0.0%	
AM Peak	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00		11:00				11:00
Vol.	2	229	56	3	5	1	2	2		1				301
PM Peak	13:00	14:00	15:00	13:00	14:00	13:00	13:00	15:00	15:00	13:00				14:00
Vol.	5	324	72	4	13	6	2	2	2	1				416

Route: 12B
ATR Placement: 100' SW of Myles Elem.
County: Oneida
Town: New Hartford

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

NB

Start Time	Bikes	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	Total
07/30/09	0	17	1	0	0	0	0	0	1	0	0	0	0	19
01:00	0	8	1	1	1	0	0	0	1	0	0	0	0	12
02:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
03:00	0	10	2	0	1	0	0	0	1	0	0	0	0	14
04:00	0	21	8	1	5	**5**	0	0	0	0	0	0	0	40
05:00	1	87	29	0	4	0	0	2	0	1	0	0	0	124
06:00	4	218	42	**2**	7	3	0	1	**2**	0	0	0	0	279
07:00	**5**	**368**	50	1	9	4	0	2	1	0	**1**	0	0	**441**
08:00	2	280	**72**	2	**10**	1	0	**4**	0	**4**	0	0	0	375
09:00	2	230	47	1	5	5	0	3	1	0	0	0	0	294
10:00	4	219	60	1	9	2	0	0	0	1	0	0	0	296
11:00	4	283	66	2	8	4	0	2	0	0	0	0	0	369
12 PM	7	296	58	2	9	**4**	0	2	0	0	0	0	0	378
13:00	3	264	50	1	11	3	1	1	1	**3**	0	0	0	338
14:00	**8**	266	75	**3**	15	2	1	**5**	**4**	0	0	0	0	379
15:00	7	**364**	**94**	2	**16**	1	**2**	2	0	0	0	0	0	**488**
16:00	6	364	82	1	10	3	0	1	1	0	0	0	0	468
17:00	3	269	48	1	6	0	0	0	0	1	0	0	0	328
18:00	4	181	36	0	4	2	1	1	2	0	0	0	0	231
19:00	6	128	32	1	3	1	0	1	0	0	0	0	0	172
20:00	6	148	26	1	0	0	0	1	0	0	0	0	0	182
21:00	1	93	10	0	0	0	0	1	0	0	0	0	0	105
22:00	1	114	14	0	1	0	0	2	0	0	0	0	0	132
23:00	0	32	2	0	2	1	0	0	0	0	0	0	0	37
Day Total	74	4265	906	23	136	41	5	31	15	10	1	0	0	5507
Percent	1.3%	77.4%	16.5%	0.4%	2.5%	0.7%	0.1%	0.6%	0.3%	0.2%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	08:00	06:00	08:00	04:00		08:00	06:00	08:00	07:00			07:00
Vol.	5	368	72	2	10	5		4	2	4	1			441
PM Peak	14:00	15:00	15:00	14:00	15:00	12:00	15:00	14:00	14:00	13:00				15:00
Vol.	8	364	94	3	16	4	2	5	4	3				488

Route: 12B
ATR Placement: 100' SW of Myles Elem.
County: Oneida
Town: New Hartford

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

NB

Start Time	Bikes	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	Total
07/31/09	0	18	5	0	1	0	0	0	1	0	0	0	0	25
01:00	0	11	1	0	0	0	0	0	0	0	0	0	0	12
02:00	0	11	1	0	0	0	0	0	0	1	0	0	0	13
03:00	0	5	2	0	0	0	0	0	**2**	0	0	0	0	9
04:00	0	21	7	**2**	3	0	0	0	0	0	0	0	0	33
05:00	0	78	31	0	4	1	0	1	0	0	0	0	0	115
06:00	**4**	200	51	1	9	3	**5**	2	1	1	0	0	0	277
07:00	1	**337**	58	2	**16**	2	4	1	2	0	0	0	0	**423**
08:00	0	288	58	2	12	**5**	3	2	2	0	0	0	0	372
09:00	3	248	**69**	1	15	4	5	**3**	1	1	0	0	0	350
10:00	0	243	47	2	9	2	4	0	2	**2**	0	0	0	311
11:00	3	230	68	2	9	3	2	1	0	2	0	0	0	320
12 PM	2	**311**	66	0	11	1	1	**4**	0	1	0	0	0	397
13:00	1	226	57	2	9	**4**	3	3	**2**	2	0	0	0	309
14:00	0	272	**76**	2	10	0	**4**	3	2	**4**	0	0	0	373
15:00	**5**	306	64	**3**	**12**	4	2	2	1	1	0	0	0	**400**
16:00	4	297	54	2	2	0	0	1	1	0	0	0	0	361
17:00	2	203	53	2	6	0	0	0	0	0	0	0	0	266
18:00	2	171	28	0	1	0	0	0	0	0	0	0	0	202
19:00	1	140	22	1	1	1	0	0	1	0	0	0	0	167
20:00	2	96	14	0	1	0	0	0	0	0	0	0	0	113
21:00	2	83	12	1	1	1	0	0	0	0	0	0	0	100
22:00	0	76	11	1	0	0	0	0	0	0	0	0	0	88
23:00	0	50	4	0	1	0	0	0	1	0	0	0	0	56
Day Total	32	3921	859	26	133	31	33	23	19	15	0	0	0	5092
Percent	0.6%	77.0%	16.9%	0.5%	2.6%	0.6%	0.6%	0.5%	0.4%	0.3%	0.0%	0.0%	0.0%	
AM Peak	06:00	07:00	09:00	04:00	07:00	08:00	06:00	09:00	03:00	10:00				07:00
Vol.	4	337	69	2	16	5	5	3	2	2				423
PM Peak	15:00	12:00	14:00	15:00	15:00	13:00	14:00	12:00	13:00	14:00				15:00
Vol.	5	311	76	3	12	4	4	4	2	4				400

Route: 12B
ATR Placement: 100' SW of Myles Elem.
County: Oneida
Town: New Hartford

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

NB

Start Time	Bikes	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	Total
08/01/09	0	24	2	0	0	0	0	0	0	0	0	0	0	26
01:00	0	13	0	0	1	0	0	0	0	0	0	0	0	14
02:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
03:00	0	4	3	0	0	0	0	1	0	0	0	0	0	8
04:00	0	9	4	**1**	0	0	0	0	0	0	0	0	0	14
05:00	1	39	13	0	1	0	0	0	1	0	0	0	0	55
06:00	1	91	13	1	4	0	0	2	1	0	0	0	0	113
07:00	5	98	24	1	1	0	0	0	**2**	0	0	0	0	131
08:00	8	154	**47**	1	3	**1**	0	0	0	0	0	0	0	214
09:00	**10**	217	34	1	**6**	0	0	0	0	0	0	0	0	268
10:00	5	**224**	46	0	4	1	0	1	0	0	0	0	0	**281**
11:00	3	206	41	0	6	1	0	**3**	0	0	0	0	0	260
12 PM	4	181	27	0	1	**1**	0	0	0	0	0	0	0	214
13:00	**6**	187	22	1	**4**	0	0	0	**1**	0	0	0	0	221
14:00	1	**202**	38	0	2	0	0	**1**	0	0	0	0	0	**244**
15:00	2	177	32	1	4	0	0	0	0	0	0	0	0	216
16:00	6	184	**45**	**3**	2	0	0	0	0	0	0	0	0	240
17:00	4	168	21	0	4	1	0	0	0	0	0	0	0	198
18:00	1	111	34	0	2	0	0	1	0	**1**	0	0	0	150
19:00	5	123	20	0	1	0	0	0	0	0	0	0	0	149
20:00	3	113	18	1	1	0	0	0	1	0	0	0	0	137
21:00	4	93	14	0	0	0	0	0	0	0	0	0	0	111
22:00	1	77	14	0	1	0	0	0	0	0	0	0	0	93
23:00	0	36	4	0	0	0	0	0	0	0	0	0	0	40
Day Total	70	2737	517	11	48	5	0	9	6	1	0	0	0	3404
Percent	2.1%	80.4%	15.2%	0.3%	1.4%	0.1%	0.0%	0.3%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	10:00	08:00	04:00	09:00	08:00		11:00	07:00					10:00
Vol.	10	224	47	1	6	1		3	2					281
PM Peak	13:00	14:00	16:00	16:00	13:00	12:00		14:00	13:00	18:00				14:00
Vol.	6	202	45	3	4	1		1	1	1				244

Route: 12B
ATR Placement: 100' SW of Myles Elem.
County: Oneida
Town: New Hartford

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

NB

Start Time	Bikes	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	Total
08/02/09	0	21	1	0	0	0	0	0	0	0	0	0	0	22
01:00	0	12	3	0	1	0	0	0	**1**	0	0	0	0	17
02:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	7	0	0	0	0	0	0	0	**1**	0	0	0	8
05:00	0	29	4	0	0	0	0	0	0	0	0	0	0	33
06:00	0	63	13	0	1	0	0	0	1	0	0	0	0	78
07:00	0	58	12	0	1	0	0	0	0	0	0	0	0	71
08:00	0	100	15	0	1	**1**	0	0	0	0	0	0	0	117
09:00	0	143	22	**1**	2	0	0	0	0	0	0	0	0	168
10:00	2	148	38	0	**3**	0	0	**1**	1	0	0	0	0	193
11:00	**5**	**188**	**46**	0	2	0	0	0	0	0	0	0	0	**241**
12 PM	0	**185**	**41**	**1**	2	0	0	0	0	0	0	0	0	**229**
13:00	0	148	19	0	4	0	0	0	0	0	0	0	0	171
14:00	1	181	32	1	4	0	0	**1**	**1**	0	0	0	0	221
15:00	0	149	23	1	**5**	**1**	0	1	0	0	0	0	0	180
16:00	**3**	126	20	1	3	1	0	0	0	0	0	0	0	154
17:00	0	137	25	0	1	0	0	0	0	0	0	0	0	163
18:00	1	120	19	0	3	1	0	0	0	0	0	0	0	144
19:00	2	121	14	0	1	0	0	0	0	0	0	0	0	138
20:00	1	94	15	1	1	0	0	0	0	0	0	0	0	112
21:00	1	45	8	0	0	0	0	0	0	0	0	0	0	54
22:00	1	71	13	0	0	0	0	0	0	0	0	0	0	85
23:00	0	25	3	0	0	0	0	0	0	0	0	0	0	28
Day Total	17	2178	386	6	35	4	0	3	4	1	0	0	0	2634
Percent	0.6%	82.7%	14.7%	0.2%	1.3%	0.2%	0.0%	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	11:00	11:00	09:00	10:00	08:00		10:00	01:00	04:00				11:00
Vol.	5	188	46	1	3	1		1	1	1				241
PM Peak	16:00	12:00	12:00	12:00	15:00	15:00		14:00	14:00					12:00
Vol.	3	185	41	1	5	1		1	1					229

Route: 12B
ATR Placement: 100' SW of Myles Elem.
County: Oneida
Town: New Hartford

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

NB

Start Time	Bikes	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	Total
08/03/09	0	4	0	0	0	0	0	0	**1**	0	0	0	0	5
01:00	0	13	2	0	2	0	0	0	0	0	0	0	0	17
02:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
03:00	0	7	3	**2**	1	0	0	0	1	0	0	0	0	14
04:00	0	18	3	0	2	1	0	1	0	0	0	0	0	25
05:00	2	85	28	1	7	0	0	0	0	0	0	0	0	123
06:00	2	224	46	1	4	0	**3**	**3**	1	**1**	0	0	0	285
07:00	**6**	**370**	56	1	**12**	1	0	1	1	0	0	0	0	**448**
08:00	1	271	**72**	2	11	1	2	3	0	0	0	0	0	363
09:00	0	228	56	1	9	**5**	1	1	1	0	0	0	0	302
10:00	4	197	39	1	10	1	0	1	1	0	0	0	0	254
11:00	3	195	53	2	12	0	1	3	1	0	0	0	0	270
12 PM	7	238	43	2	10	**4**	0	**3**	0	**1**	0	0	0	308
13:00	4	201	50	1	10	3	**1**	2	**1**	0	0	0	0	273
14:00	0	244	56	2	**13**	2	0	1	1	0	0	0	0	319
15:00	7	**281**	**80**	1	7	3	1	0	1	0	0	0	0	**381**
16:00	**12**	266	61	1	11	0	0	2	0	0	0	0	0	353
17:00	6	215	40	**3**	2	0	0	0	0	0	0	0	0	266
18:00	6	139	32	0	3	2	0	0	0	1	0	0	0	183
19:00	3	165	27	0	1	1	0	2	1	0	0	0	0	200
20:00	3	83	24	1	3	0	0	0	0	0	0	0	0	114
21:00	3	68	12	0	0	0	0	0	0	0	0	0	0	83
22:00	1	82	12	0	1	0	0	0	1	0	0	0	0	97
23:00	0	27	4	0	0	0	0	0	0	0	0	0	0	31
Day Total	70	3627	800	22	131	24	9	23	12	3	0	0	0	4721
Percent	1.5%	76.8%	16.9%	0.5%	2.8%	0.5%	0.2%	0.5%	0.3%	0.1%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	08:00	03:00	07:00	09:00	06:00	06:00	00:00	06:00				07:00
Vol.	6	370	72	2	12	5	3	3	1	1				448
PM Peak	16:00	15:00	15:00	17:00	14:00	12:00	13:00	12:00	13:00	12:00				15:00
Vol.	12	281	80	3	13	4	1	3	1	1				381

Route: 12B
ATR Placement: 100' SW of Myles Elem.
County: Oneida
Town: New Hartford

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

NB

Start Time	Bikes	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	Total
08/04/09	0	12	1	0	1	0	0	0	1	0	0	0	0	15
01:00	0	2	2	1	1	0	0	0	1	0	0	0	0	7
02:00	0	9	2	0	0	0	0	0	0	0	0	0	0	11
03:00	0	5	1	0	1	0	0	0	0	0	0	0	0	7
04:00	0	21	4	1	0	3	0	0	0	0	0	0	0	29
05:00	4	87	29	0	4	1	0	0	0	0	0	0	0	125
06:00	5	235	57	2	4	1	3	4	0	**2**	0	0	0	313
07:00	**8**	**386**	59	3	6	2	2	**5**	0	0	0	0	0	**471**
08:00	2	286	**61**	2	10	1	1	2	**2**	2	0	0	0	369
09:00	5	194	61	2	11	**5**	2	3	0	0	0	0	0	283
10:00	0	229	57	5	8	2	3	0	2	0	0	0	0	306
11:00	3	224	47	**6**	**14**	1	**6**	2	1	0	0	0	0	304
12 PM	5	207	58	2	8	3	4	**2**	**2**	0	0	0	0	291
13:00	5	257	60	1	11	2	**7**	2	0	0	0	0	0	345
14:00	4	268	68	2	**13**	2	6	1	0	0	0	0	0	364
15:00	2	**293**	**85**	**3**	8	1	0	1	1	0	0	0	0	**394**
16:00	**7**	279	53	2	9	**6**	0	2	2	0	0	0	0	360
17:00	0	221	45	1	7	1	0	2	0	0	0	0	0	277
18:00	4	198	31	1	4	0	0	0	0	0	0	0	0	238
19:00	5	163	35	0	4	1	0	0	0	0	0	0	0	208
20:00	4	122	23	1	4	1	0	1	1	0	0	0	0	157
21:00	0	58	11	0	1	0	0	0	0	0	0	0	0	70
22:00	0	83	18	0	0	0	0	0	0	0	0	0	0	101
23:00	0	38	4	0	3	0	0	0	0	0	0	0	0	45
Day Total	63	3877	872	35	132	33	34	27	13	4	0	0	0	5090
Percent	1.2%	76.2%	17.1%	0.7%	2.6%	0.6%	0.7%	0.5%	0.3%	0.1%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	08:00	11:00	11:00	09:00	11:00	07:00	08:00	06:00				07:00
Vol.	8	386	61	6	14	5	6	5	2	2				471
PM Peak	16:00	15:00	15:00	15:00	14:00	16:00	13:00	12:00	12:00					15:00
Vol.	7	293	85	3	13	6	7	2	2					394

Route: 12B
ATR Placement: 100' SW of Myles Elem.
County: Oneida
Town: New Hartford

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

NB

Start Time	Bikes	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	Total
08/05/09	0	16	2	0	0	0	0	0	1	0	0	0	0	19
01:00	0	8	0	0	1	0	0	0	0	0	0	0	0	9
02:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
03:00	0	6	1	1	1	1	0	0	1	0	0	0	0	11
04:00	0	18	8	0	4	1	0	0	0	0	0	0	0	31
05:00	1	84	23	0	6	1	0	0	0	0	0	0	0	115
06:00	5	238	57	3	9	0	2	1	1	**3**	0	0	0	319
07:00	**7**	**354**	58	2	8	**2**	4	1	2	1	0	0	0	**439**
08:00	2	259	**61**	4	7	0	3	**2**	2	1	0	0	0	341
09:00	3	185	47	1	**11**	2	1	1	**3**	0	0	0	0	254
10:00	5	210	58	**5**	7	0	2	1	1	1	0	0	0	290
11:00	3	234	58	3	5	2	**5**	1	0	0	0	0	0	311
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Day Total	26	1615	374	19	59	9	17	7	11	6	0	0	0	2143
Percent	1.2%	75.4%	17.5%	0.9%	2.8%	0.4%	0.8%	0.3%	0.5%	0.3%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	08:00	10:00	09:00	07:00	11:00	08:00	09:00	06:00				07:00
Vol.	7	354	61	5	11	2	5	2	3	3				439
PM Peak														
Vol.														
Grand Total	377	24679	5210	164	738	162	105	133	84	42	1	0	0	31695
Percent	1.2%	77.9%	16.4%	0.5%	2.3%	0.5%	0.3%	0.4%	0.3%	0.1%	0.0%	0.0%	0.0%	

Route: 12B
ATR Placement: 100' SW of Myles Elem.
County: Oneida
Town: New Hartford

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

SB

Start Time	Bikes	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	Total
07/29/09	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	**2**	**234**	**64**	**3**	**10**	**2**	0	0	**4**	0	0	0	0	**319**
12 PM	1	239	59	2	6	**4**	0	0	1	0	0	0	**1**	313
13:00	1	276	**71**	2	**16**	4	0	0	1	0	0	0	0	371
14:00	3	279	58	**4**	7	0	0	1	**4**	0	0	0	0	356
15:00	**4**	314	64	1	11	3	0	**5**	0	0	0	0	0	402
16:00	2	**370**	71	0	10	0	0	0	0	**1**	0	0	0	**454**
17:00	2	282	55	2	5	1	0	0	1	0	0	0	0	348
18:00	2	191	30	0	3	2	0	0	0	0	0	0	0	228
19:00	0	152	25	0	0	1	0	0	0	0	0	0	0	178
20:00	1	148	28	0	2	0	0	0	0	0	0	0	0	179
21:00	0	89	8	0	4	0	0	0	0	0	0	0	0	101
22:00	0	81	8	1	1	0	0	0	0	0	0	0	0	91
23:00	0	34	7	0	0	0	0	1	0	0	0	0	0	42
Day Total	18	2689	548	15	75	17	0	7	11	1	0	0	1	3382
Percent	0.5%	79.5%	16.2%	0.4%	2.2%	0.5%	0.0%	0.2%	0.3%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	11:00	11:00	11:00	11:00	11:00			11:00					11:00
Vol.	2	234	64	3	10	2			4					319
PM Peak	15:00	16:00	13:00	14:00	13:00	12:00		15:00	14:00	16:00			12:00	16:00
Vol.	4	370	71	4	16	4		5	4	1			1	454

Route: 12B
ATR Placement: 100' SW of Myles Elem.
County: Oneida
Town: New Hartford

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

SB

Start Time	Bikes	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	Total
07/30/09	0	22	3	1	0	0	0	0	1	0	0	0	0	27
01:00	0	14	0	0	0	0	0	0	0	0	0	0	0	14
02:00	0	2	1	0	0	1	0	0	0	0	0	0	0	4
03:00	0	3	2	2	0	0	0	1	0	0	0	0	0	8
04:00	0	13	3	0	1	0	0	0	2	0	0	0	0	19
05:00	1	67	31	**7**	9	**3**	0	2	2	**2**	0	0	0	124
06:00	4	157	42	2	7	2	0	1	1	0	0	0	0	216
07:00	4	223	49	2	9	0	**2**	1	3	0	0	0	0	293
08:00	2	159	55	3	**13**	0	0	**3**	0	0	0	0	0	235
09:00	2	176	54	2	12	1	0	0	**4**	0	0	0	0	251
10:00	**5**	236	54	3	3	0	0	1	1	1	0	0	0	304
11:00	4	**275**	**70**	1	6	1	0	2	0	0	0	0	0	**359**
12 PM	**8**	287	64	**3**	**16**	0	0	1	1	0	0	0	0	380
13:00	5	310	**79**	3	9	2	0	4	1	0	0	0	0	413
14:00	2	322	62	3	13	**4**	0	1	0	0	0	0	0	407
15:00	6	341	77	1	8	3	0	**6**	0	0	0	0	0	**442**
16:00	7	**345**	71	0	11	0	0	2	**2**	0	0	0	0	438
17:00	3	278	42	2	4	0	0	0	2	0	0	0	0	331
18:00	5	205	35	0	1	0	0	1	0	0	0	0	0	247
19:00	5	170	26	0	3	0	0	2	0	0	0	0	0	206
20:00	1	169	33	0	2	0	0	1	0	0	0	0	0	206
21:00	3	124	28	0	0	0	0	1	0	0	0	0	0	156
22:00	1	86	15	1	1	0	0	0	0	0	0	0	0	104
23:00	2	53	9	0	0	0	0	0	0	0	0	0	0	64
Day Total	70	4037	905	36	128	17	2	30	20	3	0	0	0	5248
Percent	1.3%	76.9%	17.2%	0.7%	2.4%	0.3%	0.0%	0.6%	0.4%	0.1%	0.0%	0.0%	0.0%	
AM Peak	10:00	11:00	11:00	05:00	08:00	05:00	07:00	08:00	09:00	05:00				11:00
Vol.	5	275	70	7	13	3	2	3	4	2				359
PM Peak	12:00	16:00	13:00	12:00	12:00	14:00		15:00	16:00					15:00
Vol.	8	345	79	3	16	4		6	2					442

Route: 12B
ATR Placement: 100' SW of Myles Elem.
County: Oneida
Town: New Hartford

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

SB

Start Time	Bikes	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	Total
07/31/09	0	37	2	0	1	0	0	0	0	0	0	0	0	40
01:00	0	19	1	0	1	0	0	0	0	0	0	0	0	21
02:00	0	12	2	1	1	1	0	0	0	0	0	0	0	17
03:00	0	7	0	2	0	0	0	1	0	1	0	0	0	11
04:00	1	11	5	0	3	1	0	1	1	**4**	0	0	0	27
05:00	0	76	24	1	5	2	0	1	2	0	0	0	0	111
06:00	3	131	41	1	2	2	0	1	0	2	0	0	0	183
07:00	**4**	217	48	0	14	2	0	1	**3**	2	0	0	**1**	292
08:00	3	116	67	**7**	23	**7**	0	2	1	0	0	0	0	226
09:00	1	154	76	3	**28**	5	0	**4**	0	0	0	0	0	271
10:00	1	164	64	6	18	3	0	1	1	0	0	0	0	258
11:00	3	**245**	**88**	1	16	3	0	2	1	0	0	0	0	**359**
12 PM	1	200	84	**7**	18	4	0	**4**	0	0	0	0	0	318
13:00	1	228	88	5	13	**7**	0	2	0	0	0	0	0	344
14:00	0	269	**102**	1	21	1	0	0	**1**	0	0	0	0	395
15:00	**5**	**308**	84	0	**25**	0	0	2	0	0	0	0	0	**424**
16:00	3	301	74	1	19	0	0	2	0	0	0	0	0	400
17:00	0	228	39	3	5	0	0	0	0	0	0	0	0	275
18:00	1	166	39	1	5	0	0	2	1	0	0	0	0	215
19:00	2	105	26	0	8	0	0	1	0	**1**	0	0	0	143
20:00	0	127	29	0	2	0	0	0	0	0	0	0	0	158
21:00	2	111	18	0	5	0	0	1	0	0	0	0	0	137
22:00	1	86	11	1	0	1	0	1	0	0	0	0	0	101
23:00	0	49	19	1	3	0	0	0	0	0	0	0	0	72
Day Total	32	3367	1031	42	236	39	0	29	11	10	0	0	1	4798
Percent	0.7%	70.2%	21.5%	0.9%	4.9%	0.8%	0.0%	0.6%	0.2%	0.2%	0.0%	0.0%	0.0%	
AM Peak	07:00	11:00	11:00	08:00	09:00	08:00		09:00	07:00	04:00			07:00	11:00
Vol.	4	245	88	7	28	7		4	3	4			1	359
PM Peak	15:00	15:00	14:00	12:00	15:00	13:00		12:00	14:00	19:00				15:00
Vol.	5	308	102	7	25	7		4	1	1				424

Route: 12B
ATR Placement: 100' SW of Myles Elem.
County: Oneida
Town: New Hartford

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

SB

Start Time	Bikes	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	Total
08/01/09	1	24	5	0	0	0	0	0	0	0	0	0	0	30
01:00	0	27	2	0	0	0	0	0	0	0	0	0	0	29
02:00	0	11	2	0	2	0	0	0	0	0	0	0	0	15
03:00	0	5	1	1	0	0	0	0	0	0	0	0	0	7
04:00	0	10	2	0	2	0	0	0	**1**	0	0	0	0	15
05:00	1	37	17	1	1	0	0	0	0	0	0	0	0	57
06:00	1	78	20	**2**	2	0	**1**	0	0	0	0	0	0	104
07:00	2	52	21	1	5	0	0	0	0	0	0	0	0	81
08:00	4	91	27	0	**10**	0	0	**2**	0	0	0	0	0	134
09:00	**8**	159	38	0	5	0	0	0	0	0	0	0	0	210
10:00	5	172	37	0	5	**1**	0	1	0	0	0	0	0	221
11:00	4	**195**	**46**	1	3	0	0	0	0	0	0	0	0	**249**
12 PM	1	169	**44**	1	4	0	0	0	0	0	0	0	0	219
13:00	4	192	34	0	**6**	0	0	**2**	0	0	0	0	0	238
14:00	2	**210**	39	2	5	0	0	2	0	0	0	0	0	**260**
15:00	3	179	39	0	3	0	0	0	0	0	0	0	0	224
16:00	**5**	157	43	**3**	1	**1**	0	0	0	0	0	0	0	210
17:00	2	142	32	0	0	0	0	0	0	**1**	0	0	0	177
18:00	2	116	29	0	2	0	0	1	0	0	0	0	0	150
19:00	1	139	24	0	3	0	0	1	0	0	0	0	0	168
20:00	0	120	30	0	2	0	0	0	0	0	0	0	0	152
21:00	0	110	22	0	2	0	0	0	0	0	0	0	0	134
22:00	2	80	16	0	5	0	0	0	0	0	0	0	0	103
23:00	2	40	8	0	0	0	0	0	0	0	0	0	0	50
Day Total	50	2515	578	12	68	2	1	9	1	1	0	0	0	3237
Percent	1.5%	77.7%	17.9%	0.4%	2.1%	0.1%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	11:00	11:00	06:00	08:00	10:00	06:00	08:00	04:00					11:00
Vol.	8	195	46	2	10	1	1	2	1					249
PM Peak	16:00	14:00	12:00	16:00	13:00	16:00		13:00		17:00				14:00
Vol.	5	210	44	3	6	1		2		1				260

Route: 12B
ATR Placement: 100' SW of Myles Elem.
County: Oneida
Town: New Hartford

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

SB

Start Time	Bikes	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	Total
08/02/09	0	32	10	0	0	0	0	1	**1**	0	0	0	0	44
01:00	0	11	1	0	0	0	0	0	0	0	0	0	0	12
02:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11
03:00	0	2	1	0	1	0	0	0	0	**1**	0	0	0	5
04:00	0	9	2	0	0	0	0	0	1	0	0	0	0	12
05:00	0	34	9	0	0	0	0	0	1	0	0	0	0	44
06:00	0	55	10	0	1	0	0	0	0	0	0	0	0	66
07:00	1	45	18	0	2	0	0	0	0	0	0	0	0	66
08:00	0	103	**36**	0	3	0	0	1	1	0	0	0	0	144
09:00	**4**	101	26	0	1	0	0	0	1	0	0	0	0	133
10:00	1	**163**	25	**2**	**7**	0	0	**4**	0	0	0	0	0	**202**
11:00	4	154	19	1	5	0	0	1	0	0	0	0	0	184
12 PM	0	148	**46**	0	3	0	0	**1**	0	0	0	0	0	198
13:00	1	161	26	**1**	6	0	0	0	0	0	0	0	0	195
14:00	**2**	**176**	39	0	5	**1**	0	0	0	0	0	0	0	**223**
15:00	1	163	35	0	**10**	0	0	0	**1**	0	0	0	0	210
16:00	1	143	21	0	2	1	0	0	0	0	0	0	0	168
17:00	1	146	41	1	2	0	0	0	0	0	0	0	0	191
18:00	1	122	30	0	2	0	0	1	0	0	0	0	0	156
19:00	1	112	19	1	1	0	0	0	0	0	0	0	0	134
20:00	0	97	15	0	2	0	0	0	0	0	0	0	0	114
21:00	0	79	25	0	1	0	0	1	0	0	0	0	0	106
22:00	0	55	12	0	2	0	0	0	0	0	0	0	0	69
23:00	0	21	2	0	1	0	0	0	0	0	0	0	0	24
Day Total	18	2142	469	6	57	2	0	10	6	1	0	0	0	2711
Percent	0.7%	79.0%	17.3%	0.2%	2.1%	0.1%	0.0%	0.4%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	10:00	08:00	10:00	10:00			10:00	00:00	03:00				10:00
Vol.	4	163	36	2	7			4	1	1				202
PM Peak	14:00	14:00	12:00	13:00	15:00	14:00		12:00	15:00					14:00
Vol.	2	176	46	1	10	1		1	1					223

Route: 12B
ATR Placement: 100' SW of Myles Elem.
County: Oneida
Town: New Hartford

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

SB

Start Time	Bikes	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	Total
08/03/09	0	16	3	0	1	0	0	0	0	0	0	0	0	20
01:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
02:00	0	4	2	0	0	0	0	0	1	0	0	0	0	7
03:00	0	9	1	1	1	0	0	0	1	0	0	0	0	13
04:00	0	14	10	4	3	1	0	1	1	0	0	0	0	34
05:00	1	66	25	4	3	4	0	0	0	**2**	0	0	0	105
06:00	**5**	146	43	2	12	1	0	1	1	1	0	0	0	212
07:00	2	**226**	52	4	11	**5**	0	2	1	1	0	0	0	**304**
08:00	0	157	**58**	3	12	0	0	**3**	0	2	0	0	0	235
09:00	4	173	48	1	17	1	0	1	**2**	0	0	0	0	247
10:00	2	177	56	**5**	16	2	**1**	0	0	0	0	0	0	259
11:00	1	223	57	1	**19**	0	0	1	0	0	0	0	0	302
12 PM	4	215	54	**3**	**14**	**5**	0	**5**	**1**	0	0	0	0	301
13:00	4	222	51	1	12	2	0	3	0	0	0	0	0	295
14:00	3	276	65	1	6	3	0	1	0	0	0	0	0	355
15:00	7	319	**85**	1	10	1	**1**	0	0	0	0	0	0	424
16:00	8	**389**	80	2	6	2	0	1	0	0	0	0	0	**488**
17:00	3	237	57	0	12	1	0	1	1	0	0	0	0	312
18:00	3	158	40	0	3	0	0	0	0	**1**	0	0	0	205
19:00	3	144	32	0	1	0	0	0	0	0	0	0	0	180
20:00	**9**	140	30	0	4	0	0	0	0	0	0	0	0	183
21:00	2	100	21	0	1	0	0	0	0	0	0	0	0	124
22:00	1	70	10	0	1	0	0	0	0	0	0	0	0	82
23:00	1	22	4	0	1	0	0	0	0	0	0	0	0	28
Day Total	63	3511	884	33	166	28	2	20	9	7	0	0	0	4723
Percent	1.3%	74.3%	18.7%	0.7%	3.5%	0.6%	0.0%	0.4%	0.2%	0.1%	0.0%	0.0%	0.0%	
AM Peak	06:00	07:00	08:00	10:00	11:00	07:00	10:00	08:00	09:00	05:00				07:00
Vol.	5	226	58	5	19	5	1	3	2	2				304
PM Peak	20:00	16:00	15:00	12:00	12:00	12:00	15:00	12:00	12:00	18:00				16:00
Vol.	9	389	85	3	14	5	1	5	1	1				488

Route: 12B
ATR Placement: 100' SW of Myles Elem.
County: Oneida
Town: New Hartford

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

SB

Start Time	Bikes	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	Total
08/04/09	0	11	2	1	0	1	0	0	0	0	0	0	0	15
01:00	0	7	2	0	2	0	0	0	1	0	0	0	0	12
02:00	0	7	0	1	0	0	0	0	0	0	0	0	0	8
03:00	1	4	1	2	1	1	0	1	0	0	0	0	0	11
04:00	0	18	3	1	2	0	0	0	1	0	0	0	0	25
05:00	2	65	29	4	5	2	0	1	2	**3**	0	0	0	113
06:00	3	152	32	5	10	2	0	1	0	0	0	0	0	205
07:00	**5**	**225**	55	4	11	**5**	**1**	0	1	1	0	0	0	**308**
08:00	3	174	**67**	**6**	8	3	0	1	1	1	0	0	**1**	265
09:00	1	165	44	4	10	3	0	0	**6**	0	0	0	0	233
10:00	3	196	62	3	12	5	0	1	1	0	0	0	0	283
11:00	4	207	55	5	**13**	2	0	**2**	2	1	0	0	0	291
12 PM	**6**	250	61	**5**	10	**5**	0	2	**2**	0	0	0	0	341
13:00	1	209	55	2	16	4	**2**	0	0	0	0	0	0	289
14:00	6	309	56	5	10	2	1	**3**	0	0	0	0	0	392
15:00	4	362	82	2	**22**	2	1	2	1	0	0	0	0	478
16:00	4	**372**	**89**	1	16	0	0	2	1	0	0	0	0	**485**
17:00	1	272	43	1	2	1	0	2	1	0	0	0	0	323
18:00	0	171	37	1	9	1	0	0	0	0	0	0	0	219
19:00	5	170	34	0	2	0	0	0	1	0	0	0	0	212
20:00	0	128	25	0	3	0	0	0	0	0	0	0	0	156
21:00	1	93	19	0	0	0	0	0	0	0	0	0	0	113
22:00	0	76	22	0	1	0	0	0	0	0	0	0	0	99
23:00	0	28	6	0	1	0	0	0	0	0	0	0	0	35
Day Total	50	3671	881	53	166	39	5	18	21	6	0	0	1	4911
Percent	1.0%	74.8%	17.9%	1.1%	3.4%	0.8%	0.1%	0.4%	0.4%	0.1%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	08:00	08:00	11:00	07:00	07:00	11:00	09:00	05:00			08:00	07:00
Vol.	5	225	67	6	13	5	1	2	6	3			1	308
PM Peak	12:00	16:00	16:00	12:00	15:00	12:00	13:00	14:00	12:00					16:00
Vol.	6	372	89	5	22	5	2	3	2					485

Route: 12B
ATR Placement: 100' SW of Myles Elem.
County: Oneida
Town: New Hartford

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

SB

Start Time	Bikes	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	Total
08/05/09	0	18	4	0	1	0	0	0	0	0	0	0	0	23
01:00	0	7	1	1	0	0	0	0	0	0	0	0	0	9
02:00	0	3	0	0	1	0	0	0	0	0	0	0	0	4
03:00	0	12	2	1	0	0	0	0	2	0	0	0	0	17
04:00	0	17	6	2	1	2	0	0	1	0	0	0	0	29
05:00	2	64	29	1	6	**4**	0	1	2	**2**	0	0	0	111
06:00	3	153	39	3	13	2	**1**	1	0	0	0	0	0	215
07:00	**5**	228	49	3	10	2	0	**3**	**4**	1	0	0	0	305
08:00	0	154	**57**	**6**	10	2	0	1	0	0	0	0	**1**	231
09:00	2	162	34	3	11	2	0	0	3	0	0	0	0	217
10:00	1	170	49	6	**14**	1	0	0	0	0	0	0	0	241
11:00	5	**249**	51	3	7	1	0	0	2	1	0	0	0	**319**
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Day Total	18	1237	321	29	74	16	1	6	14	4	0	0	1	1721
Percent	1.0%	71.9%	18.7%	1.7%	4.3%	0.9%	0.1%	0.3%	0.8%	0.2%	0.0%	0.0%	0.1%	
AM Peak	07:00	11:00	08:00	08:00	10:00	05:00	06:00	07:00	07:00	05:00			08:00	11:00
Vol.	5	249	57	6	14	4	1	3	4	2			1	319
PM Peak Vol.														
Grand Total	319	23169	5617	226	970	160	11	129	93	33	0	0	4	30731
Percent	1.0%	75.4%	18.3%	0.7%	3.2%	0.5%	0.0%	0.4%	0.3%	0.1%	0.0%	0.0%	0.0%	

Route: 12B
ATR Placement: 100' SW of Myles Elem
County: Oneida
Town: New Hartford

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

NB

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total	Pace Speed	Number in Pace
07/29/09	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	**17**	**39**	**120**	**94**	**30**	0	0	**1**	0	0	0	0	0	0	**301**	41-50	214
12 PM	13	62	131	95	22	4	0	0	0	0	0	0	0	0	327	41-50	226
13:00	14	57	143	90	18	2	**2**	**1**	0	0	0	0	0	0	327	41-50	233
14:00	19	**68**	**199**	104	23	2	0	0	0	0	0	0	0	**1**	**416**	41-50	303
15:00	**30**	48	154	**126**	**25**	**5**	0	0	**1**	0	0	0	0	0	389	41-50	280
16:00	14	48	152	108	22	0	0	0	0	0	0	0	0	0	344	41-50	260
17:00	19	43	119	66	22	3	1	0	0	0	0	0	0	0	273	41-50	185
18:00	8	27	111	64	12	1	0	0	0	0	0	0	0	0	223	41-50	175
19:00	5	21	92	59	12	2	0	0	0	0	0	0	0	0	191	41-50	151
20:00	1	24	41	23	6	3	0	0	0	0	0	0	0	0	98	37-46	66
21:00	5	17	31	23	1	0	0	0	0	0	0	0	0	0	77	39-48	54
22:00	9	26	46	17	5	1	0	0	0	0	0	0	0	0	104	36-45	72
23:00	2	7	17	8	3	0	0	0	0	0	0	0	0	0	37	39-48	27
Total	156	487	1356	877	201	23	3	2	1	0	0	0	0	1	3107		
Percent	5.0%	15.7%	43.6%	28.2%	6.5%	0.7%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	11:00	11:00	11:00			11:00							11:00		
Vol.	17	39	120	94	30			1							301		
PM Peak	15:00	14:00	14:00	15:00	15:00	15:00	13:00	13:00	15:00					14:00	14:00		
Vol.	30	68	199	126	25	5	2	1	1					1	416		

Route: 12B
ATR Placement: 100' SW of Myles Elem
County: Oneida
Town: New Hartford

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

NB

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total	Pace Speed	Number in Pace
07/30/09	1	2	10	4	2	0	0	0	0	0	0	0	0	0	19	39-48	15
01:00	0	3	5	2	2	0	0	0	0	0	0	0	0	0	12	36-45	8
02:00	0	0	1	5	0	0	0	0	0	0	0	0	0	0	6	41-50	6
03:00	2	3	6	2	1	0	0	0	0	0	0	0	0	0	14	38-47	11
04:00	1	9	12	12	4	2	0	0	0	0	0	0	0	0	40	38-47	24
05:00	5	16	50	42	11	0	0	0	0	0	0	0	0	0	124	41-50	92
06:00	9	25	103	110	28	4	0	0	0	0	0	0	0	0	279	41-50	213
07:00	11	54	**207**	**137**	26	**6**	0	0	0	0	0	0	0	0	**441**	41-50	344
08:00	16	**69**	149	114	26	1	0	0	0	0	0	0	0	0	375	41-50	263
09:00	14	39	130	83	26	2	0	0	0	0	0	0	0	0	294	41-50	213
10:00	**26**	45	106	92	26	1	0	0	0	0	0	0	0	0	296	41-50	198
11:00	12	56	153	107	**37**	5	0	0	0	0	0	0	0	0	370	41-50	260
12 PM	21	**64**	165	103	24	1	1	0	0	0	0	0	0	0	379	41-50	268
13:00	31	46	152	80	26	3	0	0	0	0	0	0	0	0	338	41-50	232
14:00	15	38	150	136	36	4	1	0	0	0	0	0	0	0	380	41-50	286
15:00	21	54	**190**	**171**	**45**	**5**	**2**	0	0	0	0	0	0	0	**488**	41-50	361
16:00	**60**	51	160	155	37	4	1	**1**	0	0	0	0	0	0	469	41-50	315
17:00	11	36	150	100	29	3	0	0	0	0	0	0	0	0	329	41-50	250
18:00	9	30	100	68	22	2	1	0	0	0	0	0	0	0	232	41-50	168
19:00	10	27	62	57	15	1	0	0	0	0	0	0	0	0	172	41-50	119
20:00	14	42	81	33	12	0	0	0	0	0	0	0	0	0	182	36-45	123
21:00	3	25	53	18	6	0	0	0	0	0	0	0	0	0	105	36-45	78
22:00	3	30	60	32	7	0	0	0	0	0	0	0	0	0	132	38-47	92
23:00	3	7	13	7	6	0	1	0	0	0	0	0	0	0	37	38-47	22
Total	298	771	2268	1670	454	44	7	1	0	0	0	0	0	0	5513		
Percent	5.4%	14.0%	41.1%	30.3%	8.2%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	08:00	07:00	07:00	11:00	07:00									07:00		
Vol.	26	69	207	137	37	6									441		
PM Peak	16:00	12:00	15:00	15:00	15:00	15:00	15:00	16:00							15:00		
Vol.	60	64	190	171	45	5	2	1							488		

Route: 12B
ATR Placement: 100' SW of Myles Elem
County: Oneida
Town: New Hartford

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

NB

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total	Pace Speed	Number in Pace
07/31/09	2	3	11	5	4	0	0	0	0	0	0	0	0	0	25	38-47	16
01:00	0	1	7	3	1	0	0	0	0	0	0	0	0	0	12	39-48	11
02:00	1	0	5	5	2	0	0	0	0	0	0	0	0	0	13	41-50	10
03:00	1	0	3	5	0	0	0	0	0	0	0	0	0	0	9	41-50	8
04:00	3	7	16	6	1	0	0	0	0	0	0	0	0	0	33	37-46	24
05:00	4	22	38	41	7	2	**1**	0	0	0	0	0	0	0	115	41-50	79
06:00	11	37	119	87	**21**	2	0	0	0	0	0	0	0	0	277	41-50	206
07:00	**33**	**71**	**200**	101	15	**3**	0	0	0	0	0	0	0	0	**423**	41-50	301
08:00	21	67	177	89	18	1	0	0	0	0	0	0	0	0	373	41-50	266
09:00	19	67	146	**104**	14	1	0	0	0	0	0	0	0	0	351	41-50	250
10:00	11	52	138	97	11	2	0	0	0	0	0	0	0	0	311	41-50	235
11:00	21	56	130	96	18	0	0	0	0	0	0	0	0	0	321	41-50	226
12 PM	22	57	**176**	**124**	18	0	0	**1**	0	0	0	0	0	0	398	41-50	300
13:00	14	50	136	91	18	1	0	0	0	0	0	0	0	0	310	41-50	227
14:00	**26**	**72**	161	92	20	2	0	0	0	0	0	0	0	0	373	41-50	253
15:00	21	69	172	112	25	1	**1**	0	0	0	0	0	0	0	**401**	41-50	284
16:00	13	47	173	112	14	1	1	0	0	0	0	0	0	0	361	41-50	285
17:00	6	27	103	88	**33**	**7**	1	0	0	**1**	0	0	0	0	266	41-50	191
18:00	9	30	70	67	24	2	0	0	0	0	0	0	0	0	202	41-50	137
19:00	3	17	78	50	17	1	1	0	0	0	0	0	0	0	167	41-50	128
20:00	6	23	55	26	2	1	0	0	0	0	0	0	0	0	113	38-47	81
21:00	5	21	44	23	7	0	0	0	0	0	0	0	0	0	100	39-48	68
22:00	8	18	34	20	7	1	0	0	0	0	0	0	0	0	88	38-47	54
23:00	5	13	25	12	1	0	0	0	0	0	0	0	0	0	56	38-47	40
Total	265	827	2217	1456	298	28	5	1	0	1	0	0	0	0	5098		
Percent	5.2%	16.2%	43.5%	28.6%	5.8%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	07:00	09:00	06:00	07:00	05:00								07:00		
Vol.	33	71	200	104	21	3	1								423		
PM Peak	14:00	14:00	12:00	12:00	17:00	17:00	15:00	12:00		17:00					15:00		
Vol.	26	72	176	124	33	7	1	1		1					401		

Route: 12B
ATR Placement: 100' SW of Myles Elem
County: Oneida
Town: New Hartford

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

NB

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total	Pace Speed	Number in Pace
08/01/09	1	1	12	10	2	0	0	0	0	0	0	0	0	0	26	41-50	22
01:00	1	6	2	4	1	0	0	0	0	0	0	0	0	0	14	35-44	8
02:00	0	2	3	0	2	0	0	0	0	0	0	0	0	0	7	34-43	5
03:00	0	1	4	1	1	0	1	0	0	0	0	0	0	0	8	35-44	5
04:00	0	1	9	2	0	2	0	0	0	0	0	0	0	0	14	38-47	12
05:00	5	11	15	15	4	3	**2**	0	0	0	0	0	0	0	55	40-49	30
06:00	3	13	38	30	27	2	0	0	0	0	0	0	0	0	113	41-50	68
07:00	2	15	35	45	26	7	0	**1**	0	0	0	0	0	0	131	41-50	80
08:00	10	**32**	68	70	26	**8**	0	0	0	0	0	0	0	0	214	41-50	138
09:00	6	30	106	**86**	34	5	1	0	0	0	0	0	0	0	268	41-50	192
10:00	**14**	30	107	86	38	6	0	0	0	0	0	0	0	0	**281**	41-50	193
11:00	6	26	**109**	74	**40**	5	0	0	0	0	0	0	0	0	260	41-50	183
12 PM	2	31	92	66	18	**5**	0	0	0	0	0	0	0	0	214	41-50	158
13:00	5	15	74	77	**45**	5	0	0	0	0	0	0	0	0	221	41-50	151
14:00	7	25	90	**87**	31	2	**2**	0	0	0	0	0	0	0	**244**	41-50	177
15:00	10	24	52	84	42	3	1	0	0	0	0	0	0	0	216	41-50	136
16:00	**13**	**35**	**111**	54	22	4	1	0	0	0	0	0	0	0	240	41-50	165
17:00	7	21	65	72	30	3	0	0	0	0	0	0	0	0	198	41-50	137
18:00	3	15	54	52	23	3	0	0	0	0	0	0	0	0	150	41-50	106
19:00	8	26	54	48	12	1	0	0	0	0	0	0	0	0	149	41-50	102
20:00	7	35	67	19	9	0	0	0	0	0	0	0	0	0	137	36-45	102
21:00	1	26	56	24	4	0	0	0	0	0	0	0	0	0	111	36-45	82
22:00	0	17	43	25	8	0	0	0	0	0	0	0	0	0	93	41-50	68
23:00	4	10	15	8	2	1	0	0	0	0	0	0	0	0	40	36-45	25
Total	115	448	1281	1039	447	65	8	1	0	0	0	0	0	0	3404		
Percent	3.4%	13.2%	37.6%	30.5%	13.1%	1.9%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	08:00	11:00	09:00	11:00	08:00	05:00	07:00							10:00		
Vol.	14	32	109	86	40	8	2	1							281		
PM Peak	16:00	16:00	16:00	14:00	13:00	12:00	14:00								14:00		
Vol.	13	35	111	87	45	5	2								244		

Route: 12B
ATR Placement: 100' SW of Myles Elem
County: Oneida
Town: New Hartford

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

NB

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total	Pace Speed	Number in Pace
08/02/09	1	2	12	5	2	0	0	0	0	0	0	0	0	0	22	39-48	17
01:00	0	2	12	2	1	0	0	0	0	0	0	0	0	0	17	38-47	16
02:00	0	2	0	2	2	0	0	0	0	0	0	0	0	0	6	43-52	4
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	32-41	1
04:00	0	3	3	1	1	0	0	0	0	0	0	0	0	0	8	34-43	6
05:00	0	4	12	8	7	2	0	0	0	0	0	0	0	0	33	39-48	20
06:00	2	10	24	20	**16**	4	2	0	0	0	0	0	0	0	78	41-50	44
07:00	2	13	22	19	9	**6**	0	0	0	0	0	0	0	0	71	40-49	41
08:00	10	24	44	28	9	2	0	0	0	0	0	0	0	0	117	39-48	72
09:00	9	36	83	30	7	3	0	0	0	0	0	0	0	0	168	36-45	119
10:00	5	28	81	**60**	12	4	**3**	0	0	0	0	0	0	0	193	41-50	141
11:00	**16**	**56**	**102**	50	16	1	0	0	0	0	0	0	0	0	**241**	36-45	158
12 PM	9	**42**	**100**	55	22	1	0	0	0	0	0	0	0	0	**229**	41-50	155
13:00	**11**	17	66	59	15	2	0	**1**	0	0	0	0	0	0	171	41-50	125
14:00	9	22	84	**82**	21	**3**	0	0	0	0	0	0	0	0	221	41-50	166
15:00	4	25	65	63	22	1	0	0	0	0	0	0	0	0	180	41-50	128
16:00	6	20	49	51	24	3	**1**	0	0	0	0	0	0	0	154	41-50	100
17:00	7	17	58	53	**26**	2	0	0	0	0	0	0	0	0	163	41-50	111
18:00	1	17	51	52	19	3	0	0	0	0	0	0	0	**1**	144	41-50	103
19:00	4	14	69	42	9	0	0	0	0	0	0	0	0	0	138	41-50	111
20:00	5	23	52	28	3	1	0	0	0	0	0	0	0	0	112	39-48	80
21:00	0	8	25	16	4	1	0	0	0	0	0	0	0	0	54	41-50	41
22:00	2	10	34	27	12	0	0	0	0	0	0	0	0	0	85	41-50	61
23:00	2	7	7	5	4	3	0	0	0	0	0	0	0	0	28	34-43	14
Total	105	402	1056	758	263	42	6	1	0	0	0	0	0	1	2634		
Percent	4.0%	15.3%	40.1%	28.8%	10.0%	1.6%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	11:00	10:00	06:00	07:00	10:00								11:00		
Vol.	16	56	102	60	16	6	3								241		
PM Peak	13:00	12:00	12:00	14:00	17:00	14:00	16:00	13:00						18:00	12:00		
Vol.	11	42	100	82	26	3	1	1						1	229		

Route: 12B
ATR Placement: 100' SW of Myles Elem
County: Oneida
Town: New Hartford

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

NB

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total	Pace Speed	Number in Pace
08/03/09	0	0	4	0	1	0	0	0	0	0	0	0	0	0	5	35-44	4
01:00	1	5	9	1	1	0	0	0	0	0	0	0	0	0	17	35-44	14
02:00	0	1	1	3	1	1	0	0	0	0	0	0	0	0	7	39-48	5
03:00	1	3	5	3	1	0	**1**	0	0	0	0	0	0	0	14	38-47	10
04:00	4	8	4	6	2	1	0	0	0	0	0	0	0	0	25	31-40	12
05:00	6	19	43	39	13	3	0	0	0	0	0	0	0	0	123	41-50	82
06:00	11	31	105	94	37	**5**	1	**1**	0	0	0	0	0	0	285	41-50	199
07:00	12	65	**189**	**141**	**39**	2	0	0	0	0	0	0	0	0	**448**	41-50	330
08:00	11	53	146	118	34	2	0	0	0	0	0	0	0	0	364	41-50	264
09:00	10	**67**	132	78	14	1	0	0	0	0	0	0	0	0	302	41-50	210
10:00	16	36	105	81	15	2	0	0	0	0	0	0	0	0	255	41-50	186
11:00	**17**	29	113	82	25	3	0	1	0	0	0	0	0	0	270	41-50	195
12 PM	17	43	111	104	32	2	0	0	0	0	0	0	0	0	309	41-50	215
13:00	16	47	101	84	26	0	0	0	0	0	0	0	0	0	274	41-50	185
14:00	14	22	152	101	29	2	0	0	0	0	0	0	0	0	320	41-50	253
15:00	**23**	**73**	**157**	101	25	2	0	0	0	0	0	0	0	0	**381**	41-50	258
16:00	18	26	146	**126**	**34**	**3**	**1**	0	0	0	0	0	0	0	354	41-50	272
17:00	8	23	116	95	25	0	0	0	0	0	0	0	0	0	267	41-50	211
18:00	8	17	84	52	19	3	0	0	0	0	0	0	0	0	183	41-50	136
19:00	16	34	94	45	12	0	0	0	0	0	0	0	0	0	201	41-50	139
20:00	3	28	48	32	2	1	0	0	0	0	0	0	0	0	114	38-47	80
21:00	1	18	38	21	4	0	1	0	0	0	0	0	0	0	83	38-47	59
22:00	2	17	33	40	3	2	0	0	0	0	0	0	0	0	97	41-50	73
23:00	4	7	12	5	2	1	0	0	0	0	0	0	0	0	31	36-45	19
Total	219	672	1948	1452	396	36	4	2	0	0	0	0	0	0	4729		
Percent	4.6%	14.2%	41.2%	30.7%	8.4%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	09:00	07:00	07:00	07:00	06:00	03:00	06:00							07:00		
Vol.	17	67	189	141	39	5	1	1							448		
PM Peak	15:00	15:00	15:00	16:00	16:00	16:00	16:00								15:00		
Vol.	23	73	157	126	34	3	1								381		

Route: 12B
ATR Placement: 100' SW of Myles Elem
County: Oneida
Town: New Hartford

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

NB

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total	Pace Speed	Number in Pace
08/04/09	0	3	7	3	2	0	0	0	0	0	0	0	0	0	15	38-47	12
01:00	0	2	3	1	1	0	0	0	0	0	0	0	0	0	7	34-43	5
02:00	1	5	1	3	1	0	0	0	0	0	0	0	0	0	11	31-40	6
03:00	0	2	2	3	0	0	0	0	0	0	0	0	0	0	7	39-48	7
04:00	1	6	8	10	2	2	0	0	0	0	0	0	0	0	29	40-49	18
05:00	3	30	34	44	13	1	0	0	0	0	0	0	0	0	125	41-50	78
06:00	17	50	127	83	**33**	2	**1**	**1**	0	0	0	0	0	0	314	41-50	210
07:00	**51**	54	**202**	**134**	28	3	0	0	0	0	0	0	0	0	**472**	41-50	336
08:00	8	**60**	144	125	31	1	0	0	0	0	0	0	0	0	369	41-50	269
09:00	18	38	110	91	22	**5**	0	0	0	0	0	0	0	0	284	41-50	201
10:00	9	42	132	99	24	0	1	0	0	0	0	0	0	0	307	41-50	231
11:00	11	36	134	96	26	2	0	0	0	0	0	0	0	0	305	41-50	230
12 PM	26	27	102	99	35	1	1	0	0	0	0	0	0	0	291	41-50	201
13:00	21	57	135	103	28	1	1	0	0	0	0	0	0	0	346	41-50	238
14:00	**27**	33	142	**124**	35	2	1	0	0	0	0	0	0	0	364	41-50	266
15:00	20	**69**	**174**	108	24	0	0	0	0	0	0	0	0	0	**395**	41-50	282
16:00	22	31	151	116	35	2	**2**	0	**1**	0	0	0	0	0	360	41-50	267
17:00	16	19	105	97	**37**	2	2	0	0	0	0	0	0	0	278	41-50	202
18:00	5	21	85	93	30	**3**	0	0	1	0	0	0	0	0	238	41-50	178
19:00	9	31	96	57	13	2	0	0	0	0	0	0	0	0	208	41-50	153
20:00	10	38	72	33	4	0	0	0	0	0	0	0	0	0	157	36-45	110
21:00	3	11	33	18	4	1	0	0	0	0	0	0	0	0	70	40-49	51
22:00	4	11	42	26	16	2	0	0	0	0	0	0	0	0	101	41-50	68
23:00	2	7	21	11	3	1	0	0	0	0	0	0	0	0	45	39-48	32
Total	284	683	2062	1577	447	33	9	1	2	0	0	0	0	0	5098		
Percent	5.6%	13.4%	40.4%	30.9%	8.8%	0.6%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	08:00	07:00	07:00	06:00	09:00	06:00	06:00							07:00		
Vol.	51	60	202	134	33	5	1	1							472		
PM Peak	14:00	15:00	15:00	14:00	17:00	18:00	16:00		16:00						15:00		
Vol.	27	69	174	124	37	3	2		1						395		

Route: 12B
ATR Placement: 100' SW of Myles Elem
County: Oneida
Town: New Hartford

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

NB

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total	Pace Speed	Number in Pace
08/05/09	2	4	6	5	0	2	0	0	0	0	0	0	0	0	19	37-46	11
01:00	2	1	4	2	0	0	0	0	0	0	0	0	0	0	9	38-47	7
02:00	1	0	1	1	1	0	0	0	0	0	0	0	0	0	4	42-51	3
03:00	0	3	3	4	1	0	0	0	0	0	0	0	0	0	11	38-47	8
04:00	1	8	8	8	5	1	0	0	0	0	0	0	0	0	31	38-47	18
05:00	3	16	45	34	14	3	0	0	0	0	0	0	0	0	115	41-50	79
06:00	10	40	130	96	**39**	4	0	0	0	0	0	0	0	0	319	41-50	226
07:00	**26**	**60**	**182**	**127**	39	**5**	0	0	0	0	0	0	0	0	**439**	41-50	309
08:00	15	57	160	86	22	1	0	0	0	0	0	0	0	0	341	41-50	246
09:00	5	33	90	100	25	0	0	**1**	0	0	0	0	0	0	254	41-50	190
10:00	15	46	109	88	30	2	0	0	0	0	0	0	0	0	290	41-50	197
11:00	15	37	139	98	21	2	0	0	0	0	0	0	0	0	312	41-50	237
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	95	305	877	649	197	20	0	1	0	0	0	0	0	0	2144		
Percent	4.4%	14.2%	40.9%	30.3%	9.2%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	07:00	07:00	06:00	07:00		09:00							07:00		
Vol.	26	60	182	127	39	5		1							439		
PM Peak Vol.																	
Total	1537	4595	13065	9478	2703	291	42	10	3	1	0	0	0	2	31727		
Percent	4.8%	14.5%	41.2%	29.9%	8.5%	0.9%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile :	39 MPH
50th Percentile :	44 MPH
85th Percentile :	50 MPH
95th Percentile :	53 MPH

Stats	
10 MPH Pace Speed :	41-50 MPH
Number in Pace :	22543
Percent in Pace :	71.1%
Number of Vehicles > 55 MPH :	349
Percent of Vehicles > 55 MPH :	1.1%
Mean Speed(Average) :	44 MPH

Route: 12B
ATR Placement: 100' SW of Myles Elem
County: Oneida
Town: New Hartford

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

SB

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total	Pace Speed	Number in Pace
07/29/09	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	**17**	**29**	**154**	**95**	**20**	**4**	0	**1**	0	0	0	0	0	0	**320**	41-50	249
12 PM	23	28	146	89	25	0	1	0	**1**	0	0	0	0	0	313	41-50	235
13:00	28	62	185	77	16	1	**2**	0	0	**1**	0	0	0	0	372	41-50	262
14:00	16	44	183	93	17	3	0	0	0	0	0	0	0	0	356	41-50	276
15:00	30	54	205	91	18	3	0	0	0	1	0	0	0	0	402	41-50	296
16:00	**35**	**65**	**229**	106	17	1	1	0	0	0	0	0	0	0	**454**	41-50	335
17:00	11	53	148	**107**	**28**	1	1	0	0	0	0	0	0	0	349	41-50	255
18:00	8	27	99	73	17	**4**	0	0	0	0	0	0	0	0	228	41-50	172
19:00	5	18	77	66	9	3	0	0	0	0	0	0	0	0	178	41-50	143
20:00	7	43	96	26	5	1	0	0	1	0	0	0	0	0	179	36-45	139
21:00	10	23	41	22	5	0	0	0	0	0	0	0	0	0	101	38-47	66
22:00	8	12	44	20	5	2	0	0	0	0	0	0	0	0	91	41-50	64
23:00	0	4	27	8	3	0	0	0	0	0	0	0	0	0	42	39-48	35
Total	198	462	1634	873	185	23	5	1	2	2	0	0	0	0	3385		
Percent	5.8%	13.6%	48.3%	25.8%	5.5%	0.7%	0.1%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	11:00	11:00	11:00	11:00		11:00							11:00		
Vol.	17	29	154	95	20	4		1							320		
PM Peak	16:00	16:00	16:00	17:00	17:00	18:00	13:00		12:00	13:00					16:00		
Vol.	35	65	229	107	28	4	2		1	1					454		

Route: 12B
ATR Placement: 100' SW of Myles Elem
County: Oneida
Town: New Hartford

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

SB

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total	Pace Speed	Number in Pace
07/30/09	1	4	12	8	1	1	0	0	0	0	0	0	0	0	27	39-48	20
01:00	0	3	6	3	1	1	0	0	0	0	0	0	0	0	14	38-47	11
02:00	0	1	1	1	1	0	0	0	0	0	0	0	0	0	4	42-51	3
03:00	0	3	1	3	1	0	0	0	0	0	0	0	0	0	8	42-51	5
04:00	1	0	10	5	2	1	0	0	0	0	0	0	0	0	19	41-50	15
05:00	5	4	38	49	23	**5**	0	0	0	0	0	0	0	0	124	41-50	87
06:00	7	8	85	77	33	5	**1**	0	0	0	0	0	0	0	216	41-50	162
07:00	18	40	109	86	**36**	3	1	0	0	0	0	0	0	0	293	41-50	195
08:00	18	25	92	76	24	1	0	0	0	0	0	0	0	0	236	41-50	168
09:00	18	36	113	70	15	0	0	0	0	0	0	0	0	0	252	41-50	183
10:00	19	**41**	148	77	19	0	0	**1**	0	0	0	0	0	0	305	41-50	225
11:00	**26**	35	**189**	**91**	17	1	1	0	0	0	0	0	0	0	**360**	41-50	280
12 PM	21	47	164	124	19	4	0	**1**	0	**1**	0	0	0	0	381	41-50	288
13:00	33	**69**	173	116	21	1	**1**	0	0	0	0	0	0	0	414	41-50	289
14:00	24	37	187	132	24	3	0	0	0	0	0	0	0	0	407	41-50	319
15:00	30	34	**198**	137	**39**	4	1	0	0	0	0	0	0	0	**443**	41-50	335
16:00	**38**	55	168	**146**	26	**5**	0	0	0	0	0	0	0	0	438	41-50	314
17:00	12	36	119	130	29	4	1	0	0	0	0	0	0	0	331	41-50	249
18:00	10	21	100	86	26	4	1	0	0	0	0	0	0	0	248	41-50	186
19:00	6	20	102	61	14	2	1	0	0	0	0	0	0	0	206	41-50	163
20:00	14	44	108	31	7	0	1	0	**1**	0	0	0	0	0	206	36-45	152
21:00	12	21	79	34	9	1	0	0	0	0	0	0	0	0	156	41-50	113
22:00	3	13	44	35	7	2	0	0	0	0	0	0	0	0	104	41-50	79
23:00	2	9	32	11	8	1	1	0	0	0	0	0	0	0	64	37-46	43
Total	318	606	2278	1589	402	49	10	2	1	1	0	0	0	0	5256		
Percent	6.1%	11.5%	43.3%	30.2%	7.6%	0.9%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	10:00	11:00	11:00	07:00	05:00	06:00	10:00							11:00		
Vol.	26	41	189	91	36	5	1	1							360		
PM Peak	16:00	13:00	15:00	16:00	15:00	16:00	13:00	12:00	20:00	12:00					15:00		
Vol.	38	69	198	146	39	5	1	1	1	1					443		

Route: 12B
ATR Placement: 100' SW of Myles Elem
County: Oneida
Town: New Hartford

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

SB

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total	Pace Speed	Number in Pace
07/31/09	0	4	18	17	1	0	0	0	0	0	0	0	0	0	40	41-50	35
01:00	0	2	10	7	1	1	0	0	0	0	0	0	0	0	21	39-48	17
02:00	0	2	9	4	1	1	0	0	0	0	0	0	0	0	17	39-48	14
03:00	2	0	4	2	3	0	0	0	0	0	0	0	0	0	11	41-50	6
04:00	1	1	9	11	5	0	0	0	0	0	0	0	0	0	27	41-50	20
05:00	2	7	35	48	15	4	0	0	0	0	0	0	0	0	111	41-50	83
06:00	18	9	72	68	10	4	**2**	0	0	0	0	0	0	0	183	41-50	140
07:00	**31**	**22**	131	86	16	5	1	0	0	0	0	0	0	0	292	41-50	217
08:00	15	16	83	82	24	**7**	0	0	0	0	0	0	0	0	227	41-50	165
09:00	23	17	75	121	**32**	3	1	0	0	0	0	0	0	0	272	41-50	196
10:00	17	13	68	131	26	2	1	**1**	0	0	0	0	0	0	259	41-50	199
11:00	15	19	**153**	**134**	31	5	1	0	**1**	0	0	0	0	0	**359**	41-50	287
12 PM	**21**	24	107	127	33	5	**1**	0	0	0	0	0	0	0	318	41-50	234
13:00	17	16	114	153	40	5	0	0	0	0	0	0	0	0	345	41-50	267
14:00	20	17	127	165	**58**	**7**	0	**1**	0	0	0	0	0	0	395	41-50	292
15:00	20	**25**	**161**	157	57	5	0	0	0	0	0	0	0	0	**425**	41-50	318
16:00	7	21	141	**171**	55	4	0	1	0	0	0	0	0	0	400	41-50	312
17:00	6	15	90	126	35	2	1	1	0	0	0	0	0	0	276	41-50	216
18:00	5	14	70	87	36	3	0	0	0	0	0	0	0	0	215	41-50	157
19:00	3	14	46	57	18	4	1	0	0	0	0	0	0	0	143	41-50	103
20:00	3	22	88	36	8	1	0	0	0	0	0	0	0	0	158	41-50	124
21:00	3	13	62	46	12	0	0	1	0	0	0	0	0	0	137	41-50	108
22:00	0	10	53	29	5	4	0	0	0	0	0	0	0	0	101	41-50	82
23:00	4	10	27	24	7	0	0	0	0	0	0	0	0	0	72	41-50	51
Total	233	313	1753	1889	529	72	9	5	1	0	0	0	0	0	4804		
Percent	4.9%	6.5%	36.5%	39.3%	11.0%	1.5%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	11:00	11:00	09:00	08:00	06:00	10:00	11:00						11:00		
Vol.	31	22	153	134	32	7	2	1	1						359		
PM Peak	12:00	15:00	15:00	16:00	14:00	14:00	12:00	14:00							15:00		
Vol.	21	25	161	171	58	7	1	1							425		

Route: 12B
ATR Placement: 100' SW of Myles Elem
County: Oneida
Town: New Hartford

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

SB

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total	Pace Speed	Number in Pace
08/01/09	1	5	10	8	3	1	2	0	0	0	0	0	0	0	30	39-48	18
01:00	0	4	13	7	5	0	0	0	0	0	0	0	0	0	29	38-47	20
02:00	0	0	7	5	2	1	0	0	0	0	0	0	0	0	15	41-50	12
03:00	0	1	4	2	0	0	0	0	0	0	0	0	0	0	7	38-47	7
04:00	1	2	8	1	3	0	0	0	0	0	0	0	0	0	15	35-44	10
05:00	0	3	13	23	14	2	2	0	0	0	0	0	0	0	57	43-52	38
06:00	0	8	21	41	22	**9**	**3**	0	0	0	0	0	0	0	104	43-52	64
07:00	0	4	27	25	19	6	0	0	0	0	0	0	0	0	81	41-50	52
08:00	2	3	40	63	20	6	0	0	0	0	0	0	0	0	134	41-50	103
09:00	**8**	**25**	67	90	14	5	1	0	**1**	0	0	0	0	0	211	41-50	157
10:00	8	15	81	76	31	9	0	0	1	0	0	0	0	0	221	41-50	157
11:00	8	21	**91**	**93**	**32**	3	2	0	0	0	0	0	0	0	**250**	41-50	184
12 PM	3	12	77	81	**42**	3	0	**1**	0	0	0	0	0	0	219	41-50	158
13:00	10	8	**87**	92	36	5	0	0	0	0	0	0	0	0	238	41-50	179
14:00	9	18	78	**116**	32	**6**	0	0	0	0	0	0	**1**	0	**260**	41-50	194
15:00	6	14	71	89	41	3	0	0	0	0	0	0	0	0	224	41-50	160
16:00	8	6	71	83	38	4	0	0	0	0	0	0	0	0	210	41-50	154
17:00	4	12	53	67	40	1	0	0	0	0	0	0	0	0	177	41-50	120
18:00	4	13	45	60	24	3	1	0	0	0	0	0	0	0	150	41-50	105
19:00	3	8	67	71	18	1	0	0	0	0	0	0	0	0	168	41-50	138
20:00	**11**	**31**	81	17	12	0	0	0	0	0	0	0	0	0	152	36-45	112
21:00	5	20	59	37	11	2	0	0	0	0	0	0	0	0	134	41-50	96
22:00	1	7	61	24	7	0	**3**	0	0	0	0	0	0	0	103	41-50	85
23:00	2	7	22	14	4	1	0	0	0	0	0	0	0	0	50	40-49	36
Total	94	247	1154	1185	470	71	14	1	2	0	0	0	1	0	3239		
Percent	2.9%	7.6%	35.6%	36.6%	14.5%	2.2%	0.4%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	09:00	11:00	11:00	11:00	06:00	06:00		09:00						11:00		
Vol.	8	25	91	93	32	9	3		1						250		
PM Peak	20:00	20:00	13:00	14:00	12:00	14:00	22:00	12:00					14:00		14:00		
Vol.	11	31	87	116	42	6	3	1					1		260		

Route: 12B
ATR Placement: 100' SW of Myles Elem
County: Oneida
Town: New Hartford

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

SB

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total	Pace Speed	Number in Pace
08/02/09	1	3	18	13	8	0	0	0	0	**1**	0	0	0	0	44	41-50	31
01:00	1	0	8	3	0	0	0	0	0	0	0	0	0	0	12	39-48	11
02:00	0	3	5	2	1	0	0	0	0	0	0	0	0	0	11	38-47	10
03:00	0	1	3	0	1	0	0	0	0	0	0	0	0	0	5	34-43	4
04:00	1	2	5	2	1	1	0	0	0	0	0	0	0	0	12	38-47	9
05:00	0	2	18	18	3	2	0	**1**	0	0	0	0	0	0	44	41-50	36
06:00	1	3	13	25	16	**5**	**2**	1	0	0	0	0	0	0	66	43-52	41
07:00	2	4	20	24	11	4	1	0	0	0	0	0	0	0	66	41-50	44
08:00	6	22	63	44	8	0	1	0	0	0	0	0	0	0	144	41-50	107
09:00	4	12	72	35	10	0	0	0	0	0	0	0	0	0	133	41-50	107
10:00	**12**	12	**81**	**70**	**24**	2	0	1	0	0	0	0	0	0	**202**	41-50	151
11:00	12	**26**	73	51	20	2	0	0	0	0	0	0	0	0	184	41-50	124
12 PM	7	**15**	77	71	25	3	0	0	0	0	0	0	0	0	198	41-50	148
13:00	**8**	12	**90**	60	20	4	0	**1**	0	0	0	0	0	0	195	41-50	150
14:00	4	10	86	**91**	26	**6**	0	0	0	0	0	0	0	0	**223**	41-50	177
15:00	4	13	75	87	27	3	**1**	0	0	0	0	0	0	0	210	41-50	162
16:00	7	9	44	76	29	3	0	0	0	0	0	0	0	0	168	41-50	120
17:00	5	9	64	71	**39**	3	0	0	0	0	0	0	0	0	191	41-50	135
18:00	0	13	57	61	22	3	0	0	0	0	0	0	0	0	156	41-50	118
19:00	4	9	56	48	16	1	0	0	0	0	0	0	0	0	134	41-50	104
20:00	1	13	53	35	12	0	0	0	0	0	0	0	0	0	114	41-50	88
21:00	5	12	52	28	9	0	0	0	0	0	0	0	0	0	106	41-50	80
22:00	1	3	23	28	10	3	1	0	0	0	0	0	0	0	69	41-50	51
23:00	0	6	11	6	1	0	0	0	0	0	0	0	0	0	24	37-46	18
Total	86	214	1067	949	339	45	6	4	0	1	0	0	0	0	2711		
Percent	3.2%	7.9%	39.4%	35.0%	12.5%	1.7%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	11:00	10:00	10:00	10:00	06:00	06:00	05:00		00:00					10:00		
Vol.	12	26	81	70	24	5	2	1		1					202		
PM Peak	13:00	12:00	13:00	14:00	17:00	14:00	15:00	13:00							14:00		
Vol.	8	15	90	91	39	6	1	1							223		

Route: 12B
ATR Placement: 100' SW of Myles Elem
County: Oneida
Town: New Hartford

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

SB

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total	Pace Speed	Number in Pace
08/03/09	2	1	8	5	3	1	0	0	0	0	0	0	0	0	20	40-49	13
01:00	1	0	3	3	1	0	0	0	0	0	0	0	0	0	8	42-51	7
02:00	0	0	2	4	0	0	1	0	0	0	0	0	0	0	7	40-49	6
03:00	2	1	1	2	5	0	**2**	0	0	0	0	0	0	0	13	45-54	7
04:00	4	4	9	7	7	2	0	**1**	0	0	0	0	0	0	34	41-50	16
05:00	2	1	30	48	19	3	2	0	0	0	0	0	0	0	105	41-50	78
06:00	14	12	73	69	**36**	**7**	2	0	0	0	0	0	0	0	213	41-50	142
07:00	13	**25**	116	**116**	29	4	0	0	0	**1**	0	0	0	0	**304**	41-50	232
08:00	11	18	97	82	24	2	0	0	**1**	0	0	0	0	0	235	41-50	179
09:00	**22**	20	108	82	16	0	0	0	0	0	0	0	0	0	248	41-50	190
10:00	8	20	98	95	32	6	0	0	0	0	0	0	0	0	259	41-50	193
11:00	17	24	**126**	99	32	4	1	0	0	0	0	0	0	0	303	41-50	225
12 PM	14	34	116	102	33	2	0	0	0	0	0	0	0	0	301	41-50	218
13:00	19	14	119	117	26	1	0	0	0	0	0	0	0	0	296	41-50	236
14:00	12	18	132	142	**42**	8	**1**	0	0	0	0	0	0	0	355	41-50	274
15:00	**32**	**44**	183	121	40	4	0	0	0	0	0	0	0	0	424	41-50	304
16:00	20	44	**205**	**176**	37	6	0	0	0	0	0	0	0	0	**488**	41-50	381
17:00	16	25	115	111	31	**13**	0	0	**1**	0	0	0	0	0	312	41-50	226
18:00	10	13	72	77	30	3	1	0	0	0	0	0	0	0	206	41-50	149
19:00	8	20	94	51	5	2	0	0	0	0	0	0	0	0	180	41-50	145
20:00	12	32	85	42	10	2	0	0	0	0	0	0	0	0	183	41-50	127
21:00	2	20	60	40	2	0	0	0	0	0	0	0	0	0	124	41-50	100
22:00	1	11	37	24	4	4	1	0	0	0	0	0	0	0	82	41-50	61
23:00	3	8	7	9	1	0	0	0	0	0	0	0	0	0	28	40-49	16
Total	245	409	1896	1624	465	74	11	1	2	1	0	0	0	0	4728		
Percent	5.2%	8.7%	40.1%	34.3%	9.8%	1.6%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	07:00	11:00	07:00	06:00	06:00	03:00	04:00	08:00	07:00					07:00		
Vol.	22	25	126	116	36	7	2	1	1	1					304		
PM Peak	15:00	15:00	16:00	16:00	14:00	17:00	14:00		17:00						16:00		
Vol.	32	44	205	176	42	13	1		1						488		

Route: 12B
ATR Placement: 100' SW of Myles Elem
County: Oneida
Town: New Hartford

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

SB

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total	Pace Speed	Number in Pace
08/04/09	2	1	11	1	0	0	0	0	0	0	0	0	0	0	15	37-46	13
01:00	0	1	8	1	1	1	0	0	0	0	0	0	0	0	12	36-45	9
02:00	1	0	1	4	1	0	1	0	0	0	0	0	0	0	8	42-51	6
03:00	0	2	5	3	1	0	0	0	0	0	0	0	0	0	11	39-48	10
04:00	0	2	11	6	5	0	1	0	0	0	0	0	0	0	25	39-48	17
05:00	2	5	27	50	25	3	1	0	0	0	0	0	0	0	113	41-50	77
06:00	9	8	76	68	**36**	**8**	0	0	0	0	0	0	0	0	205	41-50	144
07:00	22	29	106	**119**	23	8	1	0	0	0	0	0	0	0	**308**	41-50	225
08:00	**26**	30	**119**	71	16	2	1	**1**	0	0	0	0	0	0	266	41-50	190
09:00	14	17	101	78	20	2	1	0	0	0	0	0	0	0	233	41-50	179
10:00	15	**40**	117	90	16	4	**2**	0	0	0	0	0	0	0	284	41-50	207
11:00	13	34	112	94	33	4	1	0	0	0	0	0	0	0	291	41-50	206
12 PM	29	46	139	103	22	2	0	0	0	0	0	0	0	0	341	41-50	242
13:00	16	23	137	89	19	4	**1**	**1**	0	0	0	0	0	0	290	41-50	226
14:00	32	34	149	130	44	3	0	0	0	0	0	0	0	0	392	41-50	279
15:00	**36**	**96**	**195**	125	21	5	0	0	0	0	0	0	0	0	478	41-50	320
16:00	25	25	181	**191**	**54**	**7**	0	0	**2**	0	0	0	0	0	**485**	41-50	372
17:00	19	14	122	124	41	3	1	0	0	0	0	0	0	0	324	41-50	246
18:00	11	15	97	78	16	2	1	0	0	0	0	0	0	0	220	41-50	175
19:00	8	23	90	73	17	1	0	0	0	0	0	0	0	0	212	41-50	163
20:00	21	32	58	38	6	1	0	0	0	0	0	0	0	0	156	39-48	96
21:00	7	12	49	35	7	1	1	0	0	**1**	0	0	0	0	113	41-50	84
22:00	3	13	48	25	9	1	0	0	0	0	0	0	0	0	99	41-50	73
23:00	1	6	14	8	3	2	1	0	0	0	0	0	0	0	35	39-48	23
Total	312	508	1973	1604	436	64	14	2	2	1	0	0	0	0	4916		
Percent	6.3%	10.3%	40.1%	32.6%	8.9%	1.3%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	10:00	08:00	07:00	06:00	06:00	10:00	08:00							07:00		
Vol.	26	40	119	119	36	8	2	1							308		
PM Peak	15:00	15:00	15:00	16:00	16:00	16:00	13:00	13:00	16:00	21:00					16:00		
Vol.	36	96	195	191	54	7	1	1	2	1					485		

Route: 12B
ATR Placement: 100' SW of Myles Elem
County: Oneida
Town: New Hartford

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

SB

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total	Pace Speed	Number in Pace
08/05/09	1	3	9	6	4	0	0	0	0	0	0	0	0	0	23	38-47	15
01:00	1	0	3	3	1	1	0	0	0	0	0	0	0	0	9	39-48	6
02:00	0	0	1	3	0	0	0	0	0	0	0	0	0	0	4	39-48	4
03:00	1	2	4	4	4	2	0	0	0	0	0	0	0	0	17	42-51	9
04:00	1	1	10	11	4	1	**1**	0	0	0	0	0	0	0	29	41-50	21
05:00	2	2	39	45	20	2	0	**1**	0	0	0	0	0	0	111	41-50	84
06:00	6	8	73	83	**35**	**9**	0	0	**1**	0	0	0	0	0	215	41-50	156
07:00	22	15	**128**	107	30	2	0	0	0	**1**	0	0	0	0	305	41-50	235
08:00	11	18	92	91	17	2	0	0	0	0	0	0	0	0	231	41-50	183
09:00	15	18	82	75	25	2	0	0	0	0	0	0	0	0	217	41-50	157
10:00	11	21	109	70	27	3	1	0	0	0	0	0	0	0	242	41-50	179
11:00	**25**	**36**	124	**110**	24	1	0	0	0	0	0	0	0	0	**320**	41-50	234
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	96	124	674	608	191	25	2	1	1	1	0	0	0	0	1723		
Percent	5.6%	7.2%	39.1%	35.3%	11.1%	1.5%	0.1%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	07:00	11:00	06:00	06:00	04:00	05:00	06:00	07:00					11:00		
Vol.	25	36	128	110	35	9	1	1	1	1					320		
PM Peak																	
Vol.																	
Total	1582	2883	12429	10321	3017	423	71	17	11	7	0	0	1	0	30762		
Percent	5.1%	9.4%	40.4%	33.6%	9.8%	1.4%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile :	41 MPH
50th Percentile :	45 MPH
85th Percentile :	50 MPH
95th Percentile :	54 MPH

Stats	
10 MPH Pace Speed :	41-50 MPH
Number in Pace :	22750
Percent in Pace :	74.0%
Number of Vehicles > 55 MPH :	530
Percent of Vehicles > 55 MPH :	1.7%
Mean Speed(Average) :	44 MPH

Route: 12B
ATR Placement: 100' SW of Myles Elem.
County: Oneida
Town: New Hartford

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

Start	27-Jul-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	*	*	*	*	19	27	25	40	26	30	22	44	23	35
01:00	*	*	*	*	*	*	12	14	12	21	14	29	17	12	14	19
02:00	*	*	*	*	*	*	6	4	13	17	7	15	6	11	8	12
03:00	*	*	*	*	*	*	14	8	9	11	8	7	1	5	8	8
04:00	*	*	*	*	*	*	40	19	33	27	14	15	8	12	24	18
05:00	*	*	*	*	*	*	124	124	115	111	55	57	33	44	82	84
06:00	*	*	*	*	*	*	279	216	277	183	113	104	78	66	187	142
07:00	*	*	*	*	*	*	**441**	293	**423**	292	131	81	71	66	266	183
08:00	*	*	*	*	*	*	375	236	373	227	214	134	117	144	270	185
09:00	*	*	*	*	*	*	294	252	351	272	268	211	168	133	270	217
10:00	*	*	*	*	*	*	296	305	311	259	**281**	221	193	**202**	270	247
11:00	*	*	*	*	**301**	**320**	370	**360**	321	**359**	260	**250**	**241**	184	**299**	**295**
12:00 PM	*	*	*	*	327	313	379	381	398	318	214	219	**229**	198	309	286
01:00	*	*	*	*	327	372	338	414	310	345	221	238	171	195	273	313
02:00	*	*	*	*	**416**	356	380	407	373	395	**244**	**260**	221	**223**	327	328
03:00	*	*	*	*	389	402	**488**	**443**	**401**	**425**	216	224	180	210	**335**	**341**
04:00	*	*	*	*	344	**454**	469	438	361	400	240	210	154	168	314	334
05:00	*	*	*	*	273	349	329	331	266	276	198	177	163	191	246	265
06:00	*	*	*	*	223	228	232	248	202	215	150	150	144	156	190	199
07:00	*	*	*	*	191	178	172	206	167	143	149	168	138	134	163	166
08:00	*	*	*	*	98	179	182	206	113	158	137	152	112	114	128	162
09:00	*	*	*	*	77	101	105	156	100	137	111	134	54	106	89	127
10:00	*	*	*	*	104	91	132	104	88	101	93	103	85	69	100	94
11:00	*	*	*	*	37	42	37	64	56	72	40	50	28	24	40	50
Lane	0	0	0	0	3107	3385	5513	5256	5098	4804	3404	3239	2634	2711	4235	4110
Day	0		0		6492		10769		9902		6643		5345		8345	
AM Peak					11:00	11:00	07:00	11:00	07:00	11:00	10:00	11:00	11:00	10:00	11:00	11:00
Vol.					301	320	441	360	423	359	281	250	241	202	299	295
PM Peak					14:00	16:00	15:00	15:00	15:00	15:00	14:00	14:00	12:00	14:00	15:00	15:00
Vol.					416	454	488	443	401	425	244	260	229	223	335	341

Route: 12B
ATR Placement: 100' SW of Myles Elem.
County: Oneida
Town: New Hartford

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

Start	03-Aug-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	5	20	15	15	19	23	*	*	*	*	*	*	*	*	13	19
01:00	17	8	7	12	9	9	*	*	*	*	*	*	*	*	11	10
02:00	7	7	11	8	4	4	*	*	*	*	*	*	*	*	7	6
03:00	14	13	7	11	11	17	*	*	*	*	*	*	*	*	11	14
04:00	25	34	29	25	31	29	*	*	*	*	*	*	*	*	28	29
05:00	123	105	125	113	115	111	*	*	*	*	*	*	*	*	121	110
06:00	285	213	314	205	319	215	*	*	*	*	*	*	*	*	306	211
07:00	**448**	**304**	**472**	**308**	**439**	305	*	*	*	*	*	*	*	*	**453**	**306**
08:00	364	235	369	266	341	231	*	*	*	*	*	*	*	*	358	244
09:00	302	248	284	233	254	217	*	*	*	*	*	*	*	*	280	233
10:00	255	259	307	284	290	242	*	*	*	*	*	*	*	*	284	262
11:00	270	303	305	291	312	**320**	*	*	*	*	*	*	*	*	296	305
12:00 PM	309	301	291	341	*	*	*	*	*	*	*	*	*	*	300	321
01:00	274	296	346	290	*	*	*	*	*	*	*	*	*	*	310	293
02:00	320	355	364	392	*	*	*	*	*	*	*	*	*	*	342	374
03:00	**381**	424	**395**	478	*	*	*	*	*	*	*	*	*	*	**388**	451
04:00	354	**488**	360	**485**	*	*	*	*	*	*	*	*	*	*	357	**486**
05:00	267	312	278	324	*	*	*	*	*	*	*	*	*	*	272	318
06:00	183	206	238	220	*	*	*	*	*	*	*	*	*	*	210	213
07:00	201	180	208	212	*	*	*	*	*	*	*	*	*	*	204	196
08:00	114	183	157	156	*	*	*	*	*	*	*	*	*	*	136	170
09:00	83	124	70	113	*	*	*	*	*	*	*	*	*	*	76	118
10:00	97	82	101	99	*	*	*	*	*	*	*	*	*	*	99	90
11:00	31	28	45	35	*	*	*	*	*	*	*	*	*	*	38	32
Lane	4729	4728	5098	4916	2144	1723	0	0	0	0	0	0	0	0	4900	4811
Day	9457		10014		3867		0		0		0		0		9711	
AM Peak	07:00	07:00	07:00	07:00	07:00	11:00									07:00	07:00
Vol.	448	304	472	308	439	320									453	306
PM Peak	15:00	16:00	15:00	16:00											15:00	16:00
Vol.	381	488	395	485											388	486

Comb. Total	9457	10014	10359	10769	9902	6643	5345	18056
ADT	ADT 10,036	AADT 10,036						

Route: 12B
ATR Placement: Approx 300' E of 412
County: Oneida
Town: Clinton

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

EB

Start Time	Bikes	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	Total
08/05/09	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	1	177	38	3	2	0	1	22	3	0	0	1	9	257
15:00	**5**	201	42	6	8	0	**6**	20	1	**11**	**1**	3	5	309
16:00	5	243	**57**	**11**	**10**	1	5	**26**	**5**	9	1	**5**	**12**	**390**
17:00	2	**258**	42	8	7	**2**	2	19	4	2	0	1	3	350
18:00	5	212	40	7	10	0	2	16	0	4	0	1	2	299
19:00	2	173	27	3	1	0	1	11	1	1	1	0	0	221
20:00	2	137	22	1	2	0	1	9	0	0	0	1	0	175
21:00	4	70	9	0	0	0	0	1	0	0	0	2	0	86
22:00	1	129	16	0	1	0	0	1	0	0	0	0	0	148
23:00	2	39	3	0	1	0	0	0	0	0	0	0	0	45
Day Total	29	1639	296	39	42	3	18	125	14	27	3	14	31	2280
Percent	1.3%	71.9%	13.0%	1.7%	1.8%	0.1%	0.8%	5.5%	0.6%	1.2%	0.1%	0.6%	1.4%	
AM Peak Vol.														
PM Peak	15:00	17:00	16:00	16:00	16:00	17:00	15:00	16:00	16:00	15:00	15:00	16:00	16:00	16:00
Vol.	5	258	57	11	10	2	6	26	5	11	1	5	12	390

Route: 12B
ATR Placement: Approx 300' E of 412
County: Oneida
Town: Clinton

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

EB

Start Time	Bikes	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	Total
08/06/09	0	20	3	0	0	0	0	1	0	0	0	0	0	24
01:00	0	12	3	0	1	0	0	0	0	0	0	0	0	16
02:00	1	10	2	0	0	1	0	0	0	0	0	0	0	14
03:00	0	8	2	0	3	0	0	0	0	0	0	0	0	13
04:00	0	10	4	0	3	1	0	0	1	0	0	0	0	19
05:00	**2**	51	18	1	3	0	0	2	1	0	0	0	0	78
06:00	2	169	49	3	5	4	3	6	**3**	0	0	0	1	245
07:00	1	264	63	5	12	**5**	3	13	2	4	0	**6**	3	381
08:00	1	**267**	**64**	7	11	2	4	**15**	3	4	**1**	4	5	**388**
09:00	1	226	60	6	**24**	2	3	12	2	3	1	1	5	346
10:00	1	234	37	5	6	4	**9**	10	1	2	1	1	5	316
11:00	0	207	32	**8**	10	3	5	12	3	**7**	0	4	**10**	301
12 PM	4	**220**	44	11	12	1	5	18	**4**	7	0	1	15	342
13:00	3	199	43	10	**17**	1	3	17	1	5	0	4	11	314
14:00	1	207	36	**12**	13	1	**6**	19	1	3	0	1	12	312
15:00	1	169	29	12	9	0	0	12	1	**10**	0	4	**25**	272
16:00	1	205	**51**	12	10	0	6	**23**	3	4	0	**7**	22	**344**
17:00	4	182	38	12	6	**2**	5	21	3	10	0	3	11	297
18:00	**5**	202	32	7	6	0	3	14	0	0	0	6	2	277
19:00	3	188	31	6	1	0	4	9	0	5	0	1	3	251
20:00	4	185	27	4	2	0	1	11	1	0	0	1	3	239
21:00	0	111	12	0	2	0	0	2	0	0	0	1	1	129
22:00	1	151	12	0	2	0	0	4	0	0	0	0	0	170
23:00	1	49	3	0	0	0	0	0	0	0	0	0	0	53
Day Total	37	3546	695	121	158	27	60	221	30	64	3	45	134	5141
Percent	0.7%	69.0%	13.5%	2.4%	3.1%	0.5%	1.2%	4.3%	0.6%	1.2%	0.1%	0.9%	2.6%	
AM Peak	05:00	08:00	08:00	11:00	09:00	07:00	10:00	08:00	06:00	11:00	08:00	07:00	11:00	08:00
Vol.	2	267	64	8	24	5	9	15	3	7	1	6	10	388
PM Peak	18:00	12:00	16:00	14:00	13:00	17:00	14:00	16:00	12:00	15:00		16:00	15:00	16:00
Vol.	5	220	51	12	17	2	6	23	4	10		7	25	344

Route: 12B
ATR Placement: Approx 300' E of 412
County: Oneida
Town: Clinton

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

EB

Start Time	Bikes	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	Total
08/07/09	0	20	2	0	0	0	0	0	0	1	0	0	0	23
01:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
02:00	0	14	4	0	0	0	0	0	0	0	0	0	0	18
03:00	1	8	3	0	1	0	0	0	1	0	0	0	0	14
04:00	0	9	3	0	1	1	0	0	1	0	0	0	0	15
05:00	0	46	19	2	1	0	0	2	0	0	0	0	0	70
06:00	1	154	45	1	5	**3**	5	1	0	1	0	0	1	217
07:00	**7**	**269**	57	3	11	2	1	14	2	2	0	0	4	**372**
08:00	4	229	60	6	**15**	1	4	9	1	4	1	0	4	338
09:00	4	239	**63**	7	14	2	2	12	2	1	1	**3**	5	355
10:00	1	244	57	**14**	8	3	**7**	**21**	**3**	3	0	1	7	369
11:00	1	253	48	5	7	0	7	11	0	**8**	**2**	3	**13**	358
12 PM	4	197	**52**	**11**	6	**4**	6	**28**	3	9	0	3	7	330
13:00	3	212	44	8	**14**	0	**9**	12	2	**10**	0	2	11	327
14:00	2	215	44	4	13	0	9	19	**6**	4	0	5	10	331
15:00	3	217	49	11	9	3	5	28	3	6	0	**6**	**17**	**357**
16:00	**6**	229	44	9	8	1	0	22	3	3	0	4	7	336
17:00	0	**257**	39	7	4	0	4	20	1	7	0	6	12	357
18:00	3	240	31	5	7	0	6	16	1	2	0	2	6	319
19:00	1	192	30	3	5	0	1	12	1	4	0	4	3	256
20:00	0	142	24	1	3	0	1	6	0	0	0	0	2	179
21:00	0	102	14	2	0	0	1	2	0	0	0	0	0	121
22:00	1	180	10	1	2	0	0	3	0	0	0	0	0	197
23:00	1	63	4	0	1	0	1	0	0	0	0	0	1	71
Day Total	43	3738	746	100	135	20	69	238	30	65	4	39	110	5337
Percent	0.8%	70.0%	14.0%	1.9%	2.5%	0.4%	1.3%	4.5%	0.6%	1.2%	0.1%	0.7%	2.1%	
AM Peak	07:00	07:00	09:00	10:00	08:00	06:00	10:00	10:00	10:00	11:00	11:00	09:00	11:00	07:00
Vol.	7	269	63	14	15	3	7	21	3	8	2	3	13	372
PM Peak	16:00	17:00	12:00	12:00	13:00	12:00	13:00	12:00	14:00	13:00		15:00	15:00	15:00
Vol.	6	257	52	11	14	4	9	28	6	10		6	17	357

Route: 12B
ATR Placement: Approx 300' E of 412
County: Oneida
Town: Clinton

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

EB

Start Time	Bikes	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	Total
08/08/09	0	28	3	0	0	0	0	0	0	0	0	0	0	31
01:00	0	16	0	0	0	0	0	0	0	0	0	0	0	16
02:00	0	10	7	0	0	0	0	0	1	0	0	0	0	18
03:00	0	12	1	0	0	0	0	1	0	1	0	0	0	15
04:00	1	6	3	0	1	0	0	0	0	0	0	0	0	11
05:00	1	25	10	0	1	0	0	0	0	0	0	0	0	37
06:00	0	65	17	0	1	0	0	1	0	0	0	1	0	85
07:00	1	107	24	1	3	0	0	2	1	0	0	0	0	139
08:00	2	193	46	**4**	5	0	0	5	**2**	0	0	0	0	257
09:00	**3**	239	44	4	5	0	1	8	1	1	**1**	1	2	310
10:00	2	259	**56**	1	**9**	0	0	**16**	1	**4**	0	**2**	2	**352**
11:00	2	**265**	53	3	3	0	**3**	9	0	4	0	2	**5**	349
12 PM	1	**233**	39	4	4	0	2	**25**	0	1	**1**	2	**8**	**320**
13:00	0	222	**44**	4	**5**	0	1	16	0	4	0	**3**	1	300
14:00	5	211	36	2	5	0	0	12	0	**5**	0	0	4	280
15:00	4	200	32	4	5	0	**3**	7	0	4	0	1	1	261
16:00	**6**	221	32	**6**	4	**1**	0	13	0	2	0	3	1	289
17:00	2	223	34	5	4	0	2	7	0	5	0	1	0	283
18:00	0	181	33	2	5	0	3	11	**1**	0	0	0	0	236
19:00	2	161	30	4	3	0	0	2	0	3	1	0	0	206
20:00	0	148	21	4	1	0	0	4	0	0	0	0	1	179
21:00	0	98	15	0	0	1	1	3	1	0	0	0	0	119
22:00	0	194	16	0	1	0	1	2	0	0	0	0	0	214
23:00	2	62	7	1	1	0	1	1	0	0	0	0	0	75
Day Total	34	3379	603	49	66	2	18	145	8	34	3	16	25	4382
Percent	0.8%	77.1%	13.8%	1.1%	1.5%	0.0%	0.4%	3.3%	0.2%	0.8%	0.1%	0.4%	0.6%	
AM Peak	09:00	11:00	10:00	08:00	10:00		11:00	10:00	08:00	10:00	09:00	10:00	11:00	10:00
Vol.	3	265	56	4	9		3	16	2	4	1	2	5	352
PM Peak	16:00	12:00	13:00	16:00	13:00	16:00	15:00	12:00	18:00	14:00	12:00	13:00	12:00	12:00
Vol.	6	233	44	6	5	1	3	25	1	5	1	3	8	320

Route: 12B
ATR Placement: Approx 300' E of 412
County: Oneida
Town: Clinton

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

EB

Start Time	Bikes	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	Total
08/09/09	1	23	7	0	2	0	0	0	0	0	0	0	0	33
01:00	0	17	1	0	0	0	0	0	0	0	0	0	0	18
02:00	0	22	4	0	0	0	0	0	0	0	0	0	0	26
03:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
04:00	0	9	3	0	0	0	0	0	0	0	0	0	0	12
05:00	0	18	6	0	1	0	0	0	0	0	0	0	0	25
06:00	0	55	9	0	**3**	0	0	1	0	0	0	0	0	68
07:00	0	75	14	1	1	0	0	0	0	0	0	0	0	91
08:00	2	131	32	1	2	0	0	5	0	1	0	0	0	174
09:00	4	172	29	**2**	3	0	1	4	0	**3**	0	0	0	218
10:00	1	212	26	1	3	0	0	**11**	0	1	0	**1**	0	256
11:00	**5**	**221**	**40**	1	3	0	**2**	9	**1**	0	0	1	**1**	**284**
12 PM	0	231	41	**4**	3	0	1	**14**	0	1	0	1	**2**	298
13:00	3	237	32	4	2	0	**2**	10	**1**	**3**	0	**3**	2	299
14:00	**6**	**241**	**52**	3	5	**1**	1	9	0	1	**1**	1	0	**321**
15:00	0	198	36	2	**6**	0	2	5	0	0	0	2	0	251
16:00	3	190	28	0	0	0	0	9	0	1	0	2	0	233
17:00	1	193	21	3	3	0	1	5	0	1	0	2	0	230
18:00	2	175	21	1	1	0	0	7	0	1	0	1	0	209
19:00	1	154	24	2	0	0	1	3	0	0	0	0	0	185
20:00	1	136	18	1	1	0	0	1	0	0	0	0	0	158
21:00	2	76	11	0	0	0	0	2	0	0	0	0	0	91
22:00	0	52	6	0	1	0	0	0	0	0	0	0	0	59
23:00	0	30	5	1	0	0	0	0	1	0	0	0	0	37
Day Total	32	2874	467	27	40	1	11	95	3	13	1	14	5	3583
Percent	0.9%	80.2%	13.0%	0.8%	1.1%	0.0%	0.3%	2.7%	0.1%	0.4%	0.0%	0.4%	0.1%	
AM Peak	11:00	11:00	11:00	09:00	06:00		11:00	10:00	11:00	09:00		10:00	11:00	11:00
Vol.	5	221	40	2	3		2	11	1	3		1	1	284
PM Peak	14:00	14:00	14:00	12:00	15:00	14:00	13:00	12:00	13:00	13:00	14:00	13:00	12:00	14:00
Vol.	6	241	52	4	6	1	2	14	1	3	1	3	2	321

Route: 12B
ATR Placement: Approx 300' E of 412
County: Oneida
Town: Clinton

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

EB

Start Time	Bikes	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	Total
08/10/09	0	17	4	0	1	0	0	0	0	0	0	0	0	22
01:00	0	7	2	0	0	0	0	0	0	1	0	0	0	10
02:00	0	10	0	0	1	0	0	0	0	0	0	0	0	11
03:00	0	7	2	1	1	0	0	0	1	0	0	0	0	12
04:00	0	11	8	0	2	0	0	0	0	0	0	0	0	21
05:00	0	46	19	1	1	0	0	0	0	0	0	0	0	67
06:00	0	154	38	1	3	0	5	6	**4**	2	0	0	3	216
07:00	0	**255**	**68**	**6**	12	1	3	10	1	1	0	1	0	**358**
08:00	1	245	50	5	13	0	2	12	1	2	0	2	3	336
09:00	**3**	221	56	6	**14**	1	2	**16**	0	5	0	0	2	326
10:00	0	196	47	5	5	0	**7**	11	4	2	**1**	1	3	282
11:00	1	223	41	4	4	**2**	5	13	2	**8**	0	**8**	**7**	318
12 PM	2	**257**	52	7	12	0	**6**	17	1	5	0	2	2	363
13:00	**4**	231	37	8	13	1	6	**20**	1	3	**1**	**3**	**7**	335
14:00	2	253	**67**	9	**19**	**2**	1	20	**4**	5	1	2	3	**388**
15:00	2	221	58	3	11	0	3	14	1	0	1	3	6	323
16:00	1	249	48	**15**	11	0	4	20	1	**6**	0	3	4	362
17:00	0	224	35	8	10	0	1	19	0	0	0	2	2	301
18:00	0	220	35	2	5	0	0	6	1	1	0	1	0	271
19:00	0	167	32	4	7	0	1	6	0	2	0	0	0	219
20:00	0	169	26	5	2	0	1	4	0	1	0	1	0	209
21:00	0	67	10	0	1	0	1	2	0	0	0	1	0	82
22:00	0	52	10	0	0	0	0	1	0	0	0	0	0	63
23:00	0	40	2	0	2	0	0	0	0	0	0	0	0	44
Day Total	16	3542	747	90	150	7	48	197	22	44	4	30	42	4939
Percent	0.3%	71.7%	15.1%	1.8%	3.0%	0.1%	1.0%	4.0%	0.4%	0.9%	0.1%	0.6%	0.9%	
AM Peak	09:00	07:00	07:00	07:00	09:00	11:00	10:00	09:00	06:00	11:00	10:00	11:00	11:00	07:00
Vol.	3	255	68	6	14	2	7	16	4	8	1	8	7	358
PM Peak	13:00	12:00	14:00	16:00	14:00	14:00	12:00	13:00	14:00	16:00	13:00	13:00	13:00	14:00
Vol.	4	257	67	15	19	2	6	20	4	6	1	3	7	388

Route: 12B
ATR Placement: Approx 300' E of 412
County: Oneida
Town: Clinton

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

EB

Start Time	Bikes	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	Total
08/11/09	0	17	1	0	0	0	0	1	0	0	0	0	0	19
01:00	0	9	4	0	0	0	0	0	0	0	0	0	0	13
02:00	0	3	3	0	1	0	0	0	0	0	0	0	0	7
03:00	0	6	1	0	1	1	0	0	0	0	0	0	0	9
04:00	0	17	5	0	2	1	0	1	0	0	0	0	0	26
05:00	**2**	54	19	1	4	0	0	1	2	0	0	0	0	83
06:00	0	148	53	5	6	2	2	7	1	0	0	0	1	225
07:00	1	**290**	47	4	11	2	5	7	2	4	0	1	3	**377**
08:00	0	267	52	5	**12**	0	2	8	0	3	0	**3**	3	355
09:00	0	199	54	3	9	**3**	2	14	0	1	**1**	1	1	288
10:00	1	238	**59**	10	12	2	5	9	1	2	0	3	2	344
11:00	1	226	48	**11**	8	3	**6**	**15**	**5**	**8**	1	3	**6**	341
12 PM	4	222	50	9	9	1	4	15	**3**	5	**1**	4	4	331
13:00	3	226	**62**	7	10	1	2	18	1	2	0	2	7	341
14:00	3	222	53	5	12	**5**	**6**	**24**	1	5	0	1	8	345
15:00	3	205	50	9	**16**	2	5	19	2	6	1	1	**12**	331
16:00	4	232	57	**10**	6	1	2	20	2	7	0	**6**	5	352
17:00	6	261	36	10	5	2	1	19	0	**8**	0	2	8	**358**
18:00	**7**	**264**	43	5	7	0	0	9	1	1	0	2	0	339
19:00	2	231	26	3	1	1	1	10	1	3	1	2	2	284
20:00	2	184	25	5	3	0	0	8	0	2	0	2	0	231
21:00	3	108	19	0	1	0	0	3	1	2	0	0	0	137
22:00	1	67	8	0	1	0	0	1	0	0	0	0	0	78
23:00	0	44	8	0	0	0	0	0	0	0	0	0	0	52
Day Total	43	3740	783	102	137	27	43	209	23	59	5	33	62	5266
Percent	0.8%	71.0%	14.9%	1.9%	2.6%	0.5%	0.8%	4.0%	0.4%	1.1%	0.1%	0.6%	1.2%	
AM Peak	05:00	07:00	10:00	11:00	08:00	09:00	11:00	11:00	11:00	11:00	09:00	08:00	11:00	07:00
Vol.	2	290	59	11	12	3	6	15	5	8	1	3	6	377
PM Peak	18:00	18:00	13:00	16:00	15:00	14:00	14:00	14:00	12:00	17:00	12:00	16:00	15:00	17:00
Vol.	7	264	62	10	16	5	6	24	3	8	1	6	12	358

Route: 12B
ATR Placement: Approx 300' E of 412
County: Oneida
Town: Clinton

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

EB

Start Time	Bikes	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	Total
08/12/09	1	27	1	0	0	0	0	0	0	0	0	0	0	29
01:00	0	13	2	0	1	0	0	0	0	0	0	0	0	16
02:00	0	10	0	0	0	0	0	0	1	0	0	0	0	11
03:00	0	9	4	0	0	0	0	1	0	0	0	0	0	14
04:00	0	12	5	0	1	0	0	0	1	0	0	0	0	19
05:00	2	47	16	0	2	0	0	1	1	1	0	0	0	70
06:00	3	183	47	0	10	0	1	5	**3**	2	0	0	0	254
07:00	**5**	**272**	**51**	5	8	1	**6**	11	1	0	**1**	3	1	**365**
08:00	1	251	51	4	**12**	**4**	6	14	1	1	0	**5**	3	353
09:00	1	211	41	**7**	12	2	5	14	2	3	0	3	3	304
10:00	2	218	39	6	7	1	3	**18**	1	**5**	0	1	0	301
11:00	1	257	46	6	5	3	2	11	2	2	0	0	**5**	340
12 PM	**4**	228	**57**	6	15	1	4	17	**3**	5	**2**	1	9	352
13:00	1	**242**	52	**7**	12	**3**	2	16	3	8	0	**3**	10	**359**
14:00	3	227	35	6	**17**	1	**6**	**23**	2	**13**	0	1	**13**	347
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Day Total	24	2207	447	47	102	16	35	131	21	40	3	17	44	3134
Percent	0.8%	70.4%	14.3%	1.5%	3.3%	0.5%	1.1%	4.2%	0.7%	1.3%	0.1%	0.5%	1.4%	
AM Peak	07:00	07:00	07:00	09:00	08:00	08:00	07:00	10:00	06:00	10:00	07:00	08:00	11:00	07:00
Vol.	5	272	51	7	12	4	6	18	3	5	1	5	5	365
PM Peak	12:00	13:00	12:00	13:00	14:00	13:00	14:00	14:00	12:00	14:00	12:00	13:00	14:00	13:00
Vol.	4	242	57	7	17	3	6	23	3	13	2	3	13	359
Grand Total	258	24665	4784	575	830	103	302	1361	151	346	26	208	453	34062
Percent	0.8%	72.4%	14.0%	1.7%	2.4%	0.3%	0.9%	4.0%	0.4%	1.0%	0.1%	0.6%	1.3%	

Route: 12B
ATR Placement: Approx 300' E of 412
County: Oneida
Town: Clinton

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

WB

Start Time	Bikes	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	Total
08/05/09	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	0	223	44	7	4	**2**	2	8	2	5	**1**	**4**	4	306
15:00	1	**295**	**66**	**18**	**10**	2	1	**20**	1	6	1	4	5	**430**
16:00	0	276	66	7	8	1	1	19	**4**	4	0	2	7	395
17:00	2	267	65	7	8	0	**4**	20	2	**11**	0	2	**12**	400
18:00	0	263	44	8	5	0	1	14	2	1	0	3	4	345
19:00	1	218	45	1	5	0	0	5	1	2	0	0	0	278
20:00	**3**	227	46	0	2	0	1	7	0	0	0	1	1	288
21:00	0	160	28	0	4	1	2	5	0	0	0	1	0	201
22:00	0	92	18	1	1	0	0	1	1	0	0	0	0	114
23:00	0	71	8	0	1	0	0	1	0	0	0	0	0	81
Day Total	7	2092	430	49	48	6	12	100	13	29	2	17	33	2838
Percent	0.2%	73.7%	15.2%	1.7%	1.7%	0.2%	0.4%	3.5%	0.5%	1.0%	0.1%	0.6%	1.2%	
AM Peak Vol.														
PM Peak	20:00	15:00	15:00	15:00	15:00	14:00	17:00	15:00	16:00	17:00	14:00	14:00	17:00	15:00
Vol.	3	295	66	18	10	2	4	20	4	11	1	4	12	430

Route: 12B
ATR Placement: Approx 300' E of 412
County: Oneida
Town: Clinton

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

WB

Start Time	Bikes	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	Total
08/06/09	0	27	9	1	1	0	0	0	0	0	0	0	0	38
01:00	0	14	5	0	0	0	0	0	0	0	0	0	0	19
02:00	0	12	2	1	0	1	0	0	0	0	0	0	0	16
03:00	0	6	1	1	2	0	0	0	0	0	0	0	0	10
04:00	0	5	2	0	1	0	0	0	1	0	0	0	0	9
05:00	0	33	22	1	1	2	0	1	2	1	0	0	0	63
06:00	0	79	42	**9**	7	2	0	3	**3**	1	0	1	2	149
07:00	1	133	44	5	11	2	0	15	2	4	0	1	0	218
08:00	0	167	48	7	10	**6**	**3**	10	3	2	0	2	2	260
09:00	1	162	**62**	2	**14**	1	1	11	2	1	**1**	2	0	260
10:00	1	188	56	9	10	4	3	12	3	1	0	0	3	290
11:00	**4**	**208**	55	5	12	1	3	**26**	3	**10**	1	**3**	**9**	**340**
12 PM	2	201	49	**12**	10	**2**	2	20	**3**	**14**	**1**	2	10	328
13:00	0	207	49	10	6	2	2	20	3	9	0	2	11	321
14:00	1	224	47	9	9	1	2	29	2	9	0	4	12	349
15:00	1	221	57	10	6	0	1	25	1	11	0	3	14	350
16:00	**3**	191	38	10	6	1	1	26	1	8	0	6	**22**	313
17:00	3	284	**69**	9	**11**	1	**4**	**31**	2	11	1	**7**	17	**450**
18:00	0	**298**	49	7	5	1	1	12	0	2	0	1	7	383
19:00	0	268	44	5	4	0	3	3	0	2	0	0	0	329
20:00	0	209	50	1	3	0	2	10	1	4	0	2	0	282
21:00	0	144	20	1	1	0	0	2	1	1	0	0	0	170
22:00	0	83	19	0	1	1	0	3	0	0	0	0	0	107
23:00	0	65	9	0	0	0	0	0	0	0	0	0	0	74
Day Total	17	3429	848	115	131	28	28	259	33	91	4	36	109	5128
Percent	0.3%	66.9%	16.5%	2.2%	2.6%	0.5%	0.5%	5.1%	0.6%	1.8%	0.1%	0.7%	2.1%	
AM Peak	11:00	11:00	09:00	06:00	09:00	08:00	08:00	11:00	06:00	11:00	09:00	11:00	11:00	11:00
Vol.	4	208	62	9	14	6	3	26	3	10	1	3	9	340
PM Peak	16:00	18:00	17:00	12:00	17:00	12:00	17:00	17:00	12:00	12:00	12:00	17:00	16:00	17:00
Vol.	3	298	69	12	11	2	4	31	3	14	1	7	22	450

Route: 12B
ATR Placement: Approx 300' E of 412
County: Oneida
Town: Clinton

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

WB

Start Time	Bikes	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	Total
08/07/09	0	37	7	0	1	0	0	0	0	0	0	0	0	45
01:00	0	24	1	1	0	0	0	0	0	0	0	0	0	26
02:00	0	16	2	0	1	0	0	0	0	0	0	0	0	19
03:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
04:00	0	5	5	0	1	0	0	0	0	0	0	0	0	11
05:00	0	38	15	3	2	2	0	0	0	0	0	0	0	60
06:00	0	68	35	3	8	**4**	0	3	2	0	0	0	0	123
07:00	0	157	37	4	12	1	0	12	**3**	2	0	0	1	229
08:00	2	163	46	5	9	2	2	12	1	4	0	1	3	250
09:00	2	194	46	**7**	**16**	3	2	17	1	4	**2**	2	**9**	305
10:00	**3**	**199**	59	7	4	0	2	15	2	4	0	**4**	7	**306**
11:00	3	183	**66**	7	5	1	**3**	**23**	2	**5**	0	3	5	306
12 PM	0	257	57	8	9	0	1	27	**4**	**10**	0	1	14	388
13:00	1	213	45	**13**	**12**	**3**	4	23	2	9	0	3	12	340
14:00	1	235	51	6	12	3	3	22	2	8	0	2	6	351
15:00	0	226	60	6	7	0	0	17	2	5	0	4	**15**	342
16:00	2	293	63	7	7	0	**5**	**29**	2	10	**1**	5	10	**434**
17:00	**4**	**295**	**64**	8	4	1	1	17	0	8	0	**6**	5	413
18:00	2	281	46	6	1	0	2	17	2	3	0	6	2	368
19:00	0	231	42	4	5	0	0	9	0	4	0	0	0	295
20:00	0	188	33	2	1	0	0	6	0	1	0	0	1	232
21:00	1	198	31	0	1	0	0	2	0	0	0	1	0	234
22:00	0	138	26	0	2	0	1	6	0	1	0	0	0	174
23:00	0	92	19	1	1	0	0	1	0	0	0	0	0	114
Day Total	21	3739	856	98	121	20	26	258	25	78	3	38	90	5373
Percent	0.4%	69.6%	15.9%	1.8%	2.3%	0.4%	0.5%	4.8%	0.5%	1.5%	0.1%	0.7%	1.7%	
AM Peak	10:00	10:00	11:00	09:00	09:00	06:00	11:00	11:00	07:00	11:00	09:00	10:00	09:00	10:00
Vol.	3	199	66	7	16	4	3	23	3	5	2	4	9	306
PM Peak	17:00	17:00	17:00	13:00	13:00	13:00	16:00	16:00	12:00	12:00	16:00	17:00	15:00	16:00
Vol.	4	295	64	13	12	3	5	29	4	10	1	6	15	434

Route: 12B
ATR Placement: Approx 300' E of 412
County: Oneida
Town: Clinton

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

WB

Start Time	Bikes	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	Total
08/08/09	0	49	11	0	0	0	0	0	1	0	0	0	0	61
01:00	0	30	5	1	1	0	0	0	0	0	0	0	0	37
02:00	0	12	6	0	0	0	0	0	0	0	0	0	0	18
03:00	0	9	2	0	0	0	0	0	0	0	0	0	0	11
04:00	0	8	4	0	0	**1**	0	0	0	0	0	0	0	13
05:00	0	21	9	1	0	0	0	0	1	0	0	0	0	32
06:00	0	51	12	0	4	0	0	2	1	0	0	0	0	70
07:00	1	85	23	1	**6**	0	0	4	0	2	0	0	0	122
08:00	0	114	39	2	3	0	1	5	0	2	0	0	0	166
09:00	0	189	36	6	5	0	**2**	6	**2**	0	**1**	**1**	2	250
10:00	**2**	**259**	48	**7**	6	0	1	**31**	0	**3**	0	1	**3**	**361**
11:00	1	243	**54**	5	4	0	2	30	1	3	1	1	0	345
12 PM	**2**	**272**	58	**6**	**6**	**1**	0	**19**	0	**8**	**1**	4	2	**379**
13:00	1	264	48	5	3	0	**3**	10	0	3	0	**5**	**4**	346
14:00	0	223	**61**	3	2	0	1	10	**1**	1	0	2	1	305
15:00	2	221	57	6	5	1	3	10	0	1	1	2	2	311
16:00	0	231	51	5	3	0	1	19	0	4	1	3	3	321
17:00	1	225	44	4	3	0	1	10	0	0	0	2	1	291
18:00	0	215	31	1	2	0	0	9	0	0	0	2	1	261
19:00	1	214	42	2	6	1	1	7	1	0	0	0	2	277
20:00	0	180	42	2	3	0	1	6	0	1	0	0	1	236
21:00	0	140	15	1	0	0	1	2	0	0	0	0	0	159
22:00	0	109	16	2	1	0	0	3	1	0	0	1	0	133
23:00	0	62	6	0	0	0	0	0	0	0	0	0	0	68
Day Total	11	3426	720	60	63	4	18	183	9	28	5	24	22	4573
Percent	0.2%	74.9%	15.7%	1.3%	1.4%	0.1%	0.4%	4.0%	0.2%	0.6%	0.1%	0.5%	0.5%	
AM Peak	10:00	10:00	11:00	10:00	07:00	04:00	09:00	10:00	09:00	10:00	09:00	09:00	10:00	10:00
Vol.	2	259	54	7	6	1	2	31	2	3	1	1	3	361
PM Peak	12:00	12:00	14:00	12:00	12:00	12:00	13:00	12:00	14:00	12:00	12:00	13:00	13:00	12:00
Vol.	2	272	61	6	6	1	3	19	1	8	1	5	4	379

Route: 12B
ATR Placement: Approx 300' E of 412
County: Oneida
Town: Clinton

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

WB

Start Time	Bikes	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	Total
08/09/09	0	54	9	0	1	0	0	1	**1**	0	0	0	0	66
01:00	0	28	5	0	0	0	0	0	0	0	0	0	0	33
02:00	0	15	5	0	1	0	0	0	0	0	0	0	0	21
03:00	0	6	2	0	1	0	0	0	0	0	0	0	0	9
04:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
05:00	0	19	7	0	0	0	0	0	1	0	0	0	0	27
06:00	0	31	9	0	0	0	0	1	1	0	0	0	0	42
07:00	0	74	19	1	0	0	0	0	0	0	0	0	0	94
08:00	0	97	21	0	3	0	0	1	0	0	0	0	0	122
09:00	0	126	30	2	**5**	0	0	5	0	0	**1**	0	0	169
10:00	0	175	34	2	4	**1**	0	**8**	0	0	0	0	0	224
11:00	0	**183**	**49**	**4**	3	0	**1**	5	1	**3**	0	**1**	**5**	**255**
12 PM	**1**	**254**	54	3	4	0	**1**	**22**	0	1	0	1	0	**341**
13:00	1	230	**64**	1	2	0	0	14	0	2	0	0	1	315
14:00	1	213	53	2	2	0	1	15	0	**4**	0	0	1	292
15:00	1	246	55	5	**5**	1	1	16	**2**	2	0	0	**2**	336
16:00	0	226	48	**6**	1	**2**	1	13	2	2	0	0	0	301
17:00	0	193	44	3	2	0	0	6	0	1	0	**2**	0	251
18:00	0	223	31	0	1	0	0	5	0	0	0	0	0	260
19:00	0	183	31	0	0	0	0	4	0	1	0	0	0	219
20:00	1	136	26	1	1	0	0	1	0	0	0	1	0	167
21:00	0	115	18	0	0	0	0	3	0	0	0	0	0	136
22:00	0	56	5	0	0	0	0	2	0	0	0	0	0	63
23:00	0	46	5	2	0	0	0	0	0	0	0	0	0	53
Day Total	5	2935	625	32	36	4	5	122	8	16	1	5	9	3803
Percent	0.1%	77.2%	16.4%	0.8%	0.9%	0.1%	0.1%	3.2%	0.2%	0.4%	0.0%	0.1%	0.2%	
AM Peak		11:00	11:00	11:00	09:00	10:00	11:00	10:00	00:00	11:00	09:00	11:00	11:00	11:00
Vol.		183	49	4	5	1	1	8	1	3	1	1	5	255
PM Peak	12:00	12:00	13:00	16:00	15:00	16:00	12:00	12:00	15:00	14:00		17:00	15:00	12:00
Vol.	1	254	64	6	5	2	1	22	2	4		2	2	341

Route: 12B
ATR Placement: Approx 300' E of 412
County: Oneida
Town: Clinton

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

WB

Start Time	Bikes	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	Total
08/10/09	0	23	6	0	1	0	0	0	0	0	0	0	0	30
01:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11
02:00	0	3	3	0	1	0	0	0	0	0	0	0	0	7
03:00	0	5	4	0	1	0	0	1	0	0	0	0	0	11
04:00	0	7	4	0	0	0	0	0	1	0	0	0	0	12
05:00	0	37	18	4	1	0	**1**	1	1	0	**1**	0	0	64
06:00	0	69	52	7	6	1	1	6	1	2	0	0	0	145
07:00	0	144	50	8	12	**3**	1	15	1	0	0	0	1	235
08:00	**1**	131	34	5	**14**	1	0	11	**4**	1	0	1	2	205
09:00	1	154	48	9	11	1	0	13	4	1	0	1	0	243
10:00	1	178	**67**	9	7	0	0	**17**	3	**4**	0	1	4	291
11:00	1	**191**	63	**10**	12	0	1	14	4	3	0	**3**	**8**	**310**
12 PM	1	259	65	**12**	11	1	1	21	1	1	0	5	3	381
13:00	1	229	64	9	8	**2**	0	23	**3**	2	**1**	4	6	352
14:00	1	248	66	4	**17**	1	3	14	1	3	0	4	7	369
15:00	1	285	**82**	4	14	1	3	23	0	8	0	0	3	424
16:00	**2**	**319**	63	6	12	0	**4**	**29**	0	**11**	1	**6**	**10**	**463**
17:00	2	299	67	7	5	0	2	18	1	7	0	2	6	416
18:00	2	247	46	1	5	0	2	8	0	1	1	0	2	315
19:00	0	212	44	0	9	0	0	8	1	4	0	1	1	280
20:00	1	170	36	2	2	0	0	4	0	1	0	1	0	217
21:00	0	129	18	0	2	0	0	1	0	0	0	0	0	150
22:00	0	79	14	0	2	0	0	1	0	0	0	0	0	96
23:00	0	44	9	0	1	0	0	0	0	0	1	0	0	55
Day Total	15	3472	924	97	154	11	19	228	26	49	5	29	53	5082
Percent	0.3%	68.3%	18.2%	1.9%	3.0%	0.2%	0.4%	4.5%	0.5%	1.0%	0.1%	0.6%	1.0%	
AM Peak	08:00	11:00	10:00	11:00	08:00	07:00	05:00	10:00	08:00	10:00	05:00	11:00	11:00	11:00
Vol.	1	191	67	10	14	3	1	17	4	4	1	3	8	310
PM Peak	16:00	16:00	15:00	12:00	14:00	13:00	16:00	16:00	13:00	16:00	13:00	16:00	16:00	16:00
Vol.	2	319	82	12	17	2	4	29	3	11	1	6	10	463

Route: 12B
ATR Placement: Approx 300' E of 412
County: Oneida
Town: Clinton

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

WB

Start Time	Bikes	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	Total
08/11/09	0	26	6	0	0	0	0	0	0	0	0	0	0	32
01:00	0	11	3	1	0	0	0	0	0	0	0	0	0	15
02:00	0	9	3	0	2	0	0	0	0	0	0	0	0	14
03:00	0	5	1	1	1	1	0	0	1	0	0	0	0	10
04:00	0	10	6	0	0	0	0	0	1	0	0	0	0	17
05:00	0	34	24	2	1	2	0	1	0	0	0	0	0	64
06:00	**3**	79	38	4	10	2	1	2	1	2	0	0	1	143
07:00	0	140	53	5	13	0	0	13	0	2	**1**	1	**6**	234
08:00	1	188	42	2	9	**5**	**3**	10	**2**	1	1	**2**	4	270
09:00	3	164	48	6	**14**	2	0	11	0	4	0	2	4	258
10:00	0	166	**59**	9	11	3	3	17	2	5	0	2	3	280
11:00	0	**211**	58	**10**	14	2	3	**20**	0	**8**	0	1	6	**333**
12 PM	0	265	64	6	11	0	3	27	**4**	**8**	0	2	7	397
13:00	1	235	64	7	12	1	1	13	2	6	0	2	2	346
14:00	0	210	**66**	11	**14**	**4**	1	29	2	6	0	2	5	350
15:00	**2**	256	65	**14**	4	1	2	25	1	2	**2**	**3**	**14**	391
16:00	2	282	66	5	7	1	**5**	**34**	1	7	1	0	9	**420**
17:00	1	**285**	58	8	7	0	5	21	0	2	0	3	8	398
18:00	0	262	46	2	0	0	1	11	3	2	0	0	2	329
19:00	0	200	33	4	1	0	2	17	1	0	0	1	0	259
20:00	1	234	39	2	0	0	1	8	0	3	0	0	0	288
21:00	1	161	22	1	2	0	1	1	0	1	0	0	0	190
22:00	0	106	17	0	1	0	0	0	0	0	0	0	0	124
23:00	0	65	13	0	1	0	0	0	0	0	0	0	0	79
Day Total	15	3604	894	100	135	24	32	260	21	59	5	21	71	5241
Percent	0.3%	68.8%	17.1%	1.9%	2.6%	0.5%	0.6%	5.0%	0.4%	1.1%	0.1%	0.4%	1.4%	
AM Peak	06:00	11:00	10:00	11:00	09:00	08:00	08:00	11:00	08:00	11:00	07:00	08:00	07:00	11:00
Vol.	3	211	59	10	14	5	3	20	2	8	1	2	6	333
PM Peak	15:00	17:00	14:00	15:00	14:00	14:00	16:00	16:00	12:00	12:00	15:00	15:00	15:00	16:00
Vol.	2	285	66	14	14	4	5	34	4	8	2	3	14	420

Route: 12B
ATR Placement: Approx 300' E of 412
County: Oneida
Town: Clinton

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

WB

Start Time	Bikes	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	Total
08/12/09	0	27	3	0	0	1	0	1	0	0	0	0	0	32
01:00	0	18	1	0	0	0	0	0	1	0	0	0	0	20
02:00	0	7	4	0	1	0	0	0	0	0	0	0	0	12
03:00	0	9	2	1	1	0	0	0	1	0	0	0	0	14
04:00	0	7	5	0	1	1	0	0	0	1	0	0	0	15
05:00	0	37	20	0	2	**2**	0	1	0	0	0	0	0	62
06:00	0	83	33	5	7	2	0	11	0	0	0	1	0	142
07:00	**2**	139	51	**11**	14	0	1	15	1	3	0	1	1	239
08:00	2	198	35	9	17	1	**2**	13	2	5	0	2	3	289
09:00	2	189	**60**	8	**22**	0	1	14	2	2	0	0	**5**	305
10:00	1	215	42	11	11	2	1	**16**	2	2	0	**4**	1	308
11:00	2	**237**	58	11	6	0	2	13	**3**	**6**	0	1	0	**339**
12 PM	**1**	**251**	**61**	4	**12**	0	1	19	1	**4**	0	1	**7**	**362**
13:00	0	201	46	3	11	**1**	3	17	**3**	2	0	**3**	3	293
14:00	1	218	39	**6**	10	0	**4**	**22**	3	3	**1**	2	7	316
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Day Total	11	1836	460	69	115	10	15	142	19	28	1	15	27	2748
Percent	0.4%	66.8%	16.7%	2.5%	4.2%	0.4%	0.5%	5.2%	0.7%	1.0%	0.0%	0.5%	1.0%	
AM Peak	07:00	11:00	09:00	07:00	09:00	05:00	08:00	10:00	11:00	11:00		10:00	09:00	11:00
Vol.	2	237	60	11	22	2	2	16	3	6		4	5	339
PM Peak	12:00	12:00	12:00	14:00	12:00	13:00	14:00	14:00	13:00	12:00	14:00	13:00	12:00	12:00
Vol.	1	251	61	6	12	1	4	22	3	4	1	3	7	362
Grand Total	102	24533	5757	620	803	107	155	1552	154	378	26	185	414	34786
Percent	0.3%	70.5%	16.5%	1.8%	2.3%	0.3%	0.4%	4.5%	0.4%	1.1%	0.1%	0.5%	1.2%	

Route: 12B
ATR Placement: Approx. 300' E of 412
County: Oneida
Town: Clinton

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

EB

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	Pace Speed	Number in Pace
08/05/09	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	39	73	95	34	6	1	0	1	1	0	0	0	0	12	262	16-25	168
15:00	48	72	127	38	4	**2**	1	0	0	0	**2**	0	0	19	313	16-25	199
16:00	**54**	**109**	**137**	50	4	1	**4**	**4**	**2**	**2**	1	0	**1**	**24**	**393**	16-25	246
17:00	48	98	133	48	**7**	1	2	1	1	1	2	0	1	13	356	16-25	231
18:00	26	80	131	45	5	0	0	1	1	2	0	0	1	11	303	16-25	211
19:00	10	72	99	30	5	0	1	0	0	0	0	0	1	6	224	16-25	171
20:00	8	46	75	41	5	1	0	0	0	0	0	0	0	1	177	16-25	121
21:00	6	6	43	29	4	0	0	0	0	0	0	0	0	1	89	21-30	72
22:00	7	18	63	**52**	7	2	0	0	0	0	0	0	0	1	150	21-30	115
23:00	3	0	13	24	6	0	0	0	0	0	0	0	0	0	46	21-30	37
Total	249	574	916	391	53	8	8	7	5	5	5	0	4	88	2313		
Percent	10.8%	24.8%	39.6%	16.9%	2.3%	0.3%	0.3%	0.3%	0.2%	0.2%	0.2%	0.0%	0.2%	3.8%			
AM Peak Vol.																	
PM Peak Vol.	16:00 54	16:00 109	16:00 137	22:00 52	17:00 7	15:00 2	16:00 4	16:00 4	16:00 2	16:00 2	15:00 2		16:00 1	16:00 24	16:00 393		

Route: 12B
ATR Placement: Approx. 300' E of 412
County: Oneida
Town: Clinton

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

EB

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	Pace Speed	Number in Pace
08/06/09	1	0	5	13	5	0	0	0	0	0	0	0	0	0	24	21-30	18
01:00	0	1	5	6	4	0	0	0	0	0	0	0	0	0	16	20-29	11
02:00	1	3	4	5	1	0	0	0	0	0	0	0	0	0	14	22-31	10
03:00	1	1	4	4	3	0	0	0	0	0	0	0	0	0	13	20-29	9
04:00	0	1	8	6	3	1	0	0	0	0	0	0	0	0	19	20-29	14
05:00	0	1	17	47	10	1	1	0	0	0	1	0	0	0	78	21-30	64
06:00	6	14	78	118	21	**2**	1	0	0	**1**	1	**2**	1	1	246	21-30	196
07:00	28	52	132	**144**	20	1	**2**	**1**	**1**	0	0	0	0	5	386	21-30	276
08:00	25	46	**161**	122	**24**	1	0	0	1	0	**2**	2	0	6	**390**	21-30	283
09:00	23	69	156	75	12	1	1	1	0	0	1	0	0	**9**	348	21-30	231
10:00	57	**103**	109	43	1	0	0	0	0	0	0	0	0	6	319	16-25	212
11:00	**107**	99	66	17	2	0	2	0	0	1	2	0	**2**	8	306	16-25	165
12 PM	152	101	55	9	1	1	0	**3**	0	**2**	1	0	**1**	18	344	16-25	156
13:00	114	111	61	6	1	0	1	1	**3**	0	1	1	1	15	316	16-25	172
14:00	140	86	53	12	0	2	0	2	1	0	0	1	1	19	317	16-25	139
15:00	129	60	46	11	0	**4**	**3**	1	2	1	1	1	0	16	275	16-25	106
16:00	**153**	92	49	14	5	0	2	1	2	2	**3**	**3**	1	**20**	**347**	15-24	141
17:00	102	**112**	60	8	1	1	3	3	1	1	1	1	0	7	301	16-25	172
18:00	46	90	**101**	30	2	1	2	0	0	0	1	0	0	7	280	16-25	191
19:00	71	80	76	13	0	2	0	1	2	0	0	0	0	11	256	16-25	156
20:00	29	101	76	21	3	1	2	0	0	0	2	1	1	6	243	16-25	177
21:00	8	16	72	30	4	0	0	1	0	0	0	0	0	2	133	21-30	102
22:00	7	23	83	**49**	**7**	1	1	0	0	0	0	0	0	0	171	21-30	132
23:00	0	4	13	28	7	1	0	0	0	0	0	0	0	0	53	21-30	41
Total	1200	1266	1490	831	137	21	21	15	13	8	17	12	8	156	5195		
Percent	23.1%	24.4%	28.7%	16.0%	2.6%	0.4%	0.4%	0.3%	0.3%	0.2%	0.3%	0.2%	0.2%	3.0%			
AM Peak	11:00	10:00	08:00	07:00	08:00	06:00	07:00	07:00	07:00	06:00	08:00	06:00	11:00	09:00	08:00		
Vol.	107	103	161	144	24	2	2	1	1	1	2	2	2	9	390		
PM Peak	16:00	17:00	18:00	22:00	22:00	15:00	15:00	12:00	13:00	12:00	16:00	16:00	12:00	16:00	16:00		
Vol.	153	112	101	49	7	4	3	3	3	2	3	3	1	20	347		

Route: 12B
ATR Placement: Approx. 300' E of 412
County: Oneida
Town: Clinton

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

EB

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	Pace Speed	Number in Pace
08/07/09	0	1	8	9	4	1	0	0	0	0	0	0	0	0	23	20-29	17
01:00	0	0	3	3	1	0	0	0	0	0	0	0	0	0	7	22-31	7
02:00	3	0	6	8	2	0	0	0	0	0	0	0	0	0	19	21-30	14
03:00	1	0	4	5	4	0	0	0	0	0	0	0	0	0	14	22-31	10
04:00	0	1	6	5	3	0	0	0	0	0	0	0	0	0	15	20-29	11
05:00	0	0	28	32	8	0	0	0	0	**1**	0	0	0	1	70	21-30	60
06:00	6	37	61	93	20	2	0	0	0	0	0	0	0	0	219	21-30	154
07:00	27	37	135	**141**	**25**	0	1	0	0	0	1	0	0	7	374	21-30	276
08:00	15	61	143	98	18	1	1	1	**1**	1	0	0	0	2	342	21-30	241
09:00	32	99	**157**	52	6	2	0	1	0	1	0	0	0	9	359	16-25	256
10:00	55	**123**	139	33	2	**3**	**2**	**2**	0	0	0	**3**	0	13	**375**	16-25	262
11:00	**91**	117	115	18	2	0	0	0	0	1	**2**	1	0	**14**	361	16-25	232
12 PM	79	97	100	31	3	**6**	1	**3**	0	1	**2**	0	0	11	334	16-25	197
13:00	**128**	96	67	17	3	4	2	1	1	1	1	2	1	7	331	16-25	163
14:00	73	**118**	91	29	6	1	0	0	0	0	1	2	0	14	335	16-25	209
15:00	86	105	100	39	8	3	**3**	1	**2**	0	0	2	1	10	360	16-25	205
16:00	43	78	140	45	6	2	1	3	0	**2**	0	2	0	**17**	339	16-25	218
17:00	42	93	**143**	56	6	1	1	2	1	1	1	**3**	**2**	12	**364**	16-25	236
18:00	42	91	128	38	6	1	2	1	1	0	1	0	0	13	324	16-25	219
19:00	23	58	115	45	9	0	1	1	0	0	0	0	0	6	258	16-25	173
20:00	18	38	89	30	1	0	0	0	0	0	0	0	1	5	182	16-25	127
21:00	5	17	52	38	9	0	0	0	0	0	0	0	0	4	125	21-30	90
22:00	8	21	90	**65**	**11**	1	0	0	0	0	0	1	0	1	198	21-30	155
23:00	2	9	22	30	7	1	0	0	0	0	1	0	0	0	72	21-30	52
Total	779	1297	1942	960	170	29	15	16	6	9	10	16	5	146	5400		
Percent	14.4%	24.0%	36.0%	17.8%	3.1%	0.5%	0.3%	0.3%	0.1%	0.2%	0.2%	0.3%	0.1%	2.7%			
AM Peak	11:00	10:00	09:00	07:00	07:00	10:00	10:00	10:00	08:00	05:00	11:00	10:00		11:00	10:00		
Vol.	91	123	157	141	25	3	2	2	1	1	2	3		14	375		
PM Peak	13:00	14:00	17:00	22:00	22:00	12:00	15:00	12:00	15:00	16:00	12:00	17:00	17:00	16:00	17:00		
Vol.	128	118	143	65	11	6	3	3	2	2	2	3	2	17	364		

Route: 12B
ATR Placement: Approx. 300' E of 412
County: Oneida
Town: Clinton

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

EB

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	Pace Speed	Number in Pace
08/08/09	1	3	9	14	4	0	0	0	0	0	0	0	0	0	31	21-30	23
01:00	0	1	2	8	4	1	0	0	0	0	0	0	0	0	16	24-33	13
02:00	2	0	6	6	4	0	0	0	0	0	0	0	0	0	18	21-30	12
03:00	1	0	1	7	6	0	0	0	0	0	0	0	0	0	15	25-34	13
04:00	0	0	2	7	2	0	0	0	0	0	0	0	0	1	12	23-32	11
05:00	0	0	13	20	4	0	0	0	0	0	0	0	0	0	37	21-30	33
06:00	1	1	14	53	13	**4**	0	0	0	0	0	0	0	1	87	22-31	68
07:00	5	4	36	68	**20**	3	1	0	0	0	0	0	**1**	3	141	21-30	104
08:00	4	36	99	89	20	3	0	0	0	1	0	**1**	1	4	258	21-30	188
09:00	10	29	137	**120**	8	1	1	1	0	0	**1**	0	1	3	312	21-30	257
10:00	20	**85**	**170**	61	5	0	**2**	1	**1**	0	0	1	0	**10**	**356**	16-25	255
11:00	**30**	83	157	67	4	0	1	**2**	0	**2**	0	0	0	7	353	16-25	240
12 PM	**59**	**94**	102	41	3	0	0	0	0	**1**	**1**	**2**	0	**20**	**323**	16-25	196
13:00	30	81	125	48	6	1	**3**	0	0	0	1	0	0	8	303	16-25	206
14:00	17	42	137	**67**	**11**	0	0	1	0	0	0	0	0	9	284	21-30	204
15:00	23	55	109	56	7	0	1	**2**	**1**	0	1	0	1	8	264	17-26	165
16:00	18	74	**138**	45	8	1	2	0	0	1	1	0	0	5	293	16-25	212
17:00	14	62	128	66	11	0	0	0	0	1	0	0	1	4	287	19-28	194
18:00	14	47	131	41	1	**2**	0	1	0	0	0	0	0	4	241	16-25	178
19:00	3	31	114	48	5	0	0	2	0	0	0	0	**2**	3	208	21-30	162
20:00	6	31	92	38	5	0	2	1	0	0	0	0	0	5	180	20-29	130
21:00	9	22	63	22	4	0	0	1	0	0	0	0	0	1	122	18-27	87
22:00	17	41	87	53	11	1	1	1	0	0	0	0	0	4	216	21-30	140
23:00	2	9	26	33	4	0	0	0	0	0	0	0	0	2	76	21-30	59
Total	286	831	1898	1078	170	17	14	13	2	6	5	4	7	102	4433		
Percent	6.5%	18.7%	42.8%	24.3%	3.8%	0.4%	0.3%	0.3%	0.0%	0.1%	0.1%	0.1%	0.2%	2.3%			
AM Peak	11:00	10:00	10:00	09:00	07:00	06:00	10:00	11:00	10:00	11:00	09:00	08:00	07:00	10:00	10:00		
Vol.	30	85	170	120	20	4	2	2	1	2	1	1	1	10	356		
PM Peak	12:00	12:00	16:00	14:00	14:00	18:00	13:00	15:00	15:00	12:00	12:00	12:00	19:00	12:00	12:00		
Vol.	59	94	138	67	11	2	3	2	1	1	1	2	2	20	323		

Route: 12B
ATR Placement: Approx. 300' E of 412
County: Oneida
Town: Clinton

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

EB

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	Pace Speed	Number in Pace
08/09/09	0	2	12	16	2	1	0	0	0	0	0	0	0	0	33	21-30	28
01:00	0	2	4	11	1	0	0	0	0	0	0	0	0	0	18	22-31	16
02:00	0	0	8	9	8	1	0	0	0	0	0	0	0	0	26	23-32	19
03:00	1	0	0	4	2	0	0	0	0	0	0	0	0	0	7	23-32	6
04:00	0	0	8	2	2	0	0	0	0	0	0	0	0	0	12	21-30	10
05:00	0	2	9	12	1	1	0	0	0	0	0	0	0	0	25	21-30	21
06:00	2	5	15	35	9	1	1	0	0	0	0	0	0	1	69	21-30	50
07:00	0	8	36	39	8	0	0	0	0	0	0	0	0	0	91	21-30	75
08:00	3	15	69	67	**16**	**3**	0	0	0	0	0	**1**	0	2	176	21-30	136
09:00	3	27	101	74	11	0	0	0	0	0	**2**	0	**1**	1	220	21-30	175
10:00	6	25	**138**	71	9	0	**2**	0	**1**	0	0	1	0	4	257	21-30	209
11:00	**13**	**52**	116	**86**	9	0	0	**2**	0	0	2	0	0	**7**	**287**	21-30	202
12 PM	**18**	44	**144**	74	14	0	0	0	**2**	1	1	0	0	2	300	21-30	218
13:00	11	60	138	80	4	0	**2**	0	1	1	0	0	0	6	303	21-30	218
14:00	18	**69**	134	77	5	1	1	**1**	0	1	1	**2**	**1**	**14**	**325**	21-30	211
15:00	10	49	102	72	10	**4**	0	0	0	0	1	0	0	5	253	21-30	174
16:00	6	31	86	88	16	1	0	1	1	**2**	0	0	0	3	235	21-30	174
17:00	8	19	89	**91**	12	1	2	0	0	0	0	1	0	10	233	21-30	180
18:00	13	19	81	75	**17**	0	0	1	1	0	0	1	1	4	213	21-30	156
19:00	10	21	95	47	7	0	1	0	0	1	**2**	0	0	3	187	21-30	142
20:00	5	18	72	55	11	0	0	0	0	0	0	0	0	0	161	21-30	127
21:00	2	3	29	47	10	0	0	0	0	0	0	0	0	1	92	21-30	76
22:00	0	6	25	23	5	0	0	0	0	0	0	0	0	0	59	21-30	48
23:00	2	1	9	17	7	0	0	0	0	0	0	0	0	2	38	22-31	27
Total	131	478	1520	1172	196	14	9	5	6	6	9	6	3	65	3620		
Percent	3.6%	13.2%	42.0%	32.4%	5.4%	0.4%	0.2%	0.1%	0.2%	0.2%	0.2%	0.2%	0.1%	1.8%			
AM Peak	11:00	11:00	10:00	11:00	08:00	08:00	10:00	11:00	10:00		09:00	08:00	09:00	11:00	11:00		
Vol.	13	52	138	86	16	3	2	2	1		2	1	1	7	287		
PM Peak	12:00	14:00	12:00	17:00	18:00	15:00	13:00	14:00	12:00	16:00	19:00	14:00	14:00	14:00	14:00		
Vol.	18	69	144	91	17	4	2	1	2	2	2	2	1	14	325		

Route: 12B
ATR Placement: Approx. 300' E of 412
County: Oneida
Town: Clinton

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

EB

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	Pace Speed	Number in Pace
08/10/09	0	1	3	10	7	1	0	0	0	0	0	0	0	0	22	23-32	17
01:00	1	0	2	7	0	0	0	0	0	0	0	0	0	0	10	21-30	9
02:00	0	0	2	6	3	0	0	0	0	0	0	0	0	0	11	24-33	11
03:00	1	1	3	5	2	0	0	0	0	0	0	0	0	0	12	23-32	10
04:00	0	2	5	11	3	0	0	0	0	0	0	0	0	0	21	21-30	16
05:00	0	6	14	37	8	0	0	0	0	0	0	0	0	2	67	21-30	51
06:00	13	15	61	101	**23**	0	1	0	0	0	0	0	0	3	217	21-30	162
07:00	12	28	161	**136**	15	0	0	0	0	1	**1**	0	0	7	**361**	21-30	297
08:00	11	51	128	121	15	1	0	**1**	0	**2**	0	0	0	7	337	21-30	249
09:00	18	44	**179**	68	8	1	**2**	0	0	1	1	0	**1**	6	329	21-30	247
10:00	19	59	134	54	11	**4**	0	0	**1**	0	1	0	0	1	284	16-25	193
11:00	**39**	**78**	138	46	5	1	0	0	1	0	0	0	1	**13**	322	16-25	216
12 PM	38	69	**170**	54	**10**	1	0	1	0	**2**	**2**	0	1	**19**	367	16-25	239
13:00	37	**96**	128	61	5	2	0	2	1	0	2	0	0	7	341	16-25	224
14:00	30	93	166	74	7	**4**	1	**3**	**2**	2	0	0	1	10	**393**	16-25	259
15:00	15	57	144	**89**	5	1	1	2	0	0	2	0	0	10	326	21-30	233
16:00	37	95	150	52	9	0	**3**	2	1	2	1	**1**	**5**	9	367	16-25	245
17:00	**40**	60	110	60	5	3	1	3	2	0	1	1	1	17	304	16-25	170
18:00	7	47	147	64	4	1	0	0	0	0	0	1	0	2	273	21-30	211
19:00	10	38	107	47	6	0	2	1	1	2	0	0	0	8	222	21-30	154
20:00	7	21	122	50	6	4	0	0	0	0	0	0	1	1	212	21-30	172
21:00	1	5	34	38	5	1	0	0	0	0	0	0	0	0	84	21-30	72
22:00	1	3	22	29	8	0	0	0	0	0	0	0	0	0	63	21-30	51
23:00	0	2	17	18	7	0	0	0	0	0	0	0	0	0	44	21-30	35
Total	337	871	2147	1238	177	25	11	15	9	12	11	3	11	122	4989		
Percent	6.8%	17.5%	43.0%	24.8%	3.5%	0.5%	0.2%	0.3%	0.2%	0.2%	0.2%	0.1%	0.2%	2.4%			
AM Peak	11:00	11:00	09:00	07:00	06:00	10:00	09:00	08:00	10:00	08:00	07:00		09:00	11:00	07:00		
Vol.	39	78	179	136	23	4	2	1	1	2	1		1	13	361		
PM Peak	17:00	13:00	12:00	15:00	12:00	14:00	16:00	14:00	14:00	12:00	12:00	16:00	16:00	12:00	14:00		
Vol.	40	96	170	89	10	4	3	3	2	2	2	1	5	19	393		

Route: 12B
ATR Placement: Approx. 300' E of 412
County: Oneida
Town: Clinton

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

EB

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	Pace Speed	Number in Pace
08/11/09	2	1	7	7	1	1	0	0	0	0	0	0	0	0	19	20-29	14
01:00	2	2	3	6	1	0	0	0	0	0	0	0	0	0	14	22-31	10
02:00	1	0	6	0	0	0	0	0	0	0	0	0	0	0	7	16-25	6
03:00	1	2	2	2	2	0	0	0	0	0	0	0	0	0	9	23-32	6
04:00	1	0	7	11	6	1	0	0	0	0	0	0	0	0	26	22-31	19
05:00	1	5	28	39	7	2	0	0	0	0	0	0	0	1	83	21-30	67
06:00	9	6	57	115	**24**	2	**2**	1	**1**	0	**1**	0	0	10	228	21-30	172
07:00	29	49	149	**117**	23	2	0	**2**	0	0	0	1	0	6	**378**	21-30	266
08:00	17	64	142	107	21	0	0	0	0	0	1	**2**	0	5	359	21-30	249
09:00	29	84	107	52	10	0	0	0	0	1	0	1	**1**	4	289	16-25	191
10:00	22	96	**153**	54	6	**4**	0	1	0	**2**	0	2	1	6	347	16-25	249
11:00	**46**	**106**	131	37	7	0	1	1	0	2	0	1	0	**12**	344	16-25	237
12 PM	65	106	109	26	4	**2**	2	0	0	1	1	**1**	1	17	335	16-25	215
13:00	55	104	138	27	7	0	1	2	0	2	1	0	0	10	347	16-25	242
14:00	44	**112**	137	37	2	2	1	1	0	0	**2**	1	**2**	8	349	16-25	249
15:00	**87**	87	93	36	**9**	0	**3**	**3**	1	1	0	1	0	14	335	16-25	180
16:00	53	99	132	37	6	1	2	1	0	**3**	0	1	0	**22**	357	16-25	231
17:00	40	111	**144**	34	5	1	0	2	**2**	2	2	1	0	18	**362**	16-25	255
18:00	37	86	124	**69**	9	0	0	0	1	2	1	1	0	12	342	16-25	210
19:00	35	112	103	21	2	0	0	3	0	1	0	1	0	8	286	16-25	215
20:00	37	69	92	22	1	0	2	1	0	1	0	0	0	10	235	16-25	161
21:00	8	34	57	33	8	1	0	0	0	0	0	0	0	0	141	17-26	92
22:00	5	5	38	27	2	1	0	1	0	0	0	0	1	0	80	21-30	65
23:00	5	9	10	22	7	0	0	0	0	0	0	0	0	1	54	21-30	32
Total	631	1349	1969	938	170	20	14	19	5	18	9	14	6	164	5326		
Percent	11.8%	25.3%	37.0%	17.6%	3.2%	0.4%	0.3%	0.4%	0.1%	0.3%	0.2%	0.3%	0.1%	3.1%			
AM Peak	11:00	11:00	10:00	07:00	06:00	10:00	06:00	07:00	06:00	10:00	06:00	08:00	09:00	11:00	07:00		
Vol.	46	106	153	117	24	4	2	2	1	2	1	2	1	12	378		
PM Peak	15:00	14:00	17:00	18:00	15:00	12:00	15:00	15:00	17:00	16:00	14:00	12:00	14:00	16:00	17:00		
Vol.	87	112	144	69	9	2	3	3	2	3	2	1	2	22	362		

Route: 12B
ATR Placement: Approx. 300' E of 412
County: Oneida
Town: Clinton

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

EB

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	Pace Speed	Number in Pace
08/12/09	2	6	6	12	3	0	0	0	0	0	0	0	0	0	29	20-29	18
01:00	2	0	6	6	1	0	1	0	0	0	0	0	0	0	16	21-30	12
02:00	0	1	4	4	2	0	0	0	0	0	0	0	0	0	11	20-29	9
03:00	0	0	3	6	5	0	0	0	0	0	0	0	0	0	14	23-32	11
04:00	1	0	7	8	3	0	0	0	0	0	0	0	0	0	19	21-30	15
05:00	0	2	23	34	11	0	0	0	0	0	0	0	0	0	70	21-30	57
06:00	3	12	70	**130**	**37**	**3**	0	0	0	0	0	0	0	0	255	21-30	200
07:00	16	46	**161**	111	17	2	0	**4**	0	0	1	0	**1**	**10**	**369**	21-30	272
08:00	26	74	146	85	11	3	**2**	0	0	0	0	0	1	8	356	21-30	231
09:00	12	62	121	85	10	1	0	2	**1**	0	**2**	**1**	1	9	307	21-30	206
10:00	23	66	139	59	6	0	1	2	0	**1**	1	0	0	6	304	16-25	205
11:00	**33**	**87**	149	52	8	0	1	3	0	1	1	1	0	9	345	16-25	236
12 PM	38	121	**143**	**31**	**7**	**2**	1	**2**	**1**	**1**	0	**1**	0	9	357	16-25	264
13:00	57	**130**	126	30	2	2	**3**	0	1	0	0	1	**1**	8	**361**	16-25	256
14:00	**84**	96	125	24	4	2	2	2	1	1	0	0	1	**11**	353	16-25	221
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	297	703	1229	677	127	15	11	15	4	4	5	4	5	70	3166		
Percent	9.4%	22.2%	38.8%	21.4%	4.0%	0.5%	0.3%	0.5%	0.1%	0.1%	0.2%	0.1%	0.2%	2.2%			
AM Peak	11:00	11:00	07:00	06:00	06:00	06:00	08:00	07:00	09:00	10:00	09:00	09:00	07:00	07:00	07:00		
Vol.	33	87	161	130	37	3	2	4	1	1	2	1	1	10	369		
PM Peak	14:00	13:00	12:00	12:00	12:00	12:00	13:00	12:00	12:00	12:00		12:00	13:00	14:00	13:00		
Vol.	84	130	143	31	7	2	3	2	1	1		1	1	11	361		
Total	3910	7369	13111	7285	1200	149	103	105	50	68	71	59	49	913	34442		
Percent	11.4%	21.4%	38.1%	21.2%	3.5%	0.4%	0.3%	0.3%	0.1%	0.2%	0.2%	0.2%	0.1%	2.7%			

15th Percentile :	16 MPH
50th Percentile :	23 MPH
85th Percentile :	29 MPH
95th Percentile :	35 MPH

Stats

10 MPH Pace Speed :	16-25 MPH
Number in Pace :	20480
Percent in Pace :	59.5%
Number of Vehicles > 55 MPH :	1160
Percent of Vehicles > 55 MPH :	3.4%
Mean Speed(Average) :	25 MPH

Route: 12B
ATR Placement: Approx. 300' E of 412
County: Oneida
Town: Clinton

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

WB

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	Pace Speed	Number in Pace
08/05/09	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	23	104	137	26	6	0	0	0	2	2	**2**	0	0	7	309	16-25	241
15:00	28	104	**215**	43	8	**4**	**3**	1	**3**	**4**	2	2	**2**	14	**433**	16-25	319
16:00	32	**118**	158	57	5	1	3	0	3	1	1	2	2	**16**	399	16-25	276
17:00	**58**	86	167	56	5	4	3	**2**	0	1	1	**3**	2	15	403	16-25	253
18:00	18	66	174	66	4	0	1	0	0	1	2	2	0	15	349	17-26	241
19:00	8	74	142	49	2	2	0	1	0	0	0	0	0	3	281	16-25	216
20:00	16	55	159	52	2	1	0	0	0	0	1	1	0	6	293	16-25	214
21:00	3	26	95	**68**	6	1	3	0	0	0	0	0	0	1	203	21-30	163
22:00	3	14	45	43	4	1	0	0	0	0	0	0	0	5	115	21-30	88
23:00	3	7	21	35	**15**	0	0	0	0	0	0	0	0	0	81	21-30	56
Total	192	654	1313	495	57	14	13	4	8	9	9	10	6	82	2866		
Percent	6.7%	22.8%	45.8%	17.3%	2.0%	0.5%	0.5%	0.1%	0.3%	0.3%	0.3%	0.3%	0.2%	2.9%			
AM Peak Vol.																	
PM Peak Vol.	17:00 58	16:00 118	15:00 215	21:00 68	23:00 15	15:00 4	15:00 3	17:00 2	15:00 3	15:00 4	14:00 2	17:00 3	15:00 2	16:00 16	15:00 433		

Route: 12B
ATR Placement: Approx. 300' E of 412
County: Oneida
Town: Clinton

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

WB

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	Pace Speed	Number in Pace
08/06/09	1	2	15	14	6	0	0	0	0	0	0	0	0	0	38	21-30	29
01:00	0	1	1	13	4	0	0	0	0	0	0	0	0	0	19	25-34	18
02:00	0	0	5	9	2	0	0	0	0	0	0	0	0	0	16	21-30	14
03:00	0	0	1	8	1	0	0	0	0	0	0	0	0	0	10	22-31	10
04:00	1	0	1	6	1	0	0	0	0	0	0	0	0	0	9	22-31	8
05:00	0	1	6	38	14	4	0	0	0	0	0	0	0	0	63	25-34	52
06:00	2	12	33	67	**27**	**6**	0	0	0	**1**	0	0	0	4	152	21-30	100
07:00	7	10	84	85	24	2	1	**2**	**1**	0	**1**	0	0	3	220	21-30	169
08:00	10	23	99	**102**	21	2	0	0	0	0	0	1	0	6	264	21-30	201
09:00	9	24	136	76	11	1	2	0	0	0	0	**2**	**1**	3	265	21-30	212
10:00	14	84	**137**	39	7	1	1	1	1	0	1	0	0	7	293	16-25	221
11:00	**101**	**135**	54	15	5	1	**3**	2	1	1	1	1	0	**23**	**343**	16-25	189
12 PM	100	144	61	7	0	1	**2**	0	0	**2**	0	1	**3**	11	332	16-25	205
13:00	80	131	81	12	0	**2**	2	1	1	2	0	1	0	12	325	16-25	212
14:00	**103**	134	78	4	4	2	2	3	1	0	2	**2**	3	13	351	16-25	212
15:00	88	143	90	8	4	0	1	0	2	2	**3**	1	2	8	352	16-25	233
16:00	95	113	80	9	1	2	0	3	0	2	1	1	1	11	319	16-25	193
17:00	90	**171**	144	15	3	2	1	**5**	0	2	1	1	0	**18**	**453**	16-25	315
18:00	28	145	**168**	25	6	1	2	0	0	0	2	0	0	10	387	16-25	313
19:00	30	160	103	20	3	1	1	1	**3**	0	0	0	0	10	332	16-25	263
20:00	28	112	114	18	3	1	1	0	0	0	2	0	0	6	285	16-25	226
21:00	5	38	79	44	3	0	0	0	0	0	0	0	0	2	171	20-29	123
22:00	2	9	33	**54**	**8**	1	0	0	0	0	0	0	0	1	108	21-30	87
23:00	1	4	26	36	7	0	0	0	0	0	0	0	0	0	74	21-30	62
Total	795	1596	1629	724	165	30	19	18	10	12	14	11	10	148	5181		
Percent	15.3%	30.8%	31.4%	14.0%	3.2%	0.6%	0.4%	0.3%	0.2%	0.2%	0.3%	0.2%	0.2%	2.9%			
AM Peak	11:00	11:00	10:00	08:00	06:00	06:00	11:00	07:00	07:00	06:00	07:00	09:00	09:00	11:00	11:00		
Vol.	101	135	137	102	27	6	3	2	1	1	1	2	1	23	343		
PM Peak	14:00	17:00	18:00	22:00	22:00	13:00	12:00	17:00	19:00	12:00	15:00	14:00	12:00	17:00	17:00		
Vol.	103	171	168	54	8	2	2	5	3	2	3	2	3	18	453		

Route: 12B
ATR Placement: Approx. 300' E of 412
County: Oneida
Town: Clinton

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

WB

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	Pace Speed	Number in Pace
08/07/09	1	3	10	25	6	0	0	0	0	0	0	0	0	0	45	21-30	35
01:00	1	1	11	10	3	0	0	0	0	0	0	0	0	0	26	21-30	21
02:00	1	2	6	8	2	0	0	0	0	0	0	0	0	0	19	19-28	14
03:00	0	0	0	7	0	1	0	0	0	0	0	0	0	0	8	21-30	7
04:00	1	1	3	2	2	2	0	0	0	0	0	0	0	0	11	28-37	6
05:00	1	0	6	32	19	3	0	0	0	0	0	0	0	0	61	26-35	51
06:00	0	4	23	63	**26**	**6**	2	0	0	0	**1**	0	0	0	125	23-32	89
07:00	18	9	64	**106**	26	0	0	0	0	**2**	0	**2**	0	6	233	21-30	170
08:00	9	30	101	79	20	2	2	1	0	1	1	0	0	6	252	21-30	180
09:00	16	47	**165**	61	8	0	1	2	0	0	0	1	0	8	309	21-30	226
10:00	34	68	157	35	2	2	0	0	**1**	1	1	2	0	7	**310**	16-25	225
11:00	**36**	**94**	119	32	5	2	**3**	**3**	1	2	1	0	**1**	**11**	310	16-25	213
12 PM	63	116	146	39	7	0	2	1	0	0	**3**	1	**2**	12	392	16-25	262
13:00	**64**	123	112	16	5	1	1	**2**	**2**	2	0	1	1	15	345	16-25	235
14:00	43	**139**	129	20	2	1	2	2	0	0	2	0	1	14	355	16-25	268
15:00	51	103	141	33	2	1	2	1	0	2	0	**2**	1	8	347	16-25	244
16:00	53	118	192	52	4	0	1	1	2	0	2	0	0	13	**438**	16-25	310
17:00	29	84	**213**	62	4	**2**	1	0	2	**3**	0	0	0	**17**	417	16-25	297
18:00	25	77	187	57	3	0	**3**	1	1	1	2	0	1	15	373	16-25	264
19:00	16	71	134	61	9	1	0	0	0	3	0	0	0	4	299	16-25	205
20:00	12	38	119	60	2	0	1	0	1	0	0	0	0	3	236	21-30	179
21:00	8	26	116	75	8	0	0	1	0	0	0	0	0	3	237	21-30	191
22:00	3	12	64	**79**	**13**	0	0	1	0	1	0	0	0	2	175	21-30	143
23:00	0	7	43	54	8	0	1	0	0	0	0	0	0	1	114	21-30	97
Total	485	1173	2261	1068	186	24	22	16	10	18	13	9	7	145	5437		
Percent	8.9%	21.6%	41.6%	19.6%	3.4%	0.4%	0.4%	0.3%	0.2%	0.3%	0.2%	0.2%	0.1%	2.7%			
AM Peak	11:00	11:00	09:00	07:00	06:00	06:00	11:00	11:00	10:00	07:00	06:00	07:00	11:00	11:00	10:00		
Vol.	36	94	165	106	26	6	3	3	1	2	1	2	1	11	310		
PM Peak	13:00	14:00	17:00	22:00	22:00	17:00	18:00	13:00	13:00	17:00	12:00	15:00	12:00	17:00	16:00		
Vol.	64	139	213	79	13	2	3	2	2	3	3	2	2	17	438		

Route: 12B
ATR Placement: Approx. 300' E of 412
County: Oneida
Town: Clinton

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

WB

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	Pace Speed	Number in Pace
08/08/09	2	4	15	27	7	**6**	0	0	0	0	0	0	0	0	61	21-30	42
01:00	0	3	15	13	6	0	0	0	0	0	0	0	0	0	37	21-30	28
02:00	0	1	1	8	6	1	0	0	0	0	0	0	0	1	18	25-34	14
03:00	0	0	1	6	4	0	0	0	0	0	0	0	0	0	11	25-34	11
04:00	1	0	0	9	3	0	0	0	0	0	0	0	0	0	13	24-33	12
05:00	1	0	2	16	11	2	0	0	0	0	0	0	0	0	32	26-35	27
06:00	1	2	10	38	16	3	0	0	0	0	0	0	0	1	71	26-35	54
07:00	3	4	28	62	19	5	0	0	0	0	0	0	0	3	124	21-30	90
08:00	1	7	51	**87**	17	1	0	0	**1**	1	0	0	0	2	168	21-30	138
09:00	9	24	93	87	**24**	3	0	0	0	1	1	**2**	0	10	254	21-30	180
10:00	**18**	**75**	165	68	5	5	**2**	**3**	1	**2**	2	2	0	**16**	**364**	16-25	240
11:00	12	57	**182**	73	4	2	2	2	0	2	**5**	0	0	8	349	21-30	255
12 PM	**26**	**117**	157	61	3	1	**1**	**1**	0	**1**	0	1	0	**14**	**383**	16-25	274
13:00	17	99	162	58	4	0	1	1	**1**	1	**1**	0	0	6	351	16-25	261
14:00	14	42	155	78	5	1	0	0	0	1	1	1	1	8	307	21-30	233
15:00	15	45	161	77	3	1	1	0	0	1	1	1	1	6	313	21-30	238
16:00	8	51	**171**	80	7	**2**	1	0	0	0	1	0	**2**	3	326	21-30	251
17:00	7	37	146	**91**	5	1	1	0	0	0	0	**2**	0	4	294	21-30	237
18:00	6	30	138	78	**8**	0	1	0	0	0	0	0	2	2	265	21-30	216
19:00	8	31	136	89	8	1	1	1	1	0	0	0	0	5	281	21-30	225
20:00	8	41	124	53	5	0	0	0	0	1	0	0	1	5	238	21-30	177
21:00	2	19	76	52	7	0	0	1	0	0	0	0	1	1	159	21-30	128
22:00	4	18	53	50	3	0	0	0	0	0	0	0	1	5	134	21-30	103
23:00	3	2	21	39	4	0	0	0	0	0	0	0	0	0	69	21-30	60
Total	166	709	2063	1300	184	35	11	9	4	11	12	9	9	100	4622		
Percent	3.6%	15.3%	44.6%	28.1%	4.0%	0.8%	0.2%	0.2%	0.1%	0.2%	0.3%	0.2%	0.2%	2.2%			
AM Peak	10:00	10:00	11:00	08:00	09:00	00:00	10:00	10:00	08:00	10:00	11:00	09:00		10:00	10:00		
Vol.	18	75	182	87	24	6	2	3	1	2	5	2		16	364		
PM Peak	12:00	12:00	16:00	17:00	18:00	16:00	12:00	12:00	13:00	12:00	13:00	17:00	16:00	12:00	12:00		
Vol.	26	117	171	91	8	2	1	1	1	1	1	2	2	14	383		

Route: 12B
ATR Placement: Approx. 300' E of 412
County: Oneida
Town: Clinton

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

WB

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	Pace Speed	Number in Pace
08/09/09	1	8	19	30	8	0	0	0	0	0	0	0	0	0	66	21-30	49
01:00	1	2	11	14	5	0	0	0	0	0	0	0	0	0	33	21-30	25
02:00	1	1	10	7	2	0	0	0	0	0	0	0	0	0	21	20-29	17
03:00	0	1	0	6	2	0	0	0	0	0	0	0	0	0	9	23-32	8
04:00	0	0	1	4	2	0	0	0	0	0	0	0	0	0	7	23-32	7
05:00	1	0	3	13	8	**2**	0	0	0	0	0	0	0	0	27	24-33	21
06:00	0	3	3	20	15	0	**1**	0	0	0	0	0	0	0	42	26-35	35
07:00	0	4	34	42	14	0	0	0	0	0	0	0	0	0	94	21-30	76
08:00	4	5	29	60	**21**	1	1	0	0	0	0	0	0	2	123	21-30	89
09:00	2	8	66	76	16	0	0	**1**	0	0	0	0	0	3	172	21-30	142
10:00	4	18	85	**96**	14	1	1	0	**1**	0	0	0	**2**	3	225	21-30	181
11:00	**13**	**22**	**108**	94	7	1	1	0	0	**1**	0	**1**	0	**10**	**258**	21-30	202
12 PM	14	36	**177**	94	9	**3**	0	**2**	**1**	0	**2**	1	0	6	**345**	21-30	271
13:00	**23**	26	144	98	**18**	0	0	2	0	0	1	0	0	5	317	21-30	242
14:00	12	49	134	85	3	2	0	0	1	0	1	**2**	0	8	297	21-30	219
15:00	13	**53**	148	104	6	0	**1**	1	0	0	0	2	**1**	**11**	340	21-30	252
16:00	10	25	142	97	17	1	1	1	0	**1**	0	0	1	7	303	21-30	239
17:00	8	15	82	**120**	16	2	1	0	0	0	0	1	0	8	253	21-30	202
18:00	6	18	118	100	16	1	0	0	0	0	0	0	1	2	262	21-30	218
19:00	4	18	95	87	9	0	1	2	0	0	1	0	0	4	221	21-30	182
20:00	5	14	71	70	7	0	0	0	0	0	0	0	0	2	169	21-30	141
21:00	2	10	51	56	15	0	0	1	0	0	0	0	0	1	136	21-30	107
22:00	1	4	19	32	6	1	0	0	0	0	0	0	0	0	63	21-30	51
23:00	0	2	7	36	8	0	0	0	0	0	0	0	0	0	53	24-33	46
Total	125	342	1557	1441	244	15	8	10	3	2	5	7	5	72	3836		
Percent	3.3%	8.9%	40.6%	37.6%	6.4%	0.4%	0.2%	0.3%	0.1%	0.1%	0.1%	0.2%	0.1%	1.9%			
AM Peak	11:00	11:00	11:00	10:00	08:00	05:00	06:00	09:00	10:00	11:00		11:00	10:00	11:00	11:00		
Vol.	13	22	108	96	21	2	1	1	1	1		1	2	10	258		
PM Peak	13:00	15:00	12:00	17:00	13:00	12:00	15:00	12:00	12:00	16:00	12:00	14:00	15:00	15:00	12:00		
Vol.	23	53	177	120	18	3	1	2	1	1	2	2	1	11	345		

Route: 12B
ATR Placement: Approx. 300' E of 412
County: Oneida
Town: Clinton

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

WB

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	Pace Speed	Number in Pace
08/10/09	1	1	4	13	10	1	0	0	0	0	0	0	0	0	30	26-35	23
01:00	0	0	3	4	4	0	0	0	0	0	0	0	0	0	11	23-32	9
02:00	0	0	2	3	2	0	0	0	0	0	0	0	0	0	7	23-32	7
03:00	1	0	1	6	3	0	0	0	0	0	0	0	0	0	11	24-33	10
04:00	0	0	4	4	2	1	**1**	0	0	0	0	0	0	0	12	22-31	9
05:00	0	0	19	29	13	1	0	0	0	**1**	0	0	0	2	65	21-30	48
06:00	5	0	27	76	**31**	3	0	1	0	0	0	**1**	0	2	146	24-33	107
07:00	13	23	75	**94**	20	4	1	0	0	1	**1**	0	0	6	238	21-30	169
08:00	3	17	67	89	24	2	1	0	0	0	0	0	0	4	207	21-30	156
09:00	8	13	101	91	21	1	0	0	**2**	1	0	0	0	6	244	21-30	192
10:00	**25**	27	**142**	75	10	**6**	1	0	0	1	1	0	0	4	292	21-30	217
11:00	24	**64**	135	66	6	1	0	**3**	1	0	1	1	0	**11**	**313**	17-26	201
12 PM	33	71	182	73	6	2	**2**	1	**2**	1	**2**	0	0	11	386	19-28	256
13:00	26	69	152	84	6	**4**	1	2	1	1	2	**2**	**1**	6	357	21-30	236
14:00	19	64	193	81	6	0	0	0	0	**3**	2	1	0	5	374	21-30	274
15:00	16	60	**216**	**111**	12	1	1	**3**	0	1	1	1	0	4	427	21-30	327
16:00	**50**	**137**	176	65	5	3	2	2	0	1	1	2	1	**22**	**467**	16-25	313
17:00	38	85	178	92	8	1	2	0	1	0	2	1	1	12	421	21-30	270
18:00	10	34	151	108	10	1	0	1	0	0	0	0	1	3	319	21-30	259
19:00	13	34	140	84	5	2	0	0	0	0	1	0	0	3	282	21-30	224
20:00	6	13	90	90	14	1	1	0	0	1	0	0	0	1	217	21-30	180
21:00	2	5	53	84	5	1	0	0	0	0	0	0	0	0	150	21-30	137
22:00	0	4	31	44	**16**	1	0	0	0	0	0	0	0	0	96	21-30	75
23:00	0	0	13	28	14	0	0	0	0	0	0	0	0	0	55	23-32	43
Total	293	721	2155	1494	253	37	13	13	7	12	14	9	4	102	5127		
Percent	5.7%	14.1%	42.0%	29.1%	4.9%	0.7%	0.3%	0.3%	0.1%	0.2%	0.3%	0.2%	0.1%	2.0%			
AM Peak	10:00	11:00	10:00	07:00	06:00	10:00	04:00	11:00	09:00	05:00	07:00	06:00		11:00	11:00		
Vol.	25	64	142	94	31	6	1	3	2	1	1	1		11	313		
PM Peak	16:00	16:00	15:00	15:00	22:00	13:00	12:00	15:00	12:00	14:00	12:00	13:00	13:00	16:00	16:00		
Vol.	50	137	216	111	16	4	2	3	2	3	2	2	1	22	467		

Route: 12B
ATR Placement: Approx. 300' E of 412
County: Oneida
Town: Clinton

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

WB

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	Pace Speed	Number in Pace
08/11/09	2	1	11	14	4	0	0	0	0	0	0	0	0	0	32	21-30	25
01:00	2	1	4	6	2	0	0	0	0	0	0	0	0	0	15	22-31	11
02:00	5	1	4	3	1	0	0	0	0	0	0	0	0	0	14	19-28	8
03:00	0	1	4	5	0	0	0	0	0	0	0	0	0	0	10	20-29	9
04:00	0	1	4	7	4	1	0	0	0	0	0	0	0	0	17	22-31	12
05:00	0	0	14	32	18	0	1	0	0	0	0	0	0	0	65	24-33	50
06:00	3	6	32	65	**26**	**3**	**2**	0	1	0	1	0	0	6	145	21-30	97
07:00	5	8	79	**114**	21	1	0	**1**	1	0	1	0	**1**	5	237	21-30	193
08:00	12	20	105	106	17	2	0	0	0	0	1	0	0	**7**	270	21-30	211
09:00	14	34	112	83	6	1	2	0	0	0	1	0	1	7	261	21-30	195
10:00	12	57	145	54	2	1	0	0	**3**	0	1	**1**	1	6	283	16-25	202
11:00	**24**	**71**	**173**	47	8	1	0	1	1	**1**	**3**	0	0	7	**337**	16-25	244
12 PM	35	112	175	52	3	4	1	1	**2**	1	0	1	0	14	401	16-25	287
13:00	**45**	84	151	40	**10**	2	0	1	0	0	0	0	1	**16**	350	16-25	235
14:00	32	95	139	60	2	3	**3**	2	0	2	**2**	0	1	12	353	16-25	234
15:00	42	94	177	51	4	4	3	**3**	2	**3**	1	1	1	11	397	16-25	271
16:00	24	108	**211**	50	5	1	2	1	1	1	1	**3**	0	15	**423**	16-25	319
17:00	36	92	179	**67**	4	**5**	1	2	1	0	1	0	**2**	12	402	16-25	271
18:00	16	72	158	62	8	1	1	1	1	0	0	0	2	10	332	16-25	230
19:00	14	81	136	19	0	4	1	0	0	1	0	0	1	4	261	16-25	217
20:00	16	**118**	121	21	1	0	2	0	0	1	2	0	0	9	291	16-25	239
21:00	4	41	101	40	3	0	0	0	0	0	2	0	0	2	193	16-25	142
22:00	4	13	49	52	8	0	0	0	0	0	0	0	0	1	127	21-30	101
23:00	3	5	36	32	3	0	0	0	0	0	1	0	0	1	81	21-30	68
Total	350	1116	2320	1082	160	34	19	13	13	10	18	6	11	145	5297		
Percent	6.6%	21.1%	43.8%	20.4%	3.0%	0.6%	0.4%	0.2%	0.2%	0.2%	0.3%	0.1%	0.2%	2.7%			
AM Peak	11:00	11:00	11:00	07:00	06:00	06:00	06:00	07:00	10:00	11:00	11:00	10:00	07:00	08:00	11:00		
Vol.	24	71	173	114	26	3	2	1	3	1	3	1	1	7	337		
PM Peak	13:00	20:00	16:00	17:00	13:00	17:00	14:00	15:00	12:00	15:00	14:00	16:00	17:00	13:00	16:00		
Vol.	45	118	211	67	10	5	3	3	2	3	2	3	2	16	423		

Route: 12B
ATR Placement: Approx. 300' E of 412
County: Oneida
Town: Clinton

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

WB

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	Pace Speed	Number in Pace
08/12/09	2	0	8	16	5	1	0	0	0	0	0	0	0	0	32	21-30	24
01:00	0	4	5	7	3	0	0	0	0	0	0	0	0	1	20	18-27	12
02:00	1	1	3	5	2	0	0	0	0	0	0	0	0	0	12	23-32	10
03:00	1	0	3	8	2	0	0	0	0	0	0	0	0	0	14	23-32	13
04:00	1	0	4	7	3	0	0	0	0	0	0	0	0	0	15	22-31	12
05:00	0	0	16	26	17	3	0	0	0	0	0	0	0	0	62	23-32	44
06:00	4	4	25	71	**29**	**6**	1	0	**1**	0	0	0	1	2	144	25-34	100
07:00	11	24	90	86	16	1	1	2	1	1	1	**1**	1	7	243	21-30	176
08:00	11	40	118	90	12	2	**2**	1	1	1	0	1	1	**13**	293	21-30	208
09:00	10	31	143	**108**	4	0	0	1	1	0	1	1	**2**	6	308	21-30	251
10:00	16	55	136	83	6	2	0	1	1	**3**	2	1	0	8	314	21-30	219
11:00	**29**	**68**	**153**	64	10	1	0	**3**	1	1	**3**	0	0	12	**345**	16-25	221
12 PM	25	67	**193**	**58**	3	**2**	0	**2**	**2**	**1**	0	0	0	**13**	**366**	16-25	260
13:00	10	93	131	47	**4**	1	1	1	0	1	0	0	0	8	297	16-25	224
14:00	**39**	**103**	124	43	1	0	**2**	0	0	0	**1**	**1**	**1**	7	322	16-25	227
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	160	490	1152	719	117	19	7	11	8	8	8	5	6	77	2787		
Percent	5.7%	17.6%	41.3%	25.8%	4.2%	0.7%	0.3%	0.4%	0.3%	0.3%	0.3%	0.2%	0.2%	2.8%			
AM Peak	11:00	11:00	11:00	09:00	06:00	06:00	08:00	11:00	06:00	10:00	11:00	07:00	09:00	08:00	11:00		
Vol.	29	68	153	108	29	6	2	3	1	3	3	1	2	13	345		
PM Peak	14:00	14:00	12:00	12:00	13:00	12:00	14:00	12:00	12:00	12:00	14:00	14:00	14:00	12:00	12:00		
Vol.	39	103	193	58	4	2	2	2	2	1	1	1	1	13	366		
Total	2566	6801	14450	8323	1366	208	112	94	63	82	93	66	58	871	35153		
Percent	7.3%	19.3%	41.1%	23.7%	3.9%	0.6%	0.3%	0.3%	0.2%	0.2%	0.3%	0.2%	0.2%	2.5%			

	15th Percentile :	17 MPH
	50th Percentile :	23 MPH
	85th Percentile :	29 MPH
	95th Percentile :	35 MPH

Stats	10 MPH Pace Speed :	21-30 MPH
	Number in Pace :	22773
	Percent in Pace :	64.8%
	Number of Vehicles > 55 MPH :	1170
	Percent of Vehicles > 55 MPH :	3.3%
	Mean Speed(Average) :	25 MPH

Route: 12B
ATR Placement: Approx. 300' E of 412
County: Oneida
Town: Clinton

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

Start	03-Aug-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	*	*	*	*	24	38	23	45	31	61	33	66	28	52
01:00	*	*	*	*	*	*	16	19	7	26	16	37	18	33	14	29
02:00	*	*	*	*	*	*	14	16	19	19	18	18	26	21	19	18
03:00	*	*	*	*	*	*	13	10	14	8	15	11	7	9	12	10
04:00	*	*	*	*	*	*	19	9	15	11	12	13	12	7	14	10
05:00	*	*	*	*	*	*	78	63	70	61	37	32	25	27	52	46
06:00	*	*	*	*	*	*	246	152	219	125	87	71	69	42	155	98
07:00	*	*	*	*	*	*	386	220	374	233	141	124	91	94	248	168
08:00	*	*	*	*	*	*	**390**	264	342	252	258	168	176	123	292	202
09:00	*	*	*	*	*	*	348	265	359	309	312	254	220	172	310	250
10:00	*	*	*	*	*	*	319	293	**375**	**310**	**356**	**364**	257	225	**327**	298
11:00	*	*	*	*	*	*	306	**343**	361	310	353	349	**287**	**258**	327	**315**
12:00 PM	*	*	*	*	*	*	344	332	334	392	**323**	**383**	300	**345**	**325**	363
01:00	*	*	*	*	*	*	316	325	331	345	303	351	303	317	313	334
02:00	*	*	*	*	262	309	317	351	335	355	284	307	**325**	297	305	324
03:00	*	*	*	*	313	**433**	275	352	360	347	264	313	253	340	293	357
04:00	*	*	*	*	**393**	399	**347**	319	339	**438**	293	326	235	303	321	357
05:00	*	*	*	*	356	403	301	**453**	**364**	417	287	294	233	253	308	**364**
06:00	*	*	*	*	303	349	280	387	324	373	241	265	213	262	272	327
07:00	*	*	*	*	224	281	256	332	258	299	208	281	187	221	227	283
08:00	*	*	*	*	177	293	243	285	182	236	180	238	161	169	189	244
09:00	*	*	*	*	89	203	133	171	125	237	122	159	92	136	112	181
10:00	*	*	*	*	150	115	171	108	198	175	216	134	59	63	159	119
11:00	*	*	*	*	46	81	53	74	72	114	76	69	38	53	57	78
Lane	0	0	0	0	2313	2866	5195	5181	5400	5437	4433	4622	3620	3836	4679	4827
Day	0		0		5179		10376		10837		9055		7456		9506	
AM Peak							08:00	11:00	10:00	10:00	10:00	10:00	11:00	11:00	10:00	11:00
Vol.							390	343	375	310	356	364	287	258	327	315
PM Peak					16:00	15:00	16:00	17:00	17:00	16:00	12:00	12:00	14:00	12:00	12:00	17:00
Vol.					393	433	347	453	364	438	323	383	325	345	325	364

Route: 12B
ATR Placement: Approx. 300' E of 412
County: Oneida
Town: Clinton

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

Start Time	10-Aug-09 EB	10-Aug-09 WB	Tue EB	Tue WB	Wed EB	Wed WB	Thu EB	Thu WB	Fri EB	Fri WB	Sat EB	Sat WB	Sun EB	Sun WB	Week Average EB	Week Average WB
12:00 AM	22	30	19	32	29	32	*	*	*	*	*	*	*	*	23	31
01:00	10	11	14	15	16	20	*	*	*	*	*	*	*	*	13	15
02:00	11	7	7	14	11	12	*	*	*	*	*	*	*	*	10	11
03:00	12	11	9	10	14	14	*	*	*	*	*	*	*	*	12	12
04:00	21	12	26	17	19	15	*	*	*	*	*	*	*	*	22	15
05:00	67	65	83	65	70	62	*	*	*	*	*	*	*	*	73	64
06:00	217	146	228	145	255	144	*	*	*	*	*	*	*	*	233	145
07:00	**361**	238	**378**	237	**369**	243	*	*	*	*	*	*	*	*	**369**	239
08:00	337	207	359	270	356	293	*	*	*	*	*	*	*	*	351	257
09:00	329	244	289	261	307	308	*	*	*	*	*	*	*	*	308	271
10:00	284	292	347	283	304	314	*	*	*	*	*	*	*	*	312	296
11:00	322	**313**	344	**337**	345	**345**	*	*	*	*	*	*	*	*	337	**332**
12:00 PM	367	386	335	401	357	**366**	*	*	*	*	*	*	*	*	353	384
01:00	341	357	347	350	**361**	297	*	*	*	*	*	*	*	*	350	335
02:00	**393**	374	349	353	353	322	*	*	*	*	*	*	*	*	**365**	350
03:00	326	427	335	397	*	*	*	*	*	*	*	*	*	*	330	412
04:00	367	**467**	357	**423**	*	*	*	*	*	*	*	*	*	*	362	**445**
05:00	304	421	**362**	402	*	*	*	*	*	*	*	*	*	*	333	412
06:00	273	319	342	332	*	*	*	*	*	*	*	*	*	*	308	326
07:00	222	282	286	261	*	*	*	*	*	*	*	*	*	*	254	272
08:00	212	217	235	291	*	*	*	*	*	*	*	*	*	*	224	254
09:00	84	150	141	193	*	*	*	*	*	*	*	*	*	*	112	172
10:00	63	96	80	127	*	*	*	*	*	*	*	*	*	*	72	112
11:00	44	55	54	81	*	*	*	*	*	*	*	*	*	*	49	68
Lane	4989	5127	5326	5297	3166	2787	0	0	0	0	0	0	0	0	5175	5230
Day	10116		10623		5953		0		0		0		0		10405	
AM Peak	07:00	11:00	07:00	11:00	07:00	11:00									07:00	11:00
Vol.	361	313	378	337	369	345									369	332
PM Peak	14:00	16:00	17:00	16:00	13:00	12:00									14:00	16:00
Vol.	393	467	362	423	361	366									365	445

Comb. Total	10116	10623	11132	10376	10837	9055	7456	19911
ADT	ADT 10,488	AADT 10,488						

Route:12B
ATR Placement: Approx 1mile S of 412
County: Oneida
Town: Clinton

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

NB

Start Time	Bikes	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	Total
07/29/09	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	1	117	35	0	5	0	0	1	**3**	0	0	0	0	162
13:00	**4**	132	35	2	6	**2**	1	2	1	**1**	0	0	0	186
14:00	2	111	37	1	6	2	**3**	**4**	0	0	0	0	0	166
15:00	1	**144**	**40**	2	**10**	2	0	2	0	1	0	0	0	**202**
16:00	1	134	31	**4**	4	0	0	3	1	0	0	0	0	178
17:00	2	123	40	0	4	1	0	2	0	0	0	0	0	172
18:00	0	100	34	0	4	0	0	0	1	0	0	0	0	139
19:00	1	73	16	1	1	0	0	0	0	0	0	0	0	92
20:00	0	44	22	1	0	1	0	0	0	0	0	0	0	68
21:00	0	35	5	0	2	0	0	0	0	0	0	0	0	42
22:00	0	25	7	0	0	0	0	0	0	0	0	0	0	32
23:00	0	15	1	0	1	0	0	0	0	0	0	0	0	17
Day Total	12	1053	303	11	43	8	4	14	6	2	0	0	0	1456
Percent	0.8%	72.3%	20.8%	0.8%	3.0%	0.5%	0.3%	1.0%	0.4%	0.1%	0.0%	0.0%	0.0%	
AM Peak Vol.														
PM Peak	13:00	15:00	15:00	16:00	15:00	13:00	14:00	14:00	12:00	13:00				15:00
Vol.	4	144	40	4	10	2	3	4	3	1				202

Route:12B
ATR Placement: Approx 1mile S of 412
County: Oneida
Town: Clinton

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

NB

Start Time	Bikes	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	Total
07/30/09	0	14	0	1	0	0	0	0	0	0	0	0	0	15
01:00	0	5	1	1	0	0	0	0	0	0	0	0	0	7
02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
03:00	0	4	3	0	2	0	0	0	0	0	0	0	0	9
04:00	0	8	3	0	1	0	0	0	0	0	0	0	0	12
05:00	1	33	13	0	2	0	0	1	0	0	0	0	0	50
06:00	**3**	94	36	0	5	1	0	0	0	1	0	0	0	140
07:00	3	**142**	**44**	0	8	1	0	0	0	0	0	0	0	**198**
08:00	1	138	37	0	8	2	0	**2**	1	**2**	0	0	0	191
09:00	1	120	38	1	8	**4**	0	2	**2**	1	0	0	0	177
10:00	0	107	41	0	3	1	0	2	0	1	0	0	0	155
11:00	3	115	38	**3**	**9**	1	0	0	1	0	0	0	0	170
12 PM	3	117	46	**2**	8	0	0	0	0	0	0	0	0	176
13:00	1	104	32	1	5	0	0	1	1	0	0	0	0	145
14:00	2	116	33	1	8	**3**	0	**3**	3	**4**	0	0	0	173
15:00	3	117	**47**	0	**12**	1	**2**	2	**5**	0	0	0	0	189
16:00	**7**	134	41	2	7	1	0	0	0	1	0	0	0	**193**
17:00	4	**148**	38	0	3	0	0	0	0	0	0	0	0	193
18:00	5	116	33	0	5	0	0	2	1	1	0	0	0	163
19:00	1	65	31	0	1	0	0	0	1	0	0	0	0	99
20:00	1	71	13	1	0	1	0	1	0	0	0	0	0	88
21:00	2	37	9	0	0	0	0	0	0	0	0	0	0	48
22:00	0	56	6	0	0	0	0	0	0	0	0	0	0	62
23:00	0	16	2	0	0	0	0	0	0	0	0	0	0	18
Day Total	41	1878	586	13	95	16	2	16	15	11	0	0	0	2673
Percent	1.5%	70.3%	21.9%	0.5%	3.6%	0.6%	0.1%	0.6%	0.6%	0.4%	0.0%	0.0%	0.0%	
AM Peak	06:00	07:00	07:00	11:00	11:00	09:00		08:00	09:00	08:00				07:00
Vol.	3	142	44	3	9	4		2	2	2				198
PM Peak	16:00	17:00	15:00	12:00	15:00	14:00	15:00	14:00	15:00	14:00				16:00
Vol.	7	148	47	2	12	3	2	3	5	4				193

Route:12B
ATR Placement: Approx 1mile S of 412
County: Oneida
Town: Clinton

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

NB

Start Time	Bikes	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	Total
07/31/09	0	8	0	0	0	0	0	0	0	0	0	0	0	8
01:00	0	6	0	0	0	0	0	1	0	0	0	0	0	7
02:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
03:00	0	1	2	0	1	0	0	0	0	0	0	0	0	4
04:00	0	6	3	0	0	0	0	0	0	0	0	0	0	9
05:00	0	30	14	0	0	1	0	0	0	0	0	0	0	45
06:00	**1**	86	37	0	3	1	**4**	4	1	0	0	0	0	137
07:00	1	154	34	0	6	1	2	1	2	**1**	0	0	0	202
08:00	1	**169**	53	**1**	**10**	**6**	3	1	**4**	1	0	0	0	**249**
09:00	0	137	41	1	8	3	4	4	3	1	0	0	0	202
10:00	1	130	**55**	0	2	3	4	**5**	1	1	0	0	0	202
11:00	1	136	45	0	7	3	1	2	1	0	0	0	0	196
12 PM	0	**176**	49	0	8	3	4	3	**1**	3	0	0	0	**247**
13:00	0	121	29	1	6	**4**	4	3	1	**4**	0	0	0	173
14:00	1	140	**51**	1	**11**	3	1	**4**	1	1	0	0	0	214
15:00	1	138	45	1	9	1	**7**	2	1	2	0	0	0	207
16:00	0	134	35	**2**	6	1	0	2	0	0	0	0	0	180
17:00	**3**	137	32	0	4	0	0	3	1	0	0	0	0	180
18:00	0	137	36	0	5	1	0	0	0	0	0	0	0	179
19:00	2	95	17	0	2	1	0	0	0	0	0	0	0	117
20:00	0	54	12	1	2	0	0	0	0	0	0	0	0	69
21:00	0	46	7	1	0	0	0	0	0	0	0	0	0	54
22:00	0	30	1	0	1	0	0	0	0	0	0	0	0	32
23:00	0	18	1	1	0	0	0	0	1	0	0	0	0	21
Day Total	12	2093	600	10	91	32	34	35	18	14	0	0	0	2939
Percent	0.4%	71.2%	20.4%	0.3%	3.1%	1.1%	1.2%	1.2%	0.6%	0.5%	0.0%	0.0%	0.0%	
AM Peak	06:00	08:00	10:00	08:00	08:00	08:00	06:00	10:00	08:00	07:00				08:00
Vol.	1	169	55	1	10	6	4	5	4	1				249
PM Peak	17:00	12:00	14:00	16:00	14:00	13:00	15:00	14:00	12:00	13:00				12:00
Vol.	3	176	51	2	11	4	7	4	1	4				247

Route:12B
ATR Placement: Approx 1mile S of 412
County: Oneida
Town: Clinton

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

NB

Start Time	Bikes	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	Total
08/01/09	0	10	0	0	1	0	0	0	0	0	0	0	0	11
01:00	0	7	0	0	1	0	0	0	0	0	0	0	0	8
02:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
03:00	0	3	3	0	0	0	0	1	0	0	0	0	0	7
04:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
05:00	0	16	7	0	1	0	0	0	0	0	0	0	0	24
06:00	2	49	12	0	0	0	0	0	**1**	0	0	0	0	64
07:00	3	48	15	0	2	0	0	**2**	1	0	0	0	0	71
08:00	2	97	27	**1**	1	0	0	1	0	0	0	0	0	129
09:00	**6**	116	**45**	0	4	0	0	0	0	0	0	0	0	171
10:00	5	**173**	43	0	**5**	**1**	0	0	0	0	0	0	0	**227**
11:00	4	154	38	0	3	0	0	1	1	0	0	0	0	201
12 PM	6	116	**28**	0	1	0	0	**1**	0	0	0	0	0	152
13:00	6	126	26	0	2	1	0	0	0	0	0	0	0	161
14:00	**10**	**145**	18	0	1	0	0	0	0	0	0	0	0	**174**
15:00	2	104	25	**1**	3	0	0	0	0	0	0	0	0	135
16:00	6	111	27	1	**6**	0	0	0	0	0	0	0	0	151
17:00	5	118	28	0	2	0	0	1	0	0	0	0	0	154
18:00	9	85	25	0	0	1	0	1	**1**	0	0	0	0	122
19:00	3	98	19	0	2	**2**	0	1	0	0	0	0	0	125
20:00	5	70	18	1	1	0	0	0	0	0	0	0	0	95
21:00	5	55	14	0	0	0	0	0	0	0	0	0	0	74
22:00	1	32	9	0	0	0	0	0	0	0	0	0	0	42
23:00	0	24	7	0	1	0	0	0	0	0	0	0	0	32
Day Total	80	1769	435	4	37	5	0	9	4	0	0	0	0	2343
Percent	3.4%	75.5%	18.6%	0.2%	1.6%	0.2%	0.0%	0.4%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	10:00	09:00	08:00	10:00	10:00		07:00	06:00					10:00
Vol.	6	173	45	1	5	1		2	1					227
PM Peak	14:00	14:00	12:00	15:00	16:00	19:00		12:00	18:00					14:00
Vol.	10	145	28	1	6	2		1	1					174

Route:12B
ATR Placement: Approx 1mile S of 412
County: Oneida
Town: Clinton

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

NB

Start Time	Bikes	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	Total
08/02/09	0	12	2	0	0	0	0	0	0	0	0	0	0	14
01:00	0	9	0	0	0	0	0	0	0	0	0	0	0	9
02:00	0	4	3	0	0	0	0	0	1	0	0	0	0	8
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	3	0	0	0	0	0	0	0	0	0	0	3
05:00	0	10	5	0	0	0	0	0	0	0	0	0	0	15
06:00	0	24	8	0	1	0	0	0	0	0	0	0	0	33
07:00	**1**	36	10	0	0	0	0	0	0	0	0	0	0	47
08:00	0	46	17	0	1	0	0	1	0	0	0	0	0	65
09:00	1	81	18	0	2	0	0	0	0	0	0	0	0	102
10:00	0	81	23	0	4	0	0	1	**3**	0	0	0	0	112
11:00	1	**136**	**33**	0	**5**	0	0	**2**	0	0	0	0	0	**177**
12 PM	1	101	23	0	3	**1**	0	0	0	0	0	0	0	129
13:00	0	**134**	**28**	0	3	0	0	0	0	0	0	0	0	**165**
14:00	**2**	124	15	0	1	0	0	0	0	0	0	0	0	142
15:00	0	106	16	**1**	3	0	0	**1**	0	0	0	0	0	127
16:00	0	85	15	1	2	0	0	0	0	0	0	0	0	103
17:00	0	87	24	0	1	0	0	0	0	0	0	0	0	112
18:00	1	77	12	0	**4**	1	0	0	0	0	0	0	0	95
19:00	2	75	11	0	1	0	0	0	0	0	0	0	0	89
20:00	2	74	14	1	0	0	0	0	0	0	0	0	0	91
21:00	0	43	3	0	0	0	0	1	0	0	0	0	0	47
22:00	0	28	4	0	1	0	0	0	0	0	0	0	0	33
23:00	0	13	0	0	0	0	0	0	0	0	0	0	0	13
Day Total	11	1386	288	3	32	2	0	6	4	0	0	0	0	1732
Percent	0.6%	80.0%	16.6%	0.2%	1.8%	0.1%	0.0%	0.3%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	11:00	11:00		11:00			11:00	10:00					11:00
Vol.	1	136	33		5			2	3					177
PM Peak	14:00	13:00	13:00	15:00	18:00	12:00		15:00						13:00
Vol.	2	134	28	1	4	1		1						165

Route:12B
ATR Placement: Approx 1mile S of 412
County: Oneida
Town: Clinton

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

NB

Start Time	Bikes	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	Total
08/03/09	0	5	0	0	0	0	0	0	1	0	0	0	0	6
01:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
02:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2
03:00	0	4	2	0	2	0	0	0	0	0	0	0	0	8
04:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
05:00	0	26	10	0	2	0	0	0	0	0	0	0	0	38
06:00	3	102	32	0	7	1	1	2	**2**	0	0	0	0	150
07:00	**4**	**168**	40	0	**9**	0	0	**3**	0	0	0	0	0	**224**
08:00	3	142	42	0	8	4	**2**	0	1	0	0	0	0	202
09:00	2	115	36	**3**	3	3	2	1	1	0	0	0	0	166
10:00	4	103	40	0	4	3	1	1	2	**1**	0	0	0	159
11:00	1	108	**43**	0	2	**5**	1	0	2	0	0	0	0	162
12 PM	5	106	28	0	5	**4**	2	2	0	**1**	0	0	0	153
13:00	5	97	25	2	6	3	0	0	1	0	0	0	0	139
14:00	2	106	32	0	**9**	3	**3**	**5**	**2**	0	0	0	0	162
15:00	0	122	**44**	1	9	4	1	0	2	0	0	0	0	**183**
16:00	1	123	36	**3**	7	1	0	1	0	0	0	0	0	172
17:00	4	**125**	33	0	5	1	0	0	1	0	0	0	0	169
18:00	4	88	21	0	5	0	0	0	0	1	0	0	0	119
19:00	**8**	74	13	0	3	0	0	0	0	0	0	0	0	98
20:00	7	54	20	1	0	0	0	1	0	0	0	0	0	83
21:00	2	48	9	0	2	0	0	0	0	0	0	0	0	61
22:00	1	26	7	0	1	0	0	0	0	0	0	0	0	35
23:00	1	12	5	0	0	0	0	0	1	0	0	0	0	19
Day Total	57	1760	521	10	89	32	13	16	16	3	0	0	0	2517
Percent	2.3%	69.9%	20.7%	0.4%	3.5%	1.3%	0.5%	0.6%	0.6%	0.1%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	11:00	09:00	07:00	11:00	08:00	07:00	06:00	10:00				07:00
Vol.	4	168	43	3	9	5	2	3	2	1				224
PM Peak	19:00	17:00	15:00	16:00	14:00	12:00	14:00	14:00	14:00	12:00				15:00
Vol.	8	125	44	3	9	4	3	5	2	1				183

Route:12B
ATR Placement: Approx 1mile S of 412
County: Oneida
Town: Clinton

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

NB

Start Time	Bikes	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	Total
08/04/09	0	11	2	0	0	0	0	0	0	0	0	0	0	13
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
03:00	0	0	1	0	1	0	0	0	0	0	0	0	0	2
04:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
05:00	2	27	15	0	2	0	0	0	0	0	0	0	0	46
06:00	**6**	126	41	1	9	2	1	1	0	**1**	0	0	0	188
07:00	4	**167**	**43**	0	8	0	0	**3**	1	1	0	0	0	**227**
08:00	1	140	33	0	**11**	2	1	3	1	0	0	0	0	192
09:00	4	109	36	3	10	1	2	2	1	1	0	0	0	169
10:00	2	104	27	**4**	9	0	**4**	1	**3**	0	0	0	0	154
11:00	1	102	31	1	9	**5**	1	0	1	0	0	0	0	151
12 PM	2	105	32	**2**	9	0	**5**	**3**	**1**	0	0	0	0	159
13:00	5	121	36	2	5	4	2	1	1	0	0	0	0	177
14:00	2	120	**39**	0	**16**	3	3	1	0	0	0	0	0	**184**
15:00	2	123	32	0	7	**5**	1	3	0	0	0	0	0	173
16:00	4	127	32	1	4	3	0	1	0	0	0	0	0	172
17:00	**7**	**133**	36	0	5	1	0	1	1	0	0	0	0	184
18:00	6	102	29	0	4	0	0	0	1	0	0	0	0	142
19:00	1	88	19	0	0	0	0	0	0	0	0	0	0	108
20:00	3	59	16	1	5	1	0	1	1	0	0	0	0	87
21:00	1	36	11	0	3	0	0	0	0	0	0	0	0	51
22:00	1	23	5	0	0	0	0	0	1	0	0	0	0	30
23:00	0	9	3	0	1	0	0	0	0	0	0	0	0	13
Day Total	54	1838	520	15	118	27	20	21	13	3	0	0	0	2629
Percent	2.1%	69.9%	19.8%	0.6%	4.5%	1.0%	0.8%	0.8%	0.5%	0.1%	0.0%	0.0%	0.0%	
AM Peak	06:00	07:00	07:00	10:00	08:00	11:00	10:00	07:00	10:00	06:00				07:00
Vol.	6	167	43	4	11	5	4	3	3	1				227
PM Peak	17:00	17:00	14:00	12:00	14:00	15:00	12:00	12:00	12:00					14:00
Vol.	7	133	39	2	16	5	5	3	1					184

Route:12B
ATR Placement: Approx 1mile S of 412
County: Oneida
Town: Clinton

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

NB

Start Time	Bikes	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	Total
08/05/09	0	7	1	0	1	0	0	0	0	0	0	0	0	9
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	2	3	0	0	0	0	0	0	0	0	0	0	5
03:00	0	2	3	0	0	0	0	0	0	0	0	0	0	5
04:00	0	6	2	0	0	0	0	0	**1**	0	0	0	0	9
05:00	1	35	14	0	2	0	0	0	0	0	0	0	0	52
06:00	2	111	**42**	0	8	2	1	0	0	**1**	0	0	0	167
07:00	**3**	**176**	35	0	6	1	2	2	0	1	0	0	0	**226**
08:00	0	157	36	**2**	**11**	1	1	0	0	1	0	0	0	209
09:00	1	96	36	2	6	**3**	1	3	1	0	0	0	0	149
10:00	3	106	35	0	5	2	**3**	**4**	1	0	0	0	0	159
11:00	2	93	39	2	8	3	3	0	0	0	0	0	0	150
12 PM	**1**	**107**	**35**	0	**3**	0	**1**	**1**	0	0	0	0	0	**148**
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Day Total	13	900	281	6	50	12	12	10	3	3	0	0	0	1290
Percent	1.0%	69.8%	21.8%	0.5%	3.9%	0.9%	0.9%	0.8%	0.2%	0.2%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	06:00	08:00	08:00	09:00	10:00	10:00	04:00	06:00				07:00
Vol.	3	176	42	2	11	3	3	4	1	1				226
PM Peak	12:00	12:00	12:00		12:00		12:00	12:00						12:00
Vol.	1	107	35		3		1	1						148
Grand Total	280	12677	3534	72	555	134	85	127	79	36	0	0	0	17579
Percent	1.6%	72.1%	20.1%	0.4%	3.2%	0.8%	0.5%	0.7%	0.4%	0.2%	0.0%	0.0%	0.0%	

Route:12B
ATR Placement: Approx 1mile S of 412
County: Oneida
Town: Clinton

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

SB

Start Time	Bikes	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	Total
07/29/09	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	0	78	30	0	8	3	0	0	**3**	0	0	0	0	122
13:00	0	121	36	**1**	2	2	0	0	2	0	0	0	0	164
14:00	1	133	34	1	7	**4**	**1**	1	1	0	0	0	0	183
15:00	1	170	**56**	0	**12**	0	1	**2**	2	0	0	0	0	**244**
16:00	0	167	53	1	6	1	0	1	0	0	0	0	0	229
17:00	**3**	**187**	43	1	6	0	0	2	0	**1**	0	0	0	243
18:00	1	137	35	0	5	0	0	0	0	0	0	0	0	178
19:00	0	99	16	0	2	2	0	0	0	0	0	0	0	119
20:00	2	97	27	0	5	0	0	0	0	0	0	0	0	131
21:00	0	64	12	0	1	0	0	1	0	0	0	0	0	78
22:00	0	49	11	0	3	0	0	0	0	0	0	0	0	63
23:00	0	33	4	1	0	0	0	1	0	0	0	0	0	39
Day Total	8	1335	357	5	57	12	2	8	8	1	0	0	0	1793
Percent	0.4%	74.5%	19.9%	0.3%	3.2%	0.7%	0.1%	0.4%	0.4%	0.1%	0.0%	0.0%	0.0%	
AM Peak Vol.														
PM Peak Vol.	17:00 3	17:00 187	15:00 56	13:00 1	15:00 12	14:00 4	14:00 1	15:00 2	12:00 3	17:00 1				15:00 244

Route:12B
ATR Placement: Approx 1mile S of 412
County: Oneida
Town: Clinton

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

SB

Start Time	Bikes	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	Total
07/30/09	0	15	5	0	0	0	0	1	0	0	0	0	0	21
01:00	0	9	1	1	2	0	0	0	0	0	0	0	0	13
02:00	0	9	2	0	0	0	0	0	0	0	0	0	0	11
03:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
04:00	0	6	2	2	0	0	0	0	0	0	0	0	0	10
05:00	1	9	6	1	1	1	0	0	2	**1**	0	0	0	22
06:00	1	25	21	**5**	6	**6**	0	2	0	0	0	0	0	66
07:00	**2**	51	18	4	2	2	0	1	0	0	0	0	0	80
08:00	2	67	18	0	4	0	0	2	**3**	0	0	0	0	96
09:00	0	60	18	1	**13**	2	0	0	2	1	0	0	0	97
10:00	0	70	24	1	4	2	0	**4**	2	0	0	0	0	107
11:00	0	**102**	**38**	3	3	1	0	1	2	1	0	0	0	**151**
12 PM	0	128	38	**3**	**11**	1	0	1	0	0	0	0	0	182
13:00	1	121	34	1	4	0	0	1	**2**	0	0	0	0	164
14:00	1	137	43	2	5	**2**	0	2	2	0	0	0	0	194
15:00	0	146	41	1	6	2	0	1	1	0	0	0	0	198
16:00	3	**215**	52	0	5	0	0	**3**	0	0	0	0	0	**278**
17:00	3	171	**53**	1	7	0	0	1	2	0	0	0	0	238
18:00	4	151	32	0	2	0	0	1	0	0	0	0	0	190
19:00	0	116	27	0	1	0	0	0	0	0	0	0	0	144
20:00	**7**	115	24	0	2	0	0	0	1	0	0	0	0	149
21:00	1	95	14	0	1	0	0	3	0	0	0	0	0	114
22:00	2	49	14	0	0	0	0	1	0	0	0	0	0	66
23:00	2	32	6	0	0	0	0	0	0	0	0	0	0	40
Day Total	30	1901	533	26	79	19	0	25	19	3	0	0	0	2635
Percent	1.1%	72.1%	20.2%	1.0%	3.0%	0.7%	0.0%	0.9%	0.7%	0.1%	0.0%	0.0%	0.0%	
AM Peak	07:00	11:00	11:00	06:00	09:00	06:00		10:00	08:00	05:00				11:00
Vol.	2	102	38	5	13	6		4	3	1				151
PM Peak	20:00	16:00	17:00	12:00	12:00	14:00		16:00	13:00					16:00
Vol.	7	215	53	3	11	2		3	2					278

Route:12B
ATR Placement: Approx 1mile S of 412
County: Oneida
Town: Clinton

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

SB

Start Time	Bikes	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	Total
07/31/09	0	23	2	0	1	0	0	0	0	0	0	0	0	26
01:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	3	1	1	0	0	0	1	0	0	0	0	0	6
04:00	0	5	4	0	0	0	0	0	0	1	0	0	0	10
05:00	0	7	2	0	1	1	0	0	1	**4**	0	0	0	16
06:00	1	36	19	0	6	**8**	0	0	3	0	0	0	0	73
07:00	1	49	16	0	3	4	0	2	4	1	0	0	0	80
08:00	**2**	66	24	1	5	2	**1**	2	2	2	0	0	**1**	108
09:00	0	60	31	**3**	**7**	6	0	1	2	0	0	0	0	110
10:00	2	**93**	38	1	5	5	0	**4**	**5**	0	0	0	0	153
11:00	2	93	**43**	3	6	7	0	2	4	0	0	0	0	**160**
12 PM	0	128	45	2	8	4	0	2	1	0	0	0	0	190
13:00	**2**	149	39	**4**	7	**7**	0	0	**3**	0	0	0	0	211
14:00	1	154	58	3	6	7	0	**3**	2	0	0	0	0	234
15:00	0	190	60	2	**10**	4	0	2	2	0	0	0	0	270
16:00	1	**208**	**70**	0	9	1	0	2	0	0	0	0	0	**291**
17:00	1	171	55	1	5	0	0	0	0	0	0	0	0	233
18:00	1	163	39	0	7	0	0	1	1	0	0	0	0	212
19:00	2	128	25	0	7	0	0	1	0	0	0	0	0	163
20:00	0	109	23	1	2	0	0	2	0	0	0	0	0	137
21:00	0	95	16	0	1	0	0	1	0	0	0	0	0	113
22:00	0	69	16	0	0	0	0	1	0	0	0	0	0	86
23:00	1	50	10	0	0	1	0	1	0	0	0	0	0	63
Day Total	17	2058	637	22	96	57	1	28	30	8	0	0	1	2955
Percent	0.6%	69.6%	21.6%	0.7%	3.2%	1.9%	0.0%	0.9%	1.0%	0.3%	0.0%	0.0%	0.0%	
AM Peak	08:00	10:00	11:00	09:00	09:00	06:00	08:00	10:00	10:00	05:00			08:00	11:00
Vol.	2	93	43	3	7	8	1	4	5	4			1	160
PM Peak	13:00	16:00	16:00	13:00	15:00	13:00		14:00	13:00					16:00
Vol.	2	208	70	4	10	7		3	3					291

Route:12B
ATR Placement: Approx 1mile S of 412
County: Oneida
Town: Clinton

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

SB

Start Time	Bikes	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	Total
08/01/09	2	19	7	**1**	0	0	0	0	0	0	0	0	0	29
01:00	0	8	4	0	0	0	0	0	0	0	0	0	0	12
02:00	0	8	1	0	1	0	0	0	0	0	0	0	0	10
03:00	0	5	3	0	0	0	0	0	0	0	0	0	0	8
04:00	0	7	1	0	1	0	0	0	0	0	0	0	0	9
05:00	0	4	2	0	2	0	0	0	0	0	0	0	0	8
06:00	0	25	7	0	2	0	0	0	**1**	0	0	0	0	35
07:00	0	25	15	1	1	0	0	0	0	0	0	0	0	42
08:00	0	43	18	0	3	0	0	**1**	1	0	0	0	0	66
09:00	2	87	22	0	1	0	0	0	0	0	0	0	0	112
10:00	0	**123**	25	1	2	0	0	0	0	0	0	0	0	151
11:00	**3**	122	**31**	1	**6**	**1**	0	0	0	0	0	0	0	**164**
12 PM	**6**	130	29	1	3	0	0	0	0	0	0	0	0	169
13:00	2	**154**	29	0	2	0	0	0	0	0	0	0	0	**187**
14:00	1	143	28	1	0	0	0	2	0	0	0	0	0	175
15:00	0	121	26	0	2	0	0	**3**	0	0	0	0	0	152
16:00	0	131	**31**	0	1	**1**	0	0	**1**	0	0	0	0	165
17:00	2	109	28	**2**	1	0	0	0	0	0	0	0	0	142
18:00	4	110	24	0	1	0	0	1	0	0	0	0	0	140
19:00	2	105	22	0	0	1	0	1	1	0	0	0	0	132
20:00	4	83	23	0	**4**	0	0	0	0	0	0	0	0	114
21:00	3	80	19	0	2	0	0	0	0	0	0	0	0	104
22:00	0	64	13	0	2	0	0	0	0	0	0	0	0	79
23:00	2	37	7	0	0	0	0	0	0	0	0	0	0	46
Day Total	33	1743	415	8	37	3	0	8	4	0	0	0	0	2251
Percent	1.5%	77.4%	18.4%	0.4%	1.6%	0.1%	0.0%	0.4%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	10:00	11:00	00:00	11:00	11:00		08:00	06:00					11:00
Vol.	3	123	31	1	6	1		1	1					164
PM Peak	12:00	13:00	16:00	17:00	20:00	16:00		15:00	16:00					13:00
Vol.	6	154	31	2	4	1		3	1					187

Route:12B
ATR Placement: Approx 1mile S of 412
County: Oneida
Town: Clinton

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

SB

Start Time	Bikes	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	Total
08/02/09	0	17	3	0	0	0	0	0	0	0	0	0	0	20
01:00	0	9	1	0	0	0	0	1	**1**	0	0	0	0	12
02:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	2	0	0	1	0	0	0	0	0	0	0	0	3
05:00	0	5	0	0	0	0	0	0	0	**1**	0	0	0	6
06:00	0	9	5	0	1	0	0	0	0	0	0	0	0	15
07:00	0	17	6	0	0	0	0	0	0	0	0	0	0	23
08:00	**1**	47	11	0	0	0	0	1	0	0	0	0	0	60
09:00	1	58	18	0	1	0	0	0	1	0	0	0	0	79
10:00	0	62	**21**	0	1	0	0	0	1	0	0	0	0	85
11:00	1	**95**	13	**2**	**5**	0	0	**4**	0	0	0	0	0	**120**
12 PM	1	110	31	0	2	0	0	0	0	0	0	0	0	144
13:00	1	101	23	0	1	0	0	**1**	0	0	0	0	0	127
14:00	**3**	126	33	0	3	0	0	0	0	0	0	0	0	165
15:00	0	**133**	**36**	0	**4**	0	0	0	0	0	0	0	0	**173**
16:00	0	120	25	0	4	0	0	0	0	0	0	0	0	149
17:00	0	110	24	**1**	2	0	0	0	0	0	0	0	0	137
18:00	1	110	16	0	3	0	0	0	0	0	0	0	0	130
19:00	1	76	15	0	0	0	0	1	0	0	0	0	0	93
20:00	0	68	15	0	2	0	0	0	0	0	0	0	0	85
21:00	1	47	9	0	0	0	0	1	0	0	0	0	0	58
22:00	0	28	2	0	0	0	0	0	0	0	0	0	0	30
23:00	0	22	3	0	0	0	0	0	0	0	0	0	0	25
Day Total	11	1380	311	3	30	0	0	9	3	1	0	0	0	1748
Percent	0.6%	78.9%	17.8%	0.2%	1.7%	0.0%	0.0%	0.5%	0.2%	0.1%	0.0%	0.0%	0.0%	
AM Peak	08:00	11:00	10:00	11:00	11:00			11:00	01:00	05:00				11:00
Vol.	1	95	21	2	5			4	1	1				120
PM Peak	14:00	15:00	15:00	17:00	15:00			13:00						15:00
Vol.	3	133	36	1	4			1						173

Route:12B
ATR Placement: Approx 1mile S of 412
County: Oneida
Town: Clinton

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

SB

Start Time	Bikes	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	Total
08/03/09	0	11	1	0	0	0	0	0	0	0	0	0	0	12
01:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	2	0	0	0	0	0	1	0	0	0	0	3
04:00	0	3	2	1	5	0	0	0	0	0	0	0	0	11
05:00	0	12	8	**6**	2	2	0	0	**3**	**1**	0	0	0	34
06:00	0	31	28	3	7	3	0	0	3	0	0	0	0	75
07:00	1	55	22	0	4	2	0	0	2	1	0	0	0	87
08:00	0	63	17	4	**11**	2	0	2	1	1	0	0	0	101
09:00	**3**	51	29	2	5	2	0	1	0	1	0	0	**1**	95
10:00	1	75	**31**	5	7	3	0	**3**	1	0	0	0	0	126
11:00	2	**93**	28	4	9	**4**	0	1	0	0	0	0	0	**141**
12 PM	1	113	26	1	**8**	**2**	0	**3**	**1**	0	0	0	0	155
13:00	0	105	34	**2**	8	2	**1**	3	1	0	0	0	0	156
14:00	1	116	31	1	5	1	0	0	1	0	0	0	0	156
15:00	0	166	42	0	7	1	0	1	0	0	0	0	0	217
16:00	2	**208**	51	0	7	1	0	0	0	0	0	0	0	**269**
17:00	1	189	**54**	2	7	0	0	2	0	0	0	0	0	255
18:00	**3**	133	32	0	7	1	0	1	0	0	0	0	0	177
19:00	1	104	32	0	1	0	0	1	0	0	0	0	0	139
20:00	1	81	16	1	2	0	0	0	0	0	0	0	0	101
21:00	1	57	23	0	1	0	0	1	1	0	0	0	0	84
22:00	2	42	9	0	0	0	0	0	1	0	0	0	0	54
23:00	1	28	8	0	0	0	0	0	0	0	0	0	0	37
Day Total	21	1741	526	32	103	26	1	19	16	4	0	0	1	2490
Percent	0.8%	69.9%	21.1%	1.3%	4.1%	1.0%	0.0%	0.8%	0.6%	0.2%	0.0%	0.0%	0.0%	
AM Peak	09:00	11:00	10:00	05:00	08:00	11:00		10:00	05:00	05:00			09:00	11:00
Vol.	3	93	31	6	11	4		3	3	1			1	141
PM Peak	18:00	16:00	17:00	13:00	12:00	12:00	13:00	12:00	12:00					16:00
Vol.	3	208	54	2	8	2	1	3	1					269

Route:12B
ATR Placement: Approx 1mile S of 412
County: Oneida
Town: Clinton

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

SB

Start Time	Bikes	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	Total
08/04/09	0	9	2	0	0	0	0	0	0	0	0	0	0	11
01:00	0	4	1	0	1	0	0	0	0	0	0	0	0	6
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	1	2	0	1	0	1	0	0	0	0	0	0	0	5
04:00	1	7	1	0	1	0	0	0	0	0	0	0	0	10
05:00	0	11	6	1	1	0	0	1	0	**2**	0	0	0	22
06:00	**3**	39	21	**8**	4	2	0	0	**2**	1	0	0	0	80
07:00	2	58	15	1	7	**4**	0	0	1	0	0	0	0	88
08:00	1	60	25	2	**16**	0	0	**2**	2	0	0	0	0	108
09:00	0	67	24	3	9	1	0	1	1	1	0	0	0	107
10:00	2	**94**	21	3	5	3	0	1	0	0	0	0	0	129
11:00	0	93	**38**	5	9	3	0	2	1	0	0	0	0	**151**
12 PM	0	123	35	**2**	**13**	2	0	0	1	0	0	0	0	176
13:00	0	96	26	2	11	**5**	0	**1**	0	0	0	0	0	141
14:00	0	124	33	1	9	4	0	0	1	0	0	0	0	172
15:00	2	140	41	0	8	0	0	1	**2**	0	0	0	0	194
16:00	**3**	188	54	1	5	0	0	1	0	0	0	0	0	252
17:00	0	**194**	**57**	1	8	0	0	1	1	0	0	0	0	**262**
18:00	2	144	33	0	3	0	0	0	1	0	0	0	0	183
19:00	0	99	20	0	4	0	0	1	0	0	0	0	0	124
20:00	0	90	25	0	3	0	0	0	1	0	0	0	0	119
21:00	1	66	11	0	6	0	0	0	0	0	0	0	0	84
22:00	0	32	4	0	0	0	0	1	1	0	0	0	0	38
23:00	1	41	7	0	0	0	0	0	0	0	0	0	0	49
Day Total	19	1782	500	31	123	25	0	13	15	4	0	0	0	2512
Percent	0.8%	70.9%	19.9%	1.2%	4.9%	1.0%	0.0%	0.5%	0.6%	0.2%	0.0%	0.0%	0.0%	
AM Peak	06:00	10:00	11:00	06:00	08:00	07:00		08:00	06:00	05:00				11:00
Vol.	3	94	38	8	16	4		2	2	2				151
PM Peak	16:00	17:00	17:00	12:00	12:00	13:00		13:00	15:00					17:00
Vol.	3	194	57	2	13	5		1	2					262

Route:12B
ATR Placement: Approx 1mile S of 412
County: Oneida
Town: Clinton

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

SB

Start Time	Bikes	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	Total
08/05/09	0	15	8	0	2	0	0	0	0	0	0	0	0	25
01:00	0	9	0	0	1	0	0	0	0	0	0	0	0	10
02:00	0	0	2	1	1	0	0	0	0	0	0	0	0	4
03:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
04:00	0	4	4	0	0	0	0	0	0	**1**	0	0	0	9
05:00	0	12	8	1	2	2	0	1	0	0	0	0	0	26
06:00	1	47	15	1	9	3	0	**2**	1	1	0	0	0	80
07:00	0	52	21	**2**	3	2	0	2	0	0	0	0	0	82
08:00	0	60	24	1	**10**	**4**	0	1	2	1	0	0	0	103
09:00	0	49	21	2	7	4	0	1	**3**	0	0	0	0	87
10:00	0	66	22	0	3	3	**1**	1	0	0	0	0	0	96
11:00	**2**	**89**	**34**	1	7	4	0	2	2	1	0	0	0	**142**
12 PM	**1**	**114**	**41**	**3**	**3**	**4**	0	**1**	**1**	0	0	0	0	**168**
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Day Total	4	521	200	12	48	26	1	11	9	4	0	0	0	836
Percent	0.5%	62.3%	23.9%	1.4%	5.7%	3.1%	0.1%	1.3%	1.1%	0.5%	0.0%	0.0%	0.0%	
AM Peak	11:00	11:00	11:00	07:00	08:00	08:00	10:00	06:00	09:00	04:00				11:00
Vol.	2	89	34	2	10	4	1	2	3	1				142
PM Peak	12:00	12:00	12:00	12:00	12:00	12:00		12:00	12:00					12:00
Vol.	1	114	41	3	3	4		1	1					168
Grand Total	143	12461	3479	139	573	168	5	121	104	25	0	0	2	17220
Percent	0.8%	72.4%	20.2%	0.8%	3.3%	1.0%	0.0%	0.7%	0.6%	0.1%	0.0%	0.0%	0.0%	

Route: 12B
ATR Placement: Approx 1mile S of 412
County: Oneida
Town: Clinton

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

NB

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total	Pace Speed	Number in Pace
07/29/09	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	5	3	16	42	68	25	3	0	0	0	0	0	0	0	162	46-55	110
13:00	7	4	22	59	63	**30**	1	0	0	0	0	0	0	0	186	46-55	122
14:00	8	5	27	46	61	16	3	**1**	0	0	0	0	0	0	167	46-55	107
15:00	**13**	**8**	**33**	**63**	65	20	0	0	0	0	0	0	0	0	**202**	46-55	128
16:00	3	3	31	47	**76**	19	0	0	0	0	0	0	0	0	179	46-55	123
17:00	5	3	23	55	62	21	2	1	0	0	0	0	0	0	172	46-55	117
18:00	1	1	10	39	52	30	**6**	0	0	0	0	0	0	0	139	46-55	91
19:00	1	1	8	29	38	12	3	0	0	0	0	0	0	0	92	46-55	67
20:00	3	4	15	21	13	10	2	0	0	0	0	0	0	0	68	41-50	36
21:00	3	2	5	11	11	9	2	0	0	0	0	0	0	0	43	46-55	22
22:00	2	2	10	15	3	0	0	0	0	0	0	0	0	0	32	41-50	25
23:00	1	0	1	7	6	2	0	0	0	0	0	0	0	0	17	45-54	13
Total	52	36	201	434	518	194	22	2	0	0	0	0	0	0	1459		
Percent	3.6%	2.5%	13.8%	29.7%	35.5%	13.3%	1.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.	15:00 13	15:00 8	15:00 33	15:00 63	16:00 76	13:00 30	18:00 6	14:00 1							15:00 202		

Route: 12B
ATR Placement: Approx 1mile S of 412
County: Oneida
Town: Clinton

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

NB

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total	Pace Speed	Number in Pace
07/30/09	0	3	2	5	3	2	0	0	0	0	0	0	0	0	15	44-53	10
01:00	0	1	1	3	0	2	0	0	0	0	0	0	0	0	7	39-48	5
02:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	37-46	2
03:00	0	1	2	2	0	2	0	1	**1**	0	0	0	0	0	9	38-47	5
04:00	0	0	3	5	1	1	2	0	0	0	0	0	0	0	12	41-50	8
05:00	0	0	7	14	23	3	2	1	0	0	0	0	0	0	50	46-55	37
06:00	2	3	7	14	64	42	9	0	0	0	0	0	0	0	141	51-60	106
07:00	4	2	7	34	93	**45**	**11**	**2**	0	0	0	0	0	0	**198**	51-60	138
08:00	4	0	9	28	**95**	45	9	1	0	0	0	0	0	0	191	51-60	140
09:00	2	5	16	47	74	28	5	0	0	0	0	0	0	0	177	46-55	121
10:00	0	**7**	13	**49**	66	18	2	0	0	0	0	0	0	0	155	46-55	115
11:00	**10**	6	**29**	40	53	24	7	1	0	0	0	0	0	0	170	46-55	93
12 PM	4	4	21	52	51	38	4	**2**	0	0	0	0	0	0	176	46-55	103
13:00	5	2	10	36	60	28	3	0	**1**	0	0	0	0	0	145	46-55	96
14:00	6	3	18	51	61	23	9	2	0	0	0	0	0	0	173	46-55	112
15:00	3	2	17	49	**82**	32	4	0	0	0	0	0	0	0	189	46-55	131
16:00	**7**	5	15	**61**	67	33	6	0	0	0	0	0	0	0	**194**	46-55	128
17:00	3	2	**23**	44	75	35	**10**	2	0	0	0	0	0	0	194	46-55	119
18:00	2	2	14	33	57	**48**	7	0	0	0	0	0	**1**	0	164	51-60	105
19:00	5	**7**	14	25	35	12	1	0	0	0	0	0	0	0	99	46-55	60
20:00	0	5	13	31	24	10	4	1	0	0	0	0	0	0	88	46-55	55
21:00	3	4	8	13	13	6	1	1	0	0	0	0	0	0	49	44-53	26
22:00	1	5	11	18	17	8	1	0	1	0	0	0	0	0	62	45-54	35
23:00	0	1	1	6	3	7	0	0	0	0	0	0	0	0	18	48-57	10
Total	61	70	262	661	1017	492	97	14	3	0	0	0	1	0	2678		
Percent	2.3%	2.6%	9.8%	24.7%	38.0%	18.4%	3.6%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	10:00	11:00	10:00	08:00	07:00	07:00	07:00	03:00						07:00		
Vol.	10	7	29	49	95	45	11	2	1						198		
PM Peak	16:00	19:00	17:00	16:00	15:00	18:00	17:00	12:00	13:00				18:00		16:00		
Vol.	7	7	23	61	82	48	10	2	1				1		194		

Route: 12B
ATR Placement: Approx 1mile S of 412
County: Oneida
Town: Clinton

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

NB

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total	Pace Speed	Number in Pace
07/31/09	0	1	0	3	1	3	0	0	0	0	0	0	0	0	8	46-55	4
01:00	1	0	2	0	1	2	1	0	0	0	0	0	0	0	7	52-61	4
02:00	0	0	1	1	1	1	0	0	**1**	0	0	0	0	0	5	47-56	3
03:00	0	0	1	1	0	1	1	0	0	0	0	0	0	0	4	37-46	2
04:00	0	1	1	3	2	0	2	0	0	0	0	0	0	0	9	43-52	6
05:00	1	1	10	19	11	1	2	0	0	0	0	0	0	0	45	42-51	30
06:00	5	5	8	45	50	18	**5**	0	1	0	0	0	0	0	137	46-55	95
07:00	3	4	17	51	81	**42**	4	**1**	0	0	0	0	0	0	203	46-55	132
08:00	10	12	27	**89**	**93**	15	3	1	0	0	0	0	0	0	**250**	46-55	182
09:00	**11**	**13**	**42**	66	56	14	1	0	0	0	0	0	0	0	203	46-55	122
10:00	7	10	21	76	54	29	5	0	0	0	0	0	0	0	202	46-55	130
11:00	6	9	25	69	73	10	4	0	0	0	0	0	0	0	196	46-55	142
12 PM	12	**15**	**54**	**79**	75	10	0	1	0	**1**	0	0	0	0	**247**	46-55	154
13:00	7	2	24	75	61	3	2	0	0	0	0	0	0	0	174	46-55	136
14:00	**13**	12	33	67	63	25	2	0	0	0	0	0	0	0	215	46-55	130
15:00	11	4	34	62	75	18	2	1	0	0	0	0	0	0	207	46-55	137
16:00	3	1	12	55	69	**35**	5	0	0	0	0	0	0	0	180	46-55	124
17:00	2	7	18	45	64	34	**7**	**3**	0	0	0	0	0	0	180	46-55	109
18:00	2	2	16	40	**80**	35	4	0	0	0	0	0	0	0	179	46-55	120
19:00	2	4	11	37	45	16	2	0	0	0	0	0	0	0	117	46-55	82
20:00	0	6	7	19	28	6	3	0	0	0	0	0	0	0	69	46-55	47
21:00	0	2	5	16	17	12	2	0	0	0	0	0	0	0	54	46-55	33
22:00	1	3	4	7	10	7	0	0	0	0	0	0	0	0	32	48-57	19
23:00	0	1	2	5	8	5	0	0	0	0	0	0	0	0	21	44-53	13
Total	97	115	375	930	1018	342	57	7	2	1	0	0	0	0	2944		
Percent	3.3%	3.9%	12.7%	31.6%	34.6%	11.6%	1.9%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	09:00	09:00	08:00	08:00	07:00	06:00	07:00	02:00						08:00		
Vol.	11	13	42	89	93	42	5	1	1						250		
PM Peak	14:00	12:00	12:00	12:00	18:00	16:00	17:00	17:00		12:00					12:00		
Vol.	13	15	54	79	80	35	7	3		1					247		

Route: 12B
ATR Placement: Approx 1mile S of 412
County: Oneida
Town: Clinton

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

NB

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total	Pace Speed	Number in Pace
08/01/09	0	0	0	5	6	0	0	0	0	0	0	0	0	0	11	46-55	11
01:00	0	1	2	1	2	1	1	0	0	0	0	0	0	0	8	33-42	3
02:00	2	0	0	2	0	4	0	0	0	0	0	0	0	0	8	50-59	4
03:00	0	0	1	2	2	1	1	0	0	0	0	0	0	0	7	43-52	5
04:00	0	0	0	4	0	1	0	0	0	0	0	0	0	0	5	40-49	4
05:00	0	1	2	7	10	3	1	0	0	0	0	0	0	0	24	46-55	17
06:00	0	1	1	6	32	20	2	2	0	0	0	0	0	0	64	51-60	52
07:00	5	0	8	10	17	21	**9**	1	0	0	0	0	0	0	71	51-60	38
08:00	1	3	14	30	40	29	9	**3**	0	0	0	0	0	0	129	46-55	70
09:00	5	2	19	50	62	30	4	0	0	0	0	0	0	0	172	46-55	112
10:00	3	4	17	50	**112**	**39**	2	1	0	0	0	0	0	0	**228**	46-55	162
11:00	**6**	**5**	**34**	**52**	72	27	2	3	0	0	0	0	0	0	201	46-55	124
12 PM	3	3	10	**50**	52	27	7	0	0	0	0	0	0	0	152	46-55	102
13:00	5	**8**	20	47	51	28	2	0	0	0	0	0	0	0	161	46-55	98
14:00	3	7	**21**	43	60	**32**	**8**	0	0	0	0	0	0	0	**174**	46-55	103
15:00	1	4	14	32	55	24	5	**1**	0	0	0	0	0	0	136	46-55	87
16:00	**9**	3	13	34	57	29	5	1	0	0	0	0	0	0	151	46-55	91
17:00	7	1	16	35	**72**	19	3	1	0	0	0	0	0	0	154	46-55	107
18:00	4	1	14	28	50	22	3	0	0	0	0	0	0	0	122	46-55	78
19:00	0	4	11	41	33	29	7	0	0	0	0	0	0	0	125	46-55	74
20:00	7	2	16	37	26	7	1	0	0	0	0	0	0	0	96	46-55	63
21:00	2	2	10	22	31	5	2	0	0	0	0	0	0	0	74	46-55	53
22:00	0	2	10	10	10	8	2	0	0	0	0	0	0	0	42	41-50	20
23:00	1	3	3	8	11	6	0	0	0	0	0	0	0	0	32	47-56	20
Total	64	57	256	606	863	412	76	13	0	0	0	0	0	0	2347		
Percent	2.7%	2.4%	10.9%	25.8%	36.8%	17.6%	3.2%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	11:00	11:00	10:00	10:00	07:00	08:00							10:00		
Vol.	6	5	34	52	112	39	9	3							228		
PM Peak	16:00	13:00	14:00	12:00	17:00	14:00	14:00	15:00							14:00		
Vol.	9	8	21	50	72	32	8	1							174		

Route: 12B
ATR Placement: Approx 1mile S of 412
County: Oneida
Town: Clinton

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

NB

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total	Pace Speed	Number in Pace
08/02/09	0	0	2	7	4	1	0	0	0	0	0	0	0	0	14	44-53	12
01:00	0	0	2	5	2	0	0	0	0	0	0	0	0	0	9	43-52	9
02:00	0	0	0	4	1	2	1	0	0	0	0	0	0	0	8	46-55	5
03:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	42-51	1
04:00	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3	43-52	3
05:00	1	2	2	4	6	0	0	0	0	0	0	0	0	0	15	44-53	10
06:00	0	0	2	6	15	8	2	0	0	0	0	0	0	0	33	49-58	24
07:00	1	1	4	11	23	6	0	**1**	0	0	0	0	0	0	47	46-55	34
08:00	1	2	10	23	16	12	1	0	0	0	0	0	0	0	65	46-55	39
09:00	1	3	15	28	39	12	3	1	0	0	0	0	0	0	102	46-55	67
10:00	**2**	**6**	15	28	45	13	**4**	0	0	0	0	0	0	0	113	46-55	73
11:00	1	4	**18**	**66**	**68**	**19**	1	0	0	0	0	0	0	0	**177**	46-55	134
12 PM	4	6	**22**	43	46	8	0	0	0	0	0	0	0	0	129	46-55	89
13:00	3	**7**	14	**55**	54	**29**	4	0	0	0	0	0	0	0	**166**	46-55	109
14:00	3	6	15	46	**59**	10	2	**1**	0	0	0	0	0	0	142	46-55	105
15:00	1	1	17	25	58	23	1	0	0	**1**	0	0	0	0	127	46-55	83
16:00	0	6	8	24	42	19	3	1	0	0	0	0	0	0	103	46-55	66
17:00	**6**	0	5	34	43	21	4	0	0	0	0	0	0	0	113	46-55	77
18:00	2	4	6	14	34	28	**7**	1	0	0	0	0	0	0	96	51-60	62
19:00	2	4	6	17	36	20	3	1	0	0	0	0	0	0	89	49-58	56
20:00	3	4	19	28	25	12	0	0	0	0	0	0	0	0	91	46-55	53
21:00	2	3	5	15	11	10	1	0	0	0	0	0	0	0	47	46-55	26
22:00	0	4	5	9	10	4	1	0	0	0	0	0	0	0	33	46-55	19
23:00	0	0	2	1	6	2	2	0	0	0	0	0	0	0	13	50-59	8
Total	33	63	194	494	646	259	40	6	0	1	0	0	0	0	1736		
Percent	1.9%	3.6%	11.2%	28.5%	37.2%	14.9%	2.3%	0.3%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	10:00	11:00	11:00	11:00	11:00	10:00	07:00							11:00		
Vol.	2	6	18	66	68	19	4	1							177		
PM Peak	17:00	13:00	12:00	13:00	14:00	13:00	18:00	14:00		15:00					13:00		
Vol.	6	7	22	55	59	29	7	1		1					166		

Route: 12B
ATR Placement: Approx 1mile S of 412
County: Oneida
Town: Clinton

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

NB

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total	Pace Speed	Number in Pace
08/03/09	0	2	2	0	1	1	0	0	0	0	0	0	0	0	6	33-42	4
01:00	0	0	0	1	1	0	1	0	0	0	0	0	0	0	3	42-51	2
02:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2	32-41	1
03:00	0	0	1	0	2	3	2	0	0	0	0	0	0	0	8	53-62	7
04:00	1	0	0	1	2	0	0	0	0	0	0	0	0	0	4	43-52	3
05:00	1	0	2	10	12	9	4	0	0	0	0	0	0	0	38	46-55	22
06:00	5	1	2	38	60	36	6	**2**	0	0	0	0	0	0	150	47-56	99
07:00	**13**	5	13	50	**102**	33	**8**	1	0	0	0	0	0	0	**225**	46-55	152
08:00	11	2	11	**55**	73	**40**	8	2	0	0	0	0	0	0	202	46-55	128
09:00	3	1	9	52	68	26	7	1	0	0	0	0	0	0	167	46-55	120
10:00	3	1	16	55	59	18	7	0	0	0	0	0	0	0	159	46-55	114
11:00	7	**8**	**22**	44	58	20	4	0	0	0	0	0	0	0	163	46-55	102
12 PM	3	2	9	45	**72**	21	2	0	0	0	0	0	0	0	154	46-55	117
13:00	7	3	12	27	62	27	0	**2**	0	0	0	0	0	0	140	48-57	91
14:00	5	**7**	15	39	67	27	0	2	0	0	0	0	0	0	162	46-55	106
15:00	9	5	17	46	71	**33**	3	0	0	0	0	0	0	0	**184**	46-55	117
16:00	3	3	**21**	**48**	61	32	4	1	0	0	0	0	0	0	173	46-55	109
17:00	**12**	3	15	34	67	30	**9**	0	0	0	0	0	0	0	170	46-55	101
18:00	2	6	4	27	45	28	8	0	0	0	0	0	0	0	120	49-58	75
19:00	2	3	13	21	35	21	4	0	0	0	0	0	0	0	99	47-56	57
20:00	3	2	11	22	32	9	3	1	0	0	0	0	0	0	83	46-55	54
21:00	11	5	3	15	14	11	2	0	0	0	0	0	0	0	61	46-55	29
22:00	0	0	4	9	14	4	3	0	**1**	0	0	0	0	0	35	46-55	23
23:00	0	3	3	5	3	4	1	0	0	0	0	0	0	0	19	38-47	8
Total	101	62	206	644	982	433	86	12	1	0	0	0	0	0	2527		
Percent	4.0%	2.5%	8.2%	25.5%	38.9%	17.1%	3.4%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	11:00	11:00	08:00	07:00	08:00	07:00	06:00							07:00		
Vol.	13	8	22	55	102	40	8	2							225		
PM Peak	17:00	14:00	16:00	16:00	12:00	15:00	17:00	13:00	22:00						15:00		
Vol.	12	7	21	48	72	33	9	2	1						184		

Route: 12B
ATR Placement: Approx 1mile S of 412
County: Oneida
Town: Clinton

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

NB

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total	Pace Speed	Number in Pace
08/04/09	1	0	2	2	2	6	0	0	0	0	0	0	0	0	13	49-58	8
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	47-56	2
03:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	38-47	2
04:00	0	0	0	0	3	2	0	0	0	0	0	0	0	0	5	48-57	5
05:00	1	3	7	13	16	4	2	0	0	0	0	0	0	0	46	46-55	29
06:00	4	2	3	32	91	38	**16**	2	0	0	0	0	0	0	188	49-58	129
07:00	4	2	**19**	41	**102**	**46**	11	**3**	0	0	0	0	0	0	**228**	50-59	148
08:00	**9**	2	13	41	78	42	7	0	**1**	0	0	0	0	0	193	48-57	121
09:00	7	4	11	**52**	69	19	7	0	0	0	0	0	0	0	169	46-55	121
10:00	4	**7**	17	48	59	16	3	0	0	0	0	0	0	0	154	46-55	107
11:00	2	4	10	47	62	22	2	2	0	0	0	0	0	0	151	46-55	109
12 PM	6	2	16	41	74	17	4	0	0	0	0	0	0	0	160	46-55	115
13:00	6	**6**	**29**	51	54	27	3	**1**	0	0	0	0	0	0	177	46-55	105
14:00	4	2	19	41	**83**	32	4	0	0	0	0	0	0	0	**185**	46-55	124
15:00	9	1	19	**56**	62	22	4	1	0	0	0	0	0	0	174	46-55	118
16:00	6	1	20	34	70	33	**9**	0	0	0	0	0	0	0	173	47-56	105
17:00	**10**	5	21	32	77	32	7	0	0	0	0	0	0	0	184	48-57	111
18:00	3	2	8	39	45	**36**	8	1	0	0	0	0	0	0	142	47-56	85
19:00	1	4	13	24	41	22	3	0	0	0	0	0	0	0	108	47-56	66
20:00	5	2	12	26	22	15	4	1	0	0	0	0	0	0	87	46-55	48
21:00	1	2	9	14	12	10	3	0	0	0	0	0	0	0	51	43-52	26
22:00	1	2	3	9	11	2	1	1	0	0	0	0	0	0	30	46-55	20
23:00	0	0	1	5	2	4	1	0	0	0	0	0	0	0	13	45-54	7
Total	84	53	252	650	1036	448	99	12	1	0	0	0	0	0	2635		
Percent	3.2%	2.0%	9.6%	24.7%	39.3%	17.0%	3.8%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	10:00	07:00	09:00	07:00	07:00	06:00	07:00	08:00						07:00		
Vol.	9	7	19	52	102	46	16	3	1						228		
PM Peak	17:00	13:00	13:00	15:00	14:00	18:00	16:00	13:00							14:00		
Vol.	10	6	29	56	83	36	9	1							185		

Route: 12B
ATR Placement: Approx 1mile S of 412
County: Oneida
Town: Clinton

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

NB

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total	Pace Speed	Number in Pace
08/05/09	0	2	2	1	2	2	0	0	0	0	0	0	0	0	9	48-57	5
01:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	43-52	2
02:00	0	0	0	1	1	2	1	0	0	0	0	0	0	0	5	48-57	4
03:00	0	0	1	1	1	1	1	0	0	0	0	0	0	0	5	52-61	3
04:00	0	0	0	3	3	2	1	0	0	0	0	0	0	0	9	48-57	8
05:00	1	3	6	12	20	8	1	**1**	0	0	0	0	0	0	52	46-55	32
06:00	2	0	6	30	77	**45**	5	0	**1**	**1**	0	0	0	0	167	51-60	122
07:00	6	0	9	51	**107**	43	**9**	1	0	0	0	0	0	0	**226**	46-55	158
08:00	10	3	15	**67**	86	25	4	0	0	0	0	0	0	0	210	46-55	153
09:00	2	2	**17**	43	62	19	5	0	0	0	0	0	0	0	150	46-55	105
10:00	**11**	**7**	12	50	59	20	0	0	0	0	0	0	0	0	159	46-55	109
11:00	4	3	10	43	63	24	2	1	0	0	0	0	0	0	150	46-55	106
12 PM	**3**	**6**	**20**	**31**	**64**	**21**	**4**	0	0	0	0	0	0	0	**149**	46-55	95
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	39	26	98	333	547	212	33	3	1	1	0	0	0	0	1293		
Percent	3.0%	2.0%	7.6%	25.8%	42.3%	16.4%	2.6%	0.2%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	10:00	09:00	08:00	07:00	06:00	07:00	05:00	06:00	06:00					07:00		
Vol.	11	7	17	67	107	45	9	1	1	1					226		
PM Peak	12:00	12:00	12:00	12:00	12:00	12:00	12:00								12:00		
Vol.	3	6	20	31	64	21	4								149		
Total	531	482	1844	4752	6627	2792	510	69	8	3	0	0	1	0	17619		
Percent	3.0%	2.7%	10.5%	27.0%	37.6%	15.8%	2.9%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile :	45 MPH
50th Percentile :	51 MPH
85th Percentile :	57 MPH
95th Percentile :	60 MPH

Stats

10 MPH Pace Speed :	46-55 MPH
Number in Pace :	11379
Percent in Pace :	64.6%
Number of Vehicles > 55 MPH :	3383
Percent of Vehicles > 55 MPH :	19.2%
Mean Speed(Average) :	50 MPH

Route: 12B
ATR Placement: Approx 1mile S of 412
County: Oneida
Town: Clinton

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

SB

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total	Pace Speed	Number in Pace
07/29/09	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	6	6	15	45	33	16	1	0	0	0	0	0	0	0	122	46-55	78
13:00	7	4	19	54	59	20	2	0	0	0	0	0	0	0	165	46-55	113
14:00	6	4	18	48	61	41	5	**1**	0	0	0	0	0	0	184	46-55	109
15:00	**14**	**8**	**31**	**69**	88	30	5	0	0	0	0	0	0	0	**245**	46-55	157
16:00	3	8	31	53	94	33	**6**	0	0	0	0	0	**1**	0	229	46-55	147
17:00	8	2	20	63	**104**	40	5	1	0	0	0	0	0	0	243	46-55	167
18:00	3	1	12	45	69	**42**	5	1	0	0	0	0	0	0	178	46-55	114
19:00	0	0	6	31	53	26	2	1	0	0	0	0	0	0	119	46-55	84
20:00	1	4	10	43	53	17	3	0	0	0	0	0	0	0	131	46-55	96
21:00	0	3	12	20	37	5	1	0	0	0	0	0	0	0	78	46-55	57
22:00	5	3	8	27	13	6	1	0	0	0	0	0	0	0	63	44-53	40
23:00	2	2	5	10	12	4	4	1	0	0	0	0	0	0	40	46-55	22
Total	55	45	187	508	676	280	40	5	0	0	0	0	1	0	1797		
Percent	3.1%	2.5%	10.4%	28.3%	37.6%	15.6%	2.2%	0.3%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%			
AM Peak Vol.																	
PM Peak	15:00	15:00	15:00	15:00	17:00	18:00	16:00	14:00					16:00		15:00		
Vol.	14	8	31	69	104	42	6	1					1		245		

Route: 12B
ATR Placement: Approx 1mile S of 412
County: Oneida
Town: Clinton

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

SB

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total	Pace Speed	Number in Pace
07/30/09	0	2	3	5	10	1	0	0	0	0	0	0	0	0	21	46-55	15
01:00	0	0	6	1	4	1	0	**1**	0	0	0	0	0	0	13	41-50	7
02:00	1	0	4	1	3	1	1	0	0	0	0	0	0	0	11	41-50	5
03:00	0	2	0	1	1	0	0	0	0	0	0	0	0	0	4	28-37	2
04:00	0	1	1	2	2	4	0	0	0	0	0	0	0	0	10	49-58	7
05:00	1	1	1	7	8	4	0	0	0	0	0	0	0	0	22	45-54	15
06:00	2	0	9	12	32	12	0	0	0	0	0	0	0	0	67	48-57	46
07:00	5	1	9	17	31	14	3	0	0	0	0	0	0	0	80	46-55	48
08:00	4	1	12	25	30	15	**8**	1	0	0	0	0	0	0	96	46-55	55
09:00	**8**	0	5	29	35	**19**	2	0	0	0	0	0	0	0	98	46-55	64
10:00	6	6	13	34	29	17	3	0	0	0	0	0	0	0	108	46-55	63
11:00	4	**8**	**14**	**42**	**59**	19	5	0	0	0	0	0	0	0	**151**	46-55	101
12 PM	12	3	12	53	65	34	4	0	0	0	0	0	0	0	183	46-55	118
13:00	5	7	15	49	56	24	7	**1**	0	0	0	0	0	0	164	46-55	105
14:00	13	3	18	51	72	31	6	1	0	0	0	0	0	0	195	46-55	123
15:00	11	**11**	23	40	71	35	7	1	0	0	0	0	0	0	199	46-55	111
16:00	**14**	4	**25**	**66**	**107**	55	8	0	0	0	0	0	0	0	**279**	46-55	173
17:00	7	4	12	43	93	**66**	**14**	0	0	0	0	0	0	0	239	51-60	159
18:00	6	1	12	32	74	52	13	1	0	0	0	0	0	0	191	51-60	126
19:00	5	1	13	28	69	23	5	0	0	0	0	0	0	0	144	46-55	97
20:00	5	10	14	31	59	27	3	0	0	0	0	0	0	0	149	46-55	90
21:00	7	7	20	31	39	9	1	0	0	0	0	0	0	0	114	46-55	70
22:00	0	1	6	9	30	14	5	1	0	0	0	0	0	0	66	50-59	44
23:00	1	0	3	4	17	14	1	0	0	0	0	0	0	0	40	51-60	31
Total	117	74	250	613	996	491	96	7	0	0	0	0	0	0	2644		
Percent	4.4%	2.8%	9.5%	23.2%	37.7%	18.6%	3.6%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	11:00	11:00	11:00	11:00	09:00	08:00	01:00							11:00		
Vol.	8	8	14	42	59	19	8	1							151		
PM Peak	16:00	15:00	16:00	16:00	16:00	17:00	17:00	13:00							16:00		
Vol.	14	11	25	66	107	66	14	1							279		

Route: 12B
ATR Placement: Approx 1mile S of 412
County: Oneida
Town: Clinton

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

SB

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total	Pace Speed	Number in Pace
07/31/09	1	1	3	2	8	10	1	0	0	0	0	0	0	0	26	51-60	18
01:00	1	1	2	2	2	1	0	0	0	0	0	0	0	0	9	43-52	6
02:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	42-51	1
03:00	0	0	4	0	2	0	0	0	0	0	0	0	0	0	6	35-44	4
04:00	0	1	1	5	2	1	0	0	0	0	0	0	0	0	10	43-52	8
05:00	1	1	2	3	7	1	1	0	0	0	0	0	0	0	16	44-53	10
06:00	5	1	9	15	25	15	3	0	0	0	0	0	0	0	73	46-55	40
07:00	3	0	9	31	26	11	0	0	0	0	0	0	0	0	80	46-55	57
08:00	3	2	19	36	36	10	2	0	0	0	0	0	0	0	108	46-55	72
09:00	**11**	7	13	28	40	11	1	0	0	0	0	0	0	0	111	46-55	68
10:00	11	6	**23**	**49**	40	**23**	2	0	0	0	0	0	0	0	154	46-55	89
11:00	5	**10**	15	29	**76**	17	**8**	0	0	0	0	0	0	0	**160**	46-55	105
12 PM	12	**12**	**37**	55	59	13	2	0	0	0	0	0	0	0	190	46-55	114
13:00	7	11	30	63	76	22	3	0	0	0	0	0	0	0	212	46-55	139
14:00	**14**	3	29	60	83	39	6	0	0	**1**	0	0	0	0	235	46-55	143
15:00	9	3	27	67	104	46	13	1	**1**	0	0	0	0	0	271	46-55	171
16:00	4	5	23	**71**	**118**	51	**18**	**2**	0	0	0	0	0	0	**292**	46-55	189
17:00	9	2	4	33	99	**69**	15	2	0	0	0	0	0	0	233	51-60	168
18:00	5	2	17	40	86	53	9	0	0	0	0	0	0	0	212	51-60	139
19:00	2	5	7	32	73	38	6	0	0	0	0	0	0	0	163	49-58	111
20:00	1	0	11	38	50	32	5	0	0	0	0	0	0	0	137	46-55	88
21:00	0	3	18	44	36	9	3	0	0	0	0	0	0	0	113	46-55	80
22:00	1	0	15	25	32	11	0	2	0	0	0	0	0	0	86	46-55	57
23:00	0	2	6	15	25	13	2	0	0	0	0	0	0	0	63	46-55	40
Total	105	78	324	743	1106	496	100	7	1	1	0	0	0	0	2961		
Percent	3.5%	2.6%	10.9%	25.1%	37.4%	16.8%	3.4%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	11:00	10:00	10:00	11:00	10:00	11:00								11:00		
Vol.	11	10	23	49	76	23	8								160		
PM Peak	14:00	12:00	12:00	16:00	16:00	17:00	16:00	16:00	15:00	14:00					16:00		
Vol.	14	12	37	71	118	69	18	2	1	1					292		

Route: 12B
ATR Placement: Approx 1mile S of 412
County: Oneida
Town: Clinton

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

SB

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total	Pace Speed	Number in Pace
08/01/09	0	0	3	4	8	11	3	0	0	0	0	0	0	0	29	51-60	19
01:00	1	1	3	2	5	0	0	0	0	0	0	0	0	0	12	46-55	7
02:00	0	0	1	2	5	2	0	0	0	0	0	0	0	0	10	48-57	9
03:00	0	0	0	2	3	3	0	0	0	0	0	0	0	0	8	49-58	8
04:00	1	0	0	3	4	1	0	0	0	0	0	0	0	0	9	47-56	8
05:00	0	0	0	1	6	1	0	0	0	0	0	0	0	0	8	47-56	8
06:00	0	0	8	6	7	11	3	0	0	0	0	0	0	0	35	50-59	18
07:00	1	3	4	8	16	6	4	0	0	0	0	0	0	0	42	47-56	25
08:00	2	4	9	18	25	7	2	0	0	0	0	0	0	0	67	46-55	43
09:00	2	6	15	39	33	13	**5**	0	0	0	0	0	0	0	113	46-55	72
10:00	6	**8**	**21**	40	53	18	5	0	0	0	0	0	0	0	151	46-55	93
11:00	**12**	3	17	**42**	**54**	**35**	2	0	0	0	0	0	0	0	**165**	46-55	96
12 PM	7	5	20	47	58	31	0	**2**	0	0	0	0	0	0	170	46-55	105
13:00	15	1	**27**	**50**	59	34	2	0	0	0	0	0	0	0	**188**	46-55	109
14:00	11	6	18	43	**67**	28	3	0	0	0	0	0	0	0	176	46-55	110
15:00	11	**9**	14	47	49	19	4	0	0	0	0	0	0	0	153	46-55	96
16:00	6	1	23	37	52	**39**	**7**	1	0	0	0	0	0	0	166	49-58	92
17:00	4	3	17	36	47	34	1	0	0	0	0	0	0	0	142	46-55	83
18:00	3	4	7	34	51	36	3	2	0	0	0	0	0	0	140	47-56	87
19:00	**17**	1	12	31	43	22	7	0	0	0	0	0	0	0	133	46-55	74
20:00	4	6	20	28	46	8	2	0	0	0	0	0	0	0	114	46-55	74
21:00	3	5	19	37	32	9	0	0	0	0	0	0	0	0	105	46-55	69
22:00	0	2	8	29	30	8	2	0	0	0	0	0	0	0	79	46-55	59
23:00	3	3	9	6	18	6	1	0	0	0	0	0	0	0	46	47-56	25
Total	109	71	275	592	771	382	56	5	0	0	0	0	0	0	2261		
Percent	4.8%	3.1%	12.2%	26.2%	34.1%	16.9%	2.5%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	10:00	10:00	11:00	11:00	11:00	09:00								11:00		
Vol.	12	8	21	42	54	35	5								165		
PM Peak	19:00	15:00	13:00	13:00	14:00	16:00	16:00	12:00							13:00		
Vol.	17	9	27	50	67	39	7	2							188		

Route: 12B
ATR Placement: Approx 1mile S of 412
County: Oneida
Town: Clinton

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

SB

Start	1	36	41	46	51	56	61	66	71	76	81	86	91	96		Pace	Number
Time	35	40	45	50	55	60	65	70	75	80	85	90	95	999	Total	Speed	in Pace
08/02/09	1	1	1	7	5	4	1	0	0	0	0	0	0	0	20	45-54	12
01:00	0	0	0	3	5	4	0	0	0	0	0	0	0	0	12	48-57	10
02:00	0	0	3	2	1	0	0	0	0	0	0	0	0	0	6	38-47	5
03:00	0	0	0	1	1	0	1	0	0	0	0	0	0	0	3	42-51	2
04:00	0	0	1	0	2	0	0	0	0	0	0	0	0	0	3	43-52	2
05:00	1	1	1	0	2	1	0	0	0	0	0	0	0	0	6	32-41	3
06:00	0	0	2	8	2	3	0	0	0	0	0	0	0	0	15	41-50	10
07:00	1	0	5	7	8	2	0	0	0	0	0	0	0	0	23	44-53	15
08:00	1	**5**	9	12	23	10	0	0	0	0	0	0	0	0	60	46-55	35
09:00	1	3	14	21	25	14	0	**1**	0	0	0	0	0	0	79	46-55	46
10:00	3	2	12	27	30	10	1	0	0	0	0	0	0	0	85	46-55	57
11:00	**4**	5	**17**	**29**	**37**	**23**	**5**	0	0	0	0	0	0	0	**120**	46-55	66
12 PM	0	2	**31**	47	41	21	2	0	0	0	0	0	0	0	144	46-55	88
13:00	1	1	19	32	53	18	2	0	**1**	0	0	0	0	0	127	46-55	85
14:00	**7**	1	13	44	68	31	1	0	0	0	0	0	0	0	165	46-55	112
15:00	4	**3**	9	**51**	**69**	31	6	0	0	0	0	0	0	0	**173**	46-55	120
16:00	1	1	21	29	52	**39**	6	0	0	0	0	0	0	0	149	51-60	91
17:00	1	1	18	28	51	33	5	0	0	0	0	0	0	0	137	49-58	84
18:00	2	0	5	38	48	28	**9**	0	0	0	0	0	0	0	130	46-55	86
19:00	5	1	10	15	41	17	4	0	0	0	0	0	0	0	93	48-57	58
20:00	2	3	12	22	39	7	1	0	0	0	0	0	0	0	86	46-55	61
21:00	0	0	9	26	19	4	0	0	0	0	0	0	0	0	58	46-55	45
22:00	1	2	4	7	11	3	2	0	0	0	0	0	0	0	30	46-55	18
23:00	1	0	1	6	9	7	1	0	0	0	0	0	0	0	25	48-57	17
Total	37	32	217	462	642	310	47	1	1	0	0	0	0	0	1749		
Percent	2.1%	1.8%	12.4%	26.4%	36.7%	17.7%	2.7%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	08:00	11:00	11:00	11:00	11:00	11:00	09:00							11:00		
Vol.	4	5	17	29	37	23	5	1							120		
PM Peak	14:00	15:00	12:00	15:00	15:00	16:00	18:00		13:00						15:00		
Vol.	7	3	31	51	69	39	9		1						173		

Route: 12B
ATR Placement: Approx 1mile S of 412
County: Oneida
Town: Clinton

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

SB

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total	Pace Speed	Number in Pace
08/03/09	1	0	0	2	5	2	2	0	0	0	0	0	0	0	12	46-55	7
01:00	0	0	1	0	1	2	0	0	0	0	0	0	0	0	4	48-57	3
02:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	47-56	1
03:00	0	0	0	0	1	1	1	0	0	0	0	0	0	0	3	52-61	3
04:00	0	0	1	0	5	5	0	0	0	0	0	0	0	0	11	51-60	10
05:00	2	0	3	6	8	9	3	**4**	0	0	0	0	0	0	35	50-59	18
06:00	3	6	2	13	23	22	5	1	0	0	0	0	0	0	75	51-60	45
07:00	5	**8**	11	21	29	10	2	0	**1**	0	0	0	0	0	87	46-55	50
08:00	3	2	13	26	28	18	**7**	4	0	0	0	0	0	0	101	46-55	54
09:00	6	1	**16**	24	35	13	0	0	0	0	0	0	0	0	95	46-55	59
10:00	**8**	4	13	30	47	17	7	0	1	0	0	0	0	0	127	46-55	77
11:00	3	3	9	**31**	**60**	**28**	7	1	0	0	0	0	0	0	**142**	46-55	91
12 PM	5	5	18	32	63	26	6	0	0	0	0	0	0	0	155	46-55	95
13:00	**13**	1	17	24	60	36	6	0	0	0	0	0	0	0	157	51-60	96
14:00	6	3	9	40	57	33	9	0	0	0	0	0	0	0	157	46-55	97
15:00	12	2	**24**	54	79	40	7	0	0	0	0	0	0	0	218	46-55	133
16:00	11	1	10	**64**	**101**	**71**	7	**3**	**2**	0	0	0	0	0	**270**	51-60	172
17:00	11	2	16	57	85	71	**12**	1	1	0	0	0	0	0	256	51-60	156
18:00	8	2	19	32	67	36	12	2	0	0	0	0	0	0	178	49-58	103
19:00	3	6	15	41	47	22	5	0	0	0	0	0	0	0	139	46-55	88
20:00	2	**9**	21	31	28	7	2	1	0	0	0	0	0	0	101	45-54	59
21:00	7	1	13	21	31	11	1	0	0	0	0	0	0	0	85	46-55	52
22:00	2	1	11	12	14	12	3	0	0	0	0	0	0	0	55	48-57	28
23:00	0	1	1	9	14	8	4	0	0	0	0	0	0	0	37	47-56	24
Total	111	58	243	570	888	501	108	17	5	0	0	0	0	0	2501		
Percent	4.4%	2.3%	9.7%	22.8%	35.5%	20.0%	4.3%	0.7%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	07:00	09:00	11:00	11:00	11:00	08:00	05:00	07:00						11:00		
Vol.	8	8	16	31	60	28	7	4	1						142		
PM Peak	13:00	20:00	15:00	16:00	16:00	16:00	17:00	16:00	16:00						16:00		
Vol.	13	9	24	64	101	71	12	3	2						270		

Route: 12B
ATR Placement: Approx 1mile S of 412
County: Oneida
Town: Clinton

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

SB

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total	Pace Speed	Number in Pace
08/04/09	0	0	2	5	3	1	0	0	0	0	0	0	0	0	11	44-53	10
01:00	0	0	1	3	1	1	0	0	0	0	0	0	0	0	6	39-48	4
02:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	37-46	1
03:00	0	0	0	1	2	2	0	0	0	0	0	0	0	0	5	48-57	5
04:00	0	0	3	2	2	2	1	0	0	0	0	0	0	0	10	48-57	6
05:00	0	2	1	7	7	2	2	0	**1**	0	0	0	0	0	22	45-54	14
06:00	4	2	9	18	25	16	5	1	0	0	0	0	0	0	80	47-56	44
07:00	0	4	**16**	19	32	12	5	0	0	0	0	0	0	0	88	46-55	51
08:00	7	1	12	25	31	**28**	3	1	0	0	0	0	0	0	108	49-58	59
09:00	8	3	15	23	34	17	**6**	**2**	0	0	0	0	0	0	108	46-55	57
10:00	8	4	8	43	36	27	4	0	0	0	0	0	0	0	130	46-55	79
11:00	**10**	**6**	14	**52**	**48**	20	2	0	0	0	0	0	0	0	**152**	46-55	100
12 PM	**20**	6	12	39	65	26	8	0	0	0	0	0	0	0	176	46-55	104
13:00	8	**8**	8	34	50	23	**10**	0	**1**	0	0	0	0	0	142	46-55	84
14:00	9	3	**19**	40	66	28	7	0	0	0	0	0	0	0	172	46-55	106
15:00	8	1	14	42	70	53	6	0	0	0	0	0	0	0	194	51-60	123
16:00	8	4	13	43	**113**	**65**	6	0	0	0	0	0	0	0	252	51-60	178
17:00	16	1	12	**57**	110	59	8	0	0	0	0	0	0	0	**263**	49-58	170
18:00	5	5	7	41	68	52	5	0	0	0	0	0	0	0	183	51-60	120
19:00	6	3	8	25	49	26	6	**2**	0	0	0	0	0	0	125	47-56	75
20:00	2	3	14	29	42	25	5	0	0	0	0	0	0	0	120	46-55	71
21:00	1	1	13	31	22	10	5	1	0	0	0	0	0	0	84	46-55	53
22:00	1	2	4	13	13	5	0	0	0	0	0	0	0	0	38	46-55	26
23:00	1	1	7	8	23	8	1	0	0	0	0	0	0	0	49	48-57	33
Total	122	60	212	601	912	508	95	7	2	0	0	0	0	0	2519		
Percent	4.8%	2.4%	8.4%	23.9%	36.2%	20.2%	3.8%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	07:00	11:00	11:00	08:00	09:00	09:00	05:00						11:00		
Vol.	10	6	16	52	48	28	6	2	1						152		
PM Peak	12:00	13:00	14:00	17:00	16:00	16:00	13:00	19:00	13:00						17:00		
Vol.	20	8	19	57	113	65	10	2	1						263		

Route: 12B
ATR Placement: Approx 1mile S of 412
County: Oneida
Town: Clinton

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

SB

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total	Pace Speed	Number in Pace
08/05/09	0	1	2	4	13	4	1	0	0	0	0	0	0	0	25	47-56	18
01:00	0	0	0	0	4	3	1	1	**1**	0	0	0	0	0	10	49-58	7
02:00	0	0	0	0	0	3	1	0	0	0	0	0	0	0	4	52-61	4
03:00	0	0	1	0	2	1	0	0	0	0	0	0	0	0	4	47-56	3
04:00	0	2	0	2	3	2	0	0	0	0	0	0	0	0	9	48-57	7
05:00	1	1	6	6	7	4	0	1	0	0	0	0	0	0	26	43-52	14
06:00	4	4	4	25	19	**20**	3	1	0	0	0	0	0	0	80	46-55	44
07:00	1	1	8	20	35	17	0	0	0	0	0	0	0	0	82	46-55	55
08:00	5	6	7	21	38	20	5	0	1	0	0	0	0	0	103	46-55	59
09:00	1	**12**	**22**	16	19	15	3	0	0	0	0	0	0	0	88	41-50	38
10:00	2	4	21	24	33	11	1	0	0	0	0	0	0	0	96	46-55	57
11:00	**7**	2	19	**40**	**56**	11	**6**	**2**	0	0	0	0	0	0	**143**	46-55	96
12 PM	**5**	**4**	**15**	**45**	**64**	**28**	**6**	**1**	0	0	0	0	0	0	**168**	46-55	109
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	26	37	105	203	293	139	27	6	2	0	0	0	0	0	838		
Percent	3.1%	4.4%	12.5%	24.2%	35.0%	16.6%	3.2%	0.7%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	09:00	09:00	11:00	11:00	06:00	11:00	11:00	01:00						11:00		
Vol.	7	12	22	40	56	20	6	2	1						143		
PM Peak	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00							12:00		
Vol.	5	4	15	45	64	28	6	1							168		
Total	682	455	1813	4292	6284	3107	569	55	11	1	0	0	1	0	17270		
Percent	3.9%	2.6%	10.5%	24.9%	36.4%	18.0%	3.3%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile : 45 MPH
50th Percentile : 52 MPH
85th Percentile : 57 MPH
95th Percentile : 60 MPH

Stats

10 MPH Pace Speed : 46-55 MPH
Number in Pace : 10576
Percent in Pace : 61.2%
Number of Vehicles > 55 MPH : 3744
Percent of Vehicles > 55 MPH : 21.7%
Mean Speed(Average) : 50 MPH

Route: 12B
ATR Placement: Approx 1mile S of 412
County: Oneida
Town: Clinton

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

Start	27-Jul-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	*	*	*	*	15	21	8	26	11	29	14	20	12	24
01:00	*	*	*	*	*	*	7	13	7	9	8	12	9	12	8	12
02:00	*	*	*	*	*	*	2	11	5	1	8	10	8	6	6	7
03:00	*	*	*	*	*	*	9	4	4	6	7	8	1	3	5	5
04:00	*	*	*	*	*	*	12	10	9	10	5	9	3	3	7	8
05:00	*	*	*	*	*	*	50	22	45	16	24	8	15	6	34	13
06:00	*	*	*	*	*	*	141	67	137	73	64	35	33	15	94	48
07:00	*	*	*	*	*	*	**198**	80	203	80	71	42	47	23	130	56
08:00	*	*	*	*	*	*	191	96	**250**	108	129	67	65	60	159	83
09:00	*	*	*	*	*	*	177	98	203	111	172	113	102	79	164	100
10:00	*	*	*	*	*	*	155	108	202	154	**228**	151	113	85	174	124
11:00	*	*	*	*	*	*	170	**151**	196	**160**	201	**165**	**177**	**120**	**186**	**149**
12:00 PM	*	*	*	*	162	122	176	183	**247**	190	152	170	129	144	173	162
01:00	*	*	*	*	186	165	145	164	174	212	161	**188**	**166**	127	166	171
02:00	*	*	*	*	167	184	173	195	215	235	**174**	176	142	165	**174**	191
03:00	*	*	*	*	**202**	**245**	189	199	207	271	136	153	127	**173**	172	208
04:00	*	*	*	*	179	229	**194**	**279**	180	**292**	151	166	103	149	161	**223**
05:00	*	*	*	*	172	243	194	239	180	233	154	142	113	137	163	199
06:00	*	*	*	*	139	178	164	191	179	212	122	140	96	130	140	170
07:00	*	*	*	*	92	119	99	144	117	163	125	133	89	93	104	130
08:00	*	*	*	*	68	131	88	149	69	137	96	114	91	86	82	123
09:00	*	*	*	*	43	78	49	114	54	113	74	105	47	58	53	94
10:00	*	*	*	*	32	63	62	66	32	86	42	79	33	30	40	65
11:00	*	*	*	*	17	40	18	40	21	63	32	46	13	25	20	43
Lane	0	0	0	0	1459	1797	2678	2644	2944	2961	2347	2261	1736	1749	2427	2408
Day	0		0		3256		5322		5905		4608		3485		4835	
AM Peak							07:00	11:00	08:00	11:00	10:00	11:00	11:00	11:00	11:00	11:00
Vol.							198	151	250	160	228	165	177	120	186	149
PM Peak					15:00	15:00	16:00	16:00	12:00	16:00	14:00	13:00	13:00	15:00	14:00	16:00
Vol.					202	245	194	279	247	292	174	188	166	173	174	223

Route: 12B
ATR Placement: Approx 1mile S of 412
County: Oneida
Town: Clinton

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

Start Time	03-Aug-09 NB	SB	Tue NB	SB	Wed NB	SB	Thu NB	SB	Fri NB	SB	Sat NB	SB	Sun NB	SB	Week Average NB	SB
12:00 AM	6	12	13	11	9	25	*	*	*	*	*	*	*	*	9	16
01:00	3	4	0	6	2	10	*	*	*	*	*	*	*	*	2	7
02:00	2	1	2	1	5	4	*	*	*	*	*	*	*	*	3	2
03:00	8	3	2	5	5	4	*	*	*	*	*	*	*	*	5	4
04:00	4	11	5	10	9	9	*	*	*	*	*	*	*	*	6	10
05:00	38	35	46	22	52	26	*	*	*	*	*	*	*	*	45	28
06:00	150	75	188	80	167	80	*	*	*	*	*	*	*	*	168	78
07:00	**225**	87	**228**	88	**226**	82	*	*	*	*	*	*	*	*	**226**	86
08:00	202	101	193	108	210	103	*	*	*	*	*	*	*	*	202	104
09:00	167	95	169	108	150	88	*	*	*	*	*	*	*	*	162	97
10:00	159	127	154	130	159	96	*	*	*	*	*	*	*	*	157	118
11:00	163	**142**	151	**152**	150	**143**	*	*	*	*	*	*	*	*	155	**146**
12:00 PM	154	155	160	176	**149**	**168**	*	*	*	*	*	*	*	*	154	166
01:00	140	157	177	142	*	*	*	*	*	*	*	*	*	*	158	150
02:00	162	157	**185**	172	*	*	*	*	*	*	*	*	*	*	174	164
03:00	**184**	218	174	194	*	*	*	*	*	*	*	*	*	*	**179**	206
04:00	173	**270**	173	252	*	*	*	*	*	*	*	*	*	*	173	**261**
05:00	170	256	184	**263**	*	*	*	*	*	*	*	*	*	*	177	260
06:00	120	178	142	183	*	*	*	*	*	*	*	*	*	*	131	180
07:00	99	139	108	125	*	*	*	*	*	*	*	*	*	*	104	132
08:00	83	101	87	120	*	*	*	*	*	*	*	*	*	*	85	110
09:00	61	85	51	84	*	*	*	*	*	*	*	*	*	*	56	84
10:00	35	55	30	38	*	*	*	*	*	*	*	*	*	*	32	46
11:00	19	37	13	49	*	*	*	*	*	*	*	*	*	*	16	43
Lane	2527	2501	2635	2519	1293	838	0	0	0	0	0	0	0	0	2579	2498
Day	5028		5154		2131		0		0		0		0		5077	
AM Peak	07:00	11:00	07:00	11:00	07:00	11:00									07:00	11:00
Vol.	225	142	228	152	226	143									226	146
PM Peak	15:00	16:00	14:00	17:00	12:00	12:00									15:00	16:00
Vol.	184	270	185	263	149	168									179	261

Comb. Total	5028	5154	5387	5322	5905	4608	3485	9912
ADT	ADT 5,352	AADT 5,352						

Route: 12B
ATR Placement: 4000' N of 315
County: Oneida
Town: Deansboro

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

SB

Start Time	Bikes	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	Total
07/29/09	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	**3**	**102**	**21**	**1**	**6**	**6**	0	**4**	**5**	0	0	0	0	**148**
12 PM	2	118	25	0	8	8	**1**	2	3	0	0	0	0	167
13:00	1	116	26	1	9	**10**	1	1	4	0	0	0	0	169
14:00	**3**	149	40	**2**	**10**	8	0	1	**6**	**1**	0	0	0	220
15:00	0	222	**66**	0	10	3	0	2	3	0	0	0	0	**306**
16:00	1	**226**	61	0	4	1	0	**4**	0	0	0	0	0	297
17:00	1	203	54	2	7	0	0	0	3	1	0	0	0	271
18:00	0	125	27	0	4	1	0	0	1	0	0	0	0	158
19:00	0	105	22	0	1	0	0	1	0	0	0	0	0	129
20:00	0	100	22	0	3	0	0	1	1	0	0	0	0	127
21:00	0	58	10	1	2	0	0	0	1	0	0	0	0	72
22:00	0	46	7	1	3	0	0	1	1	0	0	0	0	59
23:00	0	34	5	0	1	0	0	0	0	0	0	0	0	40
Day Total	11	1604	386	8	68	37	2	17	28	2	0	0	0	2163
Percent	0.5%	74.2%	17.8%	0.4%	3.1%	1.7%	0.1%	0.8%	1.3%	0.1%	0.0%	0.0%	0.0%	
AM Peak	11:00	11:00	11:00	11:00	11:00	11:00		11:00	11:00					11:00
Vol.	3	102	21	1	6	6		4	5					148
PM Peak	14:00	16:00	15:00	14:00	14:00	13:00	12:00	16:00	14:00	14:00				15:00
Vol.	3	226	66	2	10	10	1	4	6	1				306

Route: 12B
ATR Placement: 4000' N of 315
County: Oneida
Town: Deansboro

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

SB

Start Time	Bikes	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	Total
07/30/09	0	19	3	0	2	0	0	1	0	0	0	0	0	25
01:00	0	6	2	1	0	0	0	0	0	0	0	0	0	9
02:00	0	14	1	0	0	0	0	0	0	0	0	0	0	15
03:00	0	2	2	1	0	0	0	0	0	0	0	0	0	5
04:00	0	8	2	1	0	0	0	0	1	0	0	0	0	12
05:00	1	14	10	2	2	3	0	0	1	**2**	0	0	0	35
06:00	2	46	27	4	4	**8**	0	0	**7**	0	0	0	0	98
07:00	**3**	75	20	4	5	6	0	**4**	2	0	0	0	0	119
08:00	0	72	27	0	10	6	0	2	3	1	0	0	**1**	122
09:00	1	67	20	2	**13**	6	0	0	4	2	0	0	0	115
10:00	2	78	23	1	3	8	0	2	7	0	**1**	0	0	125
11:00	1	**104**	**35**	**5**	11	6	**1**	2	2	0	0	0	0	**167**
12 PM	2	144	27	1	10	5	0	**3**	**8**	0	0	0	0	200
13:00	5	142	28	2	8	**7**	**1**	2	8	0	0	0	0	203
14:00	3	134	40	2	7	5	0	2	5	0	0	0	0	198
15:00	6	194	**64**	**3**	7	3	0	1	1	**1**	0	0	**2**	282
16:00	6	**293**	52	1	**12**	1	0	3	1	1	0	0	0	**370**
17:00	6	204	51	1	6	1	0	1	1	0	0	0	0	271
18:00	6	155	27	0	2	0	0	0	0	0	0	0	0	190
19:00	1	110	28	0	2	0	0	1	0	0	0	0	0	142
20:00	**7**	116	20	0	3	0	0	0	0	0	0	0	0	146
21:00	4	76	19	1	1	0	0	3	1	0	0	0	0	105
22:00	0	47	10	0	0	0	0	0	1	0	0	0	0	58
23:00	3	48	4	1	0	0	0	0	0	0	0	0	0	56
Day Total	59	2168	542	33	108	65	2	27	53	7	1	0	3	3068
Percent	1.9%	70.7%	17.7%	1.1%	3.5%	2.1%	0.1%	0.9%	1.7%	0.2%	0.0%	0.0%	0.1%	
AM Peak	07:00	11:00	11:00	11:00	09:00	06:00	11:00	07:00	06:00	05:00	10:00		08:00	11:00
Vol.	3	104	35	5	13	8	1	4	7	2	1		1	167
PM Peak	20:00	16:00	15:00	15:00	16:00	13:00	13:00	12:00	12:00	15:00			15:00	16:00
Vol.	7	293	64	3	12	7	1	3	8	1			2	370

Route: 12B
ATR Placement: 4000' N of 315
County: Oneida
Town: Deansboro

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

SB

Start Time	Bikes	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	Total
07/31/09	1	20	5	0	1	0	0	0	1	0	0	0	0	28
01:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
02:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
03:00	0	5	0	1	0	0	0	1	1	0	0	0	0	8
04:00	0	6	7	0	0	1	0	0	0	1	0	0	0	15
05:00	0	12	6	0	1	6	0	0	5	**4**	0	0	0	34
06:00	1	50	12	0	6	9	**2**	2	5	1	0	0	0	88
07:00	1	71	19	0	4	14	1	2	3	0	0	0	0	115
08:00	0	51	32	1	4	11	0	1	6	1	0	**1**	**2**	110
09:00	1	59	38	**2**	**11**	**15**	0	2	4	1	0	0	0	133
10:00	**6**	94	34	1	6	11	0	**4**	6	0	0	0	0	162
11:00	0	**103**	**47**	2	6	13	0	1	**7**	0	0	0	0	**179**
12 PM	1	144	47	1	7	13	0	1	2	**1**	0	0	0	217
13:00	1	151	50	0	7	**17**	0	0	**7**	0	0	0	**1**	234
14:00	0	178	61	**2**	7	14	0	**3**	4	0	0	0	0	269
15:00	1	215	**73**	0	**8**	3	0	1	4	0	0	0	0	305
16:00	**2**	**241**	70	0	6	2	0	2	0	0	0	0	0	**323**
17:00	1	200	46	1	3	0	0	1	0	0	0	0	0	252
18:00	1	173	25	0	7	0	0	1	1	0	0	0	0	208
19:00	0	134	20	0	6	1	0	1	2	0	0	0	0	164
20:00	0	113	19	0	2	0	0	1	0	0	0	0	0	135
21:00	1	80	14	1	1	0	0	1	1	0	0	0	0	99
22:00	0	81	19	0	0	1	0	1	0	0	0	0	0	102
23:00	0	42	7	0	0	0	0	1	0	0	0	0	0	50
Day Total	18	2231	652	12	93	131	3	27	59	9	0	1	3	3239
Percent	0.6%	68.9%	20.1%	0.4%	2.9%	4.0%	0.1%	0.8%	1.8%	0.3%	0.0%	0.0%	0.1%	
AM Peak	10:00	11:00	11:00	09:00	09:00	09:00	06:00	10:00	11:00	05:00		08:00	08:00	11:00
Vol.	6	103	47	2	11	15	2	4	7	4		1	2	179
PM Peak	16:00	16:00	15:00	14:00	15:00	13:00		14:00	13:00	12:00			13:00	16:00
Vol.	2	241	73	2	8	17		3	7	1			1	323

Route: 12B
ATR Placement: 4000' N of 315
County: Oneida
Town: Deansboro

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

SB

Start Time	Bikes	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	Total
08/01/09	2	21	7	**1**	1	0	0	0	0	0	0	0	0	32
01:00	0	9	0	0	0	0	0	0	0	0	0	0	0	9
02:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
03:00	0	6	4	0	0	1	0	0	0	0	0	0	0	11
04:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10
05:00	0	13	2	0	2	0	0	**1**	0	0	0	0	0	18
06:00	0	27	11	0	**5**	0	0	0	0	0	0	0	0	43
07:00	0	40	12	0	1	0	0	0	0	0	0	0	0	53
08:00	1	64	25	1	4	1	0	0	0	0	0	0	0	96
09:00	4	79	33	0	3	**2**	0	1	0	0	0	0	0	122
10:00	3	101	31	0	2	1	0	0	0	0	0	0	0	138
11:00	**8**	**151**	**36**	1	4	0	0	0	0	0	0	0	0	**200**
12 PM	7	123	29	**1**	**4**	0	0	1	0	**1**	0	0	0	166
13:00	11	**154**	30	0	3	0	0	**3**	**1**	0	0	0	0	**202**
14:00	6	144	28	0	0	0	0	1	1	0	0	0	0	180
15:00	5	130	26	0	0	0	0	1	1	0	0	0	0	163
16:00	**13**	133	**35**	0	0	0	0	0	1	0	0	0	0	182
17:00	4	108	31	1	1	0	0	0	0	1	0	0	0	146
18:00	2	123	24	0	1	0	0	0	0	0	0	0	0	150
19:00	3	103	13	0	2	**1**	0	1	0	0	0	0	0	123
20:00	10	99	24	0	1	0	0	0	0	0	0	0	0	134
21:00	2	103	17	0	1	0	0	0	0	0	0	0	0	123
22:00	0	60	11	0	2	0	0	0	0	0	0	0	0	73
23:00	5	33	9	0	0	0	0	0	0	0	0	0	0	47
Day Total	86	1840	439	5	37	6	0	9	4	2	0	0	0	2428
Percent	3.5%	75.8%	18.1%	0.2%	1.5%	0.2%	0.0%	0.4%	0.2%	0.1%	0.0%	0.0%	0.0%	
AM Peak	11:00	11:00	11:00	00:00	06:00	09:00		05:00						11:00
Vol.	8	151	36	1	5	2		1						200
PM Peak	16:00	13:00	16:00	12:00	12:00	19:00		13:00	13:00	12:00				13:00
Vol.	13	154	35	1	4	1		3	1	1				202

Route: 12B
ATR Placement: 4000' N of 315
County: Oneida
Town: Deansboro

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

SB

Start Time	Bikes	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	Total
08/02/09	0	17	6	0	0	0	0	1	0	0	0	0	0	24
01:00	0	14	1	0	0	0	0	0	1	0	0	0	0	16
02:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	5	1	0	1	0	0	0	0	0	0	0	0	7
05:00	0	6	3	0	0	0	0	0	0	**1**	0	0	0	10
06:00	0	14	8	0	0	0	0	0	0	0	0	0	0	22
07:00	0	20	6	0	0	0	0	0	1	0	0	0	0	27
08:00	1	50	5	0	**2**	0	0	0	**3**	0	0	0	0	61
09:00	0	67	19	1	0	0	0	1	0	0	0	0	0	88
10:00	1	80	**26**	0	0	0	0	2	1	0	0	0	0	110
11:00	**2**	**82**	18	**3**	2	0	0	**4**	1	0	0	0	0	**112**
12 PM	1	**133**	26	0	2	0	0	**1**	1	0	0	0	0	164
13:00	1	111	20	0	3	0	0	0	0	0	0	0	0	135
14:00	1	130	**36**	0	4	**1**	0	0	1	0	0	0	0	**173**
15:00	1	126	31	0	**6**	0	0	1	0	0	0	0	0	165
16:00	1	131	22	0	4	0	0	1	0	0	0	0	0	159
17:00	0	130	19	**1**	2	0	0	0	0	0	0	0	0	152
18:00	0	107	18	0	1	0	0	0	0	0	0	0	0	126
19:00	**2**	75	18	0	0	0	0	1	**2**	0	0	0	0	98
20:00	2	60	11	0	1	0	0	0	1	0	0	0	0	75
21:00	2	49	9	0	0	0	0	1	0	0	0	0	0	61
22:00	0	29	3	0	0	0	0	0	0	0	0	0	0	32
23:00	0	22	6	0	1	0	0	0	0	0	0	0	0	29
Day Total	15	1466	312	5	29	1	0	13	12	1	0	0	0	1854
Percent	0.8%	79.1%	16.8%	0.3%	1.6%	0.1%	0.0%	0.7%	0.6%	0.1%	0.0%	0.0%	0.0%	
AM Peak	11:00	11:00	10:00	11:00	08:00			11:00	08:00	05:00				11:00
Vol.	2	82	26	3	2			4	3	1				112
PM Peak	19:00	12:00	14:00	17:00	15:00	14:00		12:00	19:00					14:00
Vol.	2	133	36	1	6	1		1	2					173

Route: 12B
ATR Placement: 4000' N of 315
County: Oneida
Town: Deansboro

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

SB

Start Time	Bikes	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	Total
08/03/09	0	14	1	0	0	0	0	0	0	0	0	0	0	15
01:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
03:00	1	2	1	1	2	0	0	0	3	0	0	0	0	10
04:00	0	7	6	0	4	0	0	0	0	0	0	0	0	17
05:00	0	24	9	**6**	0	5	0	0	2	**3**	0	0	0	49
06:00	1	42	23	2	5	8	0	1	0	2	0	0	1	85
07:00	2	76	18	1	10	**11**	0	1	2	1	0	0	0	122
08:00	0	51	**35**	1	**15**	10	0	**2**	3	2	0	0	**2**	121
09:00	**5**	67	27	0	8	11	0	1	1	1	0	0	1	122
10:00	2	91	25	5	12	11	0	2	**5**	0	0	0	0	**153**
11:00	3	**97**	20	2	8	11	0	0	2	2	0	0	0	145
12 PM	3	141	27	**1**	5	5	0	**4**	1	0	0	0	0	187
13:00	4	122	34	0	**10**	**7**	**1**	3	2	0	0	0	0	183
14:00	6	136	32	1	6	5	0	0	2	0	0	0	0	188
15:00	**11**	194	50	1	8	4	0	1	**3**	**1**	0	0	0	273
16:00	6	**249**	**59**	1	2	1	0	1	0	0	0	0	0	**319**
17:00	10	206	42	1	7	0	0	2	1	0	0	0	0	269
18:00	5	134	34	0	8	1	0	2	0	1	0	0	0	185
19:00	3	104	26	0	2	0	0	0	1	0	0	0	0	136
20:00	0	76	17	1	0	0	0	1	0	0	0	0	0	95
21:00	5	56	16	0	2	0	0	1	0	0	0	0	0	80
22:00	2	37	8	0	0	0	0	0	0	0	0	0	0	47
23:00	0	38	11	0	0	0	0	0	0	0	0	0	0	49
Day Total	69	1969	522	24	114	90	1	22	28	13	0	0	4	2856
Percent	2.4%	68.9%	18.3%	0.8%	4.0%	3.2%	0.0%	0.8%	1.0%	0.5%	0.0%	0.0%	0.1%	
AM Peak	09:00	11:00	08:00	05:00	08:00	07:00		08:00	10:00	05:00			08:00	10:00
Vol.	5	97	35	6	15	11		2	5	3			2	153
PM Peak	15:00	16:00	16:00	12:00	13:00	13:00	13:00	12:00	15:00	15:00				16:00
Vol.	11	249	59	1	10	7	1	4	3	1				319

Route: 12B
ATR Placement: 4000' N of 315
County: Oneida
Town: Deansboro

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

SB

Start Time	Bikes	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	Total
08/04/09	1	16	2	0	0	0	0	0	0	0	0	0	0	19
01:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
02:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
03:00	0	3	0	1	1	0	0	0	1	0	0	0	0	6
04:00	2	12	1	0	1	0	0	0	1	0	0	0	0	17
05:00	0	21	9	0	0	2	1	2	4	**2**	0	0	0	41
06:00	2	53	19	**6**	6	11	**3**	0	1	1	0	0	0	102
07:00	1	83	21	2	11	9	1	0	4	0	0	0	**1**	133
08:00	3	61	**35**	0	**16**	6	0	**3**	**5**	1	0	0	0	130
09:00	2	87	31	1	10	7	0	1	3	2	0	0	0	144
10:00	0	96	19	2	6	10	0	0	2	0	0	0	0	135
11:00	**5**	**107**	26	4	12	**13**	1	1	2	0	0	0	0	**171**
12 PM	4	115	33	1	13	9	0	0	**2**	0	0	0	0	177
13:00	2	113	23	0	6	11	0	**1**	0	0	0	0	0	156
14:00	2	143	37	1	10	**13**	0	1	2	0	0	0	0	209
15:00	5	178	55	1	**15**	0	0	1	1	**1**	0	0	0	257
16:00	**8**	**231**	**64**	**2**	6	0	0	1	0	0	0	0	0	**312**
17:00	4	195	56	1	7	0	0	1	2	1	0	0	0	267
18:00	5	155	36	0	4	1	0	0	1	0	0	0	0	202
19:00	4	105	17	0	3	0	0	0	1	0	0	0	0	130
20:00	0	89	17	1	2	0	0	0	1	0	0	0	0	110
21:00	5	65	11	0	2	0	0	0	0	0	0	0	0	83
22:00	0	39	3	1	0	0	0	1	2	0	0	0	0	46
23:00	0	40	13	0	0	0	0	0	0	0	0	0	0	53
Day Total	55	2018	529	24	131	92	6	13	35	8	0	0	1	2912
Percent	1.9%	69.3%	18.2%	0.8%	4.5%	3.2%	0.2%	0.4%	1.2%	0.3%	0.0%	0.0%	0.0%	
AM Peak	11:00	11:00	08:00	06:00	08:00	11:00	06:00	08:00	08:00	05:00			07:00	11:00
Vol.	5	107	35	6	16	13	3	3	5	2			1	171
PM Peak	16:00	16:00	16:00	16:00	15:00	14:00		13:00	12:00	15:00				16:00
Vol.	8	231	64	2	15	13		1	2	1				312

Route: 12B
ATR Placement: 4000' N of 315
County: Oneida
Town: Deansboro

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

SB

Start Time	Bikes	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	Total
08/05/09	1	21	4	0	1	0	0	0	0	0	0	0	0	27
01:00	0	5	2	0	2	0	0	0	0	0	0	0	0	9
02:00	0	3	0	1	0	0	0	0	0	0	0	0	0	4
03:00	0	4	0	0	0	1	0	0	1	0	0	0	0	6
04:00	0	7	5	0	0	0	0	0	0	1	0	0	0	13
05:00	0	17	11	0	4	5	0	0	**4**	**2**	0	0	**1**	44
06:00	1	55	22	1	5	**9**	0	2	4	2	0	0	0	101
07:00	1	66	32	**4**	5	5	0	**3**	2	0	0	0	0	118
08:00	1	56	31	4	**12**	9	0	1	2	1	0	0	1	118
09:00	0	50	21	3	11	8	**1**	1	4	0	0	0	0	99
10:00	0	77	25	2	8	8	0	0	2	0	0	0	0	122
11:00	**3**	**102**	**36**	2	12	8	0	1	2	1	0	0	0	**167**
12 PM	**3**	**123**	**41**	**1**	**6**	**11**	0	**4**	**4**	0	0	0	0	**193**
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Day Total	10	586	230	18	66	64	1	12	25	7	0	0	2	1021
Percent	1.0%	57.4%	22.5%	1.8%	6.5%	6.3%	0.1%	1.2%	2.4%	0.7%	0.0%	0.0%	0.2%	
AM Peak	11:00	11:00	11:00	07:00	08:00	06:00	09:00	07:00	05:00	05:00			05:00	11:00
Vol.	3	102	36	4	12	9	1	3	4	2			1	167
PM Peak	12:00	12:00	12:00	12:00	12:00	12:00		12:00	12:00					12:00
Vol.	3	123	41	1	6	11		4	4					193
Grand Total	323	13882	3612	129	646	486	15	140	244	49	1	1	13	19541
Percent	1.7%	71.0%	18.5%	0.7%	3.3%	2.5%	0.1%	0.7%	1.2%	0.3%	0.0%	0.0%	0.1%	

Route: 12B
ATR Placement: 4000' N of 315
County: Oneida
Town: Deansboro

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

NB

Start Time	Bikes	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	Total
07/29/09	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	0	**87**	**34**	**3**	**10**	**5**	0	**4**	0	0	0	0	0	**143**
12 PM	0	127	33	2	**13**	**5**	0	5	**2**	0	0	0	0	187
13:00	1	120	42	2	13	4	**1**	7	1	**1**	0	0	0	192
14:00	**3**	118	39	**6**	12	2	1	**9**	2	0	0	0	**1**	193
15:00	2	**148**	39	4	8	2	0	6	1	1	0	0	0	**211**
16:00	0	129	39	5	5	0	0	4	0	0	0	0	0	182
17:00	1	115	**47**	1	4	0	0	3	2	0	0	0	0	173
18:00	0	76	32	2	2	0	0	0	0	0	0	0	0	112
19:00	0	60	19	0	3	0	0	0	1	0	0	0	0	83
20:00	0	33	8	1	0	0	0	0	0	0	0	0	0	42
21:00	0	35	7	0	2	0	0	0	0	0	0	0	0	44
22:00	0	24	6	0	2	0	0	0	0	0	0	0	0	32
23:00	0	13	3	1	1	0	0	0	1	0	0	0	0	19
Day Total	7	1085	348	27	75	18	2	38	10	2	0	0	1	1613
Percent	0.4%	67.3%	21.6%	1.7%	4.6%	1.1%	0.1%	2.4%	0.6%	0.1%	0.0%	0.0%	0.1%	
AM Peak		11:00	11:00	11:00	11:00	11:00		11:00						11:00
Vol.		87	34	3	10	5		4						143
PM Peak	14:00	15:00	17:00	14:00	12:00	12:00	13:00	14:00	12:00	13:00			14:00	15:00
Vol.	3	148	47	6	13	5	1	9	2	1			1	211

Route: 12B
ATR Placement: 4000' N of 315
County: Oneida
Town: Deansboro

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

NB

Start Time	Bikes	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	Total
07/30/09	0	16	0	0	0	0	0	1	0	0	0	0	0	17
01:00	0	1	1	1	0	0	0	0	0	0	0	0	0	3
02:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
03:00	0	1	2	1	1	0	0	0	0	0	0	0	0	5
04:00	0	19	8	0	2	0	0	0	0	0	0	0	0	29
05:00	1	53	34	**3**	6	1	0	1	0	0	0	0	0	99
06:00	**6**	160	56	0	14	1	**4**	3	0	0	0	0	0	244
07:00	5	**178**	**58**	0	13	5	0	2	**4**	0	0	0	0	**265**
08:00	3	137	55	1	12	5	0	2	1	**3**	0	0	0	219
09:00	0	141	42	2	10	**7**	2	**4**	0	1	0	0	0	209
10:00	3	110	38	3	11	5	2	2	1	1	0	0	0	176
11:00	2	115	33	3	**17**	3	3	1	1	3	0	0	0	181
12 PM	1	105	35	2	15	**5**	2	5	0	2	0	0	0	172
13:00	1	115	38	1	12	0	0	**8**	**3**	**3**	0	0	0	181
14:00	**5**	118	48	2	14	3	**3**	6	1	0	0	0	0	200
15:00	5	**166**	**49**	2	**19**	1	1	1	1	2	0	0	0	**247**
16:00	3	135	38	**3**	11	0	0	1	1	0	0	0	0	192
17:00	4	145	47	1	10	2	0	0	0	1	0	0	0	210
18:00	2	75	40	0	7	2	0	3	1	0	0	0	0	130
19:00	2	60	22	0	4	0	0	3	1	0	0	0	0	92
20:00	5	47	13	1	3	0	0	0	0	0	0	0	0	69
21:00	1	47	14	0	2	0	0	0	0	0	0	0	0	64
22:00	1	41	11	0	1	0	0	0	0	0	0	0	0	54
23:00	0	16	1	2	1	0	0	0	0	0	0	0	0	20
Day Total	50	2006	685	28	185	40	17	43	15	16	0	0	0	3085
Percent	1.6%	65.0%	22.2%	0.9%	6.0%	1.3%	0.6%	1.4%	0.5%	0.5%	0.0%	0.0%	0.0%	
AM Peak	06:00	07:00	07:00	05:00	11:00	09:00	06:00	09:00	07:00	08:00				07:00
Vol.	6	178	58	3	17	7	4	4	4	3				265
PM Peak	14:00	15:00	15:00	16:00	15:00	12:00	14:00	13:00	13:00	13:00				15:00
Vol.	5	166	49	3	19	5	3	8	3	3				247

Route: 12B
ATR Placement: 4000' N of 315
County: Oneida
Town: Deansboro

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

NB

Start Time	Bikes	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	Total
07/31/09	0	12	1	0	2	0	0	1	0	0	0	0	0	16
01:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
02:00	0	8	3	0	2	0	0	0	0	0	0	0	0	13
03:00	0	3	4	0	0	0	0	0	0	0	0	0	0	7
04:00	0	17	6	0	1	0	0	0	0	0	0	0	0	24
05:00	0	40	27	1	2	0	0	0	0	0	0	0	0	70
06:00	0	147	56	1	8	4	5	6	**4**	**1**	0	0	0	232
07:00	3	**168**	**60**	**3**	14	0	**7**	3	2	1	0	0	0	**261**
08:00	1	145	48	3	**18**	**9**	5	2	3	1	0	0	0	235
09:00	1	125	48	3	10	3	6	**8**	0	1	0	0	0	205
10:00	**4**	127	60	3	8	6	4	8	1	1	0	0	0	222
11:00	1	143	53	2	7	4	3	6	2	0	0	0	0	221
12 PM	1	143	**56**	1	**13**	**9**	4	7	**3**	0	0	0	0	**237**
13:00	1	129	52	**3**	8	7	**6**	**9**	1	1	0	0	0	217
14:00	**4**	124	46	0	9	2	3	8	3	**2**	0	0	0	201
15:00	0	131	41	2	10	2	2	4	2	1	0	0	0	195
16:00	3	**146**	50	1	8	1	0	4	3	0	0	0	0	216
17:00	2	141	35	1	8	0	0	7	0	0	0	0	0	194
18:00	0	110	35	0	7	1	0	1	1	0	0	0	0	155
19:00	1	75	24	1	2	0	0	0	1	0	0	0	0	104
20:00	0	57	12	0	1	0	0	0	1	0	0	0	0	71
21:00	0	40	14	1	1	0	0	0	0	0	0	0	0	56
22:00	2	26	1	1	0	0	0	0	0	0	0	0	0	30
23:00	0	17	1	0	2	0	0	0	1	0	0	0	0	21
Day Total	24	2074	733	27	142	48	45	74	28	9	0	0	0	3204
Percent	0.7%	64.7%	22.9%	0.8%	4.4%	1.5%	1.4%	2.3%	0.9%	0.3%	0.0%	0.0%	0.0%	
AM Peak	10:00	07:00	07:00	07:00	08:00	08:00	07:00	09:00	06:00	06:00				07:00
Vol.	4	168	60	3	18	9	7	8	4	1				261
PM Peak	14:00	16:00	12:00	13:00	12:00	12:00	13:00	13:00	12:00	14:00				12:00
Vol.	4	146	56	3	13	9	6	9	3	2				237

Route: 12B
ATR Placement: 4000' N of 315
County: Oneida
Town: Deansboro

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

NB

Start Time	Bikes	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	Total
08/01/09	0	10	0	0	1	0	0	0	0	0	0	0	0	11
01:00	0	6	2	0	1	0	0	0	0	0	0	0	0	9
02:00	0	3	2	0	1	0	0	0	0	0	0	0	0	6
03:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
04:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9
05:00	2	21	13	0	2	0	0	0	0	0	0	0	0	38
06:00	1	42	20	0	3	0	0	0	1	0	0	0	0	67
07:00	3	64	21	**1**	3	0	0	**3**	**2**	0	0	0	0	97
08:00	**6**	98	33	0	5	0	0	1	0	0	0	0	0	143
09:00	3	**135**	**47**	0	7	1	0	1	0	0	0	0	0	**194**
10:00	1	132	38	0	**11**	**2**	0	1	0	0	0	0	0	185
11:00	1	135	41	0	8	0	0	1	0	0	0	0	0	186
12 PM	3	106	34	0	5	0	0	2	0	0	0	0	0	150
13:00	7	**141**	24	0	6	0	0	1	0	0	0	0	0	**179**
14:00	4	106	34	1	3	0	0	0	0	**1**	0	0	0	149
15:00	3	94	27	1	**10**	0	0	1	0	0	0	0	0	136
16:00	**12**	98	**36**	**2**	6	**1**	0	0	0	0	0	0	0	155
17:00	5	110	23	1	7	0	0	**3**	0	0	0	0	0	149
18:00	7	73	31	0	2	0	0	0	0	0	0	0	0	113
19:00	2	78	24	0	3	0	0	1	0	0	0	0	0	108
20:00	3	59	22	1	0	0	0	1	0	0	0	0	0	86
21:00	3	67	16	0	2	0	0	1	0	0	0	0	0	89
22:00	0	33	10	0	2	0	0	0	0	0	0	0	0	45
23:00	1	16	7	0	2	0	0	0	0	0	0	0	0	26
Day Total	67	1642	508	7	90	4	0	17	3	1	0	0	0	2339
Percent	2.9%	70.2%	21.7%	0.3%	3.8%	0.2%	0.0%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	09:00	09:00	07:00	10:00	10:00		07:00	07:00					09:00
Vol.	6	135	47	1	11	2		3	2					194
PM Peak	16:00	13:00	16:00	16:00	15:00	16:00		17:00		14:00				13:00
Vol.	12	141	36	2	10	1		3		1				179

Route: 12B
ATR Placement: 4000' N of 315
County: Oneida
Town: Deansboro

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

NB

Start Time	Bikes	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	Total
08/02/09	0	6	4	0	0	0	0	0	0	0	0	0	0	10
01:00	0	3	2	0	0	0	0	**1**	0	0	0	0	0	6
02:00	0	5	0	0	1	0	0	0	0	0	0	0	0	6
03:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
04:00	0	5	3	0	1	0	0	0	0	0	0	0	0	9
05:00	0	9	9	0	2	0	0	0	0	0	0	0	0	20
06:00	0	17	13	0	1	0	0	0	0	0	0	0	0	31
07:00	**1**	34	8	0	0	0	0	0	1	0	0	0	0	44
08:00	1	48	15	0	0	0	0	0	0	0	0	0	0	64
09:00	0	70	25	**1**	2	0	0	0	1	0	0	0	0	99
10:00	1	102	**44**	0	**4**	0	0	1	**2**	**1**	0	0	0	155
11:00	1	**119**	38	0	4	0	0	1	0	0	0	0	0	**163**
12 PM	0	115	33	1	3	0	0	**3**	0	0	0	0	0	**155**
13:00	0	105	**36**	0	4	0	0	0	0	0	0	0	0	145
14:00	2	**119**	21	0	3	0	0	0	0	0	0	0	0	145
15:00	0	109	20	0	**9**	**1**	0	1	**1**	0	0	0	0	141
16:00	0	79	28	**2**	2	0	0	0	0	0	0	0	0	111
17:00	0	100	20	0	4	0	0	1	0	0	0	0	0	125
18:00	2	75	19	0	6	1	0	0	0	0	0	0	0	103
19:00	**3**	60	12	0	1	1	0	0	0	0	0	0	0	77
20:00	3	78	12	1	0	0	0	0	1	0	0	0	0	95
21:00	1	29	8	0	2	0	0	1	0	0	0	0	0	41
22:00	0	26	1	0	1	0	0	0	0	0	0	0	0	28
23:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11
Day Total	15	1326	374	5	50	3	0	9	6	1	0	0	0	1789
Percent	0.8%	74.1%	20.9%	0.3%	2.8%	0.2%	0.0%	0.5%	0.3%	0.1%	0.0%	0.0%	0.0%	
AM Peak	07:00	11:00	10:00	09:00	10:00			01:00	10:00	10:00				11:00
Vol.	1	119	44	1	4			1	2	1				163
PM Peak	19:00	14:00	13:00	16:00	15:00	15:00		12:00	15:00					12:00
Vol.	3	119	36	2	9	1		3	1					155

Route: 12B
ATR Placement: 4000' N of 315
County: Oneida
Town: Deansboro

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

NB

Start Time	Bikes	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	Total
08/03/09	0	4	0	1	0	0	0	0	1	0	0	0	0	6
01:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
02:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
03:00	0	4	2	0	1	0	0	1	0	0	0	0	0	8
04:00	0	12	6	0	1	0	0	0	0	0	0	0	0	19
05:00	4	48	23	0	7	0	0	1	0	0	0	0	0	83
06:00	**6**	163	**62**	1	**17**	3	6	4	0	0	0	0	0	262
07:00	6	**180**	55	0	15	2	1	2	1	**1**	0	0	**1**	**264**
08:00	3	138	51	1	13	1	**8**	**5**	1	1	0	0	0	222
09:00	0	119	40	**4**	13	4	6	5	2	0	0	0	0	193
10:00	1	126	46	1	9	**5**	4	3	2	0	0	0	0	197
11:00	2	104	26	1	11	5	1	1	**3**	1	0	0	0	155
12 PM	3	112	29	3	**14**	1	2	4	1	0	0	0	0	169
13:00	2	97	27	3	14	**6**	1	2	1	0	0	0	0	153
14:00	0	113	**45**	1	13	3	**3**	**7**	1	0	0	0	0	186
15:00	4	**124**	41	**4**	14	4	2	6	1	0	0	0	0	**200**
16:00	2	122	37	2	10	1	0	1	**2**	0	0	0	0	177
17:00	5	121	39	1	8	0	0	0	0	0	0	0	0	174
18:00	**12**	73	25	0	6	1	0	1	0	0	0	0	0	118
19:00	7	68	15	0	3	1	0	1	0	0	0	0	0	95
20:00	6	48	14	1	4	1	0	0	1	0	0	0	0	75
21:00	1	44	10	0	5	0	0	1	0	0	0	0	0	61
22:00	1	24	5	0	0	0	0	0	0	0	0	0	0	30
23:00	1	5	6	0	0	0	0	1	0	0	0	0	0	13
Day Total	66	1857	606	24	178	38	34	46	17	3	0	0	1	2870
Percent	2.3%	64.7%	21.1%	0.8%	6.2%	1.3%	1.2%	1.6%	0.6%	0.1%	0.0%	0.0%	0.0%	
AM Peak	06:00	07:00	06:00	09:00	06:00	10:00	08:00	08:00	11:00	07:00			07:00	07:00
Vol.	6	180	62	4	17	5	8	5	3	1			1	264
PM Peak	18:00	15:00	14:00	15:00	12:00	13:00	14:00	14:00	16:00					15:00
Vol.	12	124	45	4	14	6	3	7	2					200

Route: 12B
ATR Placement: 4000' N of 315
County: Oneida
Town: Deansboro

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

NB

Start Time	Bikes	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	Total
08/04/09	0	8	1	0	1	0	0	0	0	0	0	0	0	10
01:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1
02:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
03:00	0	2	0	0	1	0	0	0	0	0	0	0	0	3
04:00	0	17	4	1	0	0	0	0	0	0	0	0	0	22
05:00	2	49	31	0	5	1	0	0	0	0	0	0	0	88
06:00	**9**	173	**65**	1	18	3	2	4	0	0	0	0	0	275
07:00	4	**180**	54	3	**21**	1	**5**	**5**	**2**	**1**	0	0	0	**276**
08:00	2	141	56	1	16	0	3	3	2	1	0	0	0	225
09:00	2	101	43	3	14	**8**	1	5	1	0	0	0	0	178
10:00	0	112	33	**5**	10	4	2	2	1	0	0	0	0	169
11:00	1	116	36	4	18	5	0	2	2	0	0	0	0	184
12 PM	1	100	40	1	**20**	4	1	**11**	**3**	0	0	0	0	181
13:00	2	115	35	0	13	5	**2**	3	0	0	0	0	0	175
14:00	1	113	**46**	1	18	**6**	0	6	0	0	0	0	0	**191**
15:00	**6**	**131**	36	**2**	12	1	1	0	1	0	0	0	0	190
16:00	1	121	31	1	12	4	0	3	0	0	0	0	0	173
17:00	6	109	31	1	8	1	0	1	1	0	0	0	0	158
18:00	2	97	23	0	10	0	0	1	0	0	0	0	0	133
19:00	2	77	27	0	1	1	0	0	1	0	0	0	0	109
20:00	1	47	15	1	3	0	0	2	0	0	0	0	0	69
21:00	1	34	9	0	4	0	0	0	0	0	0	0	0	48
22:00	0	22	8	1	3	0	0	1	0	0	0	0	0	35
23:00	0	8	3	1	1	0	0	0	0	0	0	0	0	13
Day Total	43	1877	629	28	209	44	17	49	14	2	0	0	0	2912
Percent	1.5%	64.5%	21.6%	1.0%	7.2%	1.5%	0.6%	1.7%	0.5%	0.1%	0.0%	0.0%	0.0%	
AM Peak	06:00	07:00	06:00	10:00	07:00	09:00	07:00	07:00	07:00	07:00				07:00
Vol.	9	180	65	5	21	8	5	5	2	1				276
PM Peak	15:00	15:00	14:00	15:00	12:00	14:00	13:00	12:00	12:00					14:00
Vol.	6	131	46	2	20	6	2	11	3					191

Route: 12B
ATR Placement: 4000' N of 315
County: Oneida
Town: Deansboro

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

NB

Start Time	Bikes	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	Total
08/05/09	0	4	0	0	2	0	0	1	0	0	0	0	0	7
01:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
02:00	0	6	3	0	0	0	0	0	0	0	0	0	0	9
03:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
04:00	0	17	6	0	0	1	0	0	1	0	0	0	0	25
05:00	0	59	35	0	2	0	0	1	0	0	0	0	0	97
06:00	**5**	159	**72**	0	**21**	0	3	2	**4**	**1**	0	0	0	267
07:00	3	**193**	54	1	17	3	**5**	4	1	1	0	0	0	**282**
08:00	1	144	42	3	10	**4**	5	2	0	0	0	0	0	211
09:00	2	95	45	2	8	3	3	3	1	0	0	0	0	162
10:00	1	107	30	1	6	2	3	**6**	1	1	0	0	0	158
11:00	0	92	43	**4**	13	2	1	4	1	0	0	0	0	160
12 PM	**3**	**122**	**34**	**1**	**8**	**3**	**3**	**2**	**1**	0	0	0	0	**177**
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Day Total	15	1003	366	12	87	18	23	25	10	3	0	0	0	1562
Percent	1.0%	64.2%	23.4%	0.8%	5.6%	1.2%	1.5%	1.6%	0.6%	0.2%	0.0%	0.0%	0.0%	
AM Peak	06:00	07:00	06:00	11:00	06:00	08:00	07:00	10:00	06:00	06:00				07:00
Vol.	5	193	72	4	21	4	5	6	4	1				282
PM Peak	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00					12:00
Vol.	3	122	34	1	8	3	3	2	1					177
Grand Total	287	12870	4249	158	1016	213	138	301	103	37	0	0	2	19374
Percent	1.5%	66.4%	21.9%	0.8%	5.2%	1.1%	0.7%	1.6%	0.5%	0.2%	0.0%	0.0%	0.0%	

Route: 12B
ATR Placement: 4000' N of 315
County: Oneida
Town: Deansboro

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

SB

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total	Pace Speed	Number in Pace
07/29/09	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	**2**	0	**20**	**49**	**64**	**12**	0	**2**	0	0	0	0	0	0	**149**	46-55	113
12 PM	8	1	15	71	57	14	2	0	0	0	0	0	0	0	168	46-55	128
13:00	9	6	23	73	45	13	1	0	0	0	0	0	0	0	170	46-55	118
14:00	10	6	19	83	80	**21**	2	0	0	0	0	0	0	0	221	46-55	163
15:00	8	12	**67**	**111**	95	12	2	0	0	0	0	0	0	0	**307**	46-55	206
16:00	**12**	**16**	27	94	**133**	14	1	0	0	0	0	0	0	0	297	46-55	227
17:00	7	9	29	88	114	21	**3**	0	0	0	**1**	0	0	0	272	46-55	202
18:00	3	4	23	46	60	20	2	0	0	0	0	0	0	0	158	46-55	106
19:00	1	1	6	45	60	14	2	0	0	0	0	0	0	0	129	46-55	105
20:00	0	4	32	32	48	10	1	0	0	0	0	0	0	0	127	46-55	80
21:00	1	1	15	24	29	1	0	**1**	0	0	0	0	0	0	72	46-55	53
22:00	8	2	14	17	11	6	1	0	0	0	0	0	0	0	59	42-51	32
23:00	3	2	4	9	16	4	2	0	0	0	0	0	0	0	40	46-55	25
Total	72	64	294	742	812	162	19	3	0	0	1	0	0	0	2169		
Percent	3.3%	3.0%	13.6%	34.2%	37.4%	7.5%	0.9%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00		11:00	11:00	11:00	11:00		11:00							11:00		
Vol.	2		20	49	64	12		2							149		
PM Peak	16:00	16:00	15:00	15:00	16:00	14:00	17:00	21:00			17:00				15:00		
Vol.	12	16	67	111	133	21	3	1			1				307		

Route: 12B
ATR Placement: 4000' N of 315
County: Oneida
Town: Deansboro

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

SB

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total	Pace Speed	Number in Pace
07/30/09	0	1	5	6	7	5	1	0	0	0	0	0	0	0	25	43-52	13
01:00	0	0	1	3	3	2	0	0	0	0	0	0	0	0	9	48-57	8
02:00	1	0	3	4	7	0	0	0	0	0	0	0	0	0	15	43-52	11
03:00	0	2	1	0	0	0	1	0	**1**	0	0	0	0	0	5	32-41	3
04:00	1	2	2	1	5	1	0	0	0	0	0	0	0	0	12	47-56	7
05:00	0	1	3	7	16	7	1	0	0	0	0	0	0	0	35	48-57	25
06:00	2	1	8	19	44	**22**	2	0	0	0	0	0	0	0	98	48-57	66
07:00	5	5	14	21	53	18	**3**	0	0	0	0	0	0	0	119	46-55	74
08:00	**11**	2	**26**	29	38	14	3	0	0	0	0	0	0	0	123	46-55	67
09:00	7	**7**	13	32	39	17	1	0	0	0	0	0	0	0	116	46-55	71
10:00	2	3	20	35	49	16	0	0	0	0	0	0	0	0	125	46-55	84
11:00	7	1	11	**50**	**75**	22	2	0	0	0	0	0	0	0	**168**	46-55	125
12 PM	4	1	17	76	76	25	1	0	0	0	0	0	0	0	200	46-55	152
13:00	6	3	26	75	72	19	3	0	0	0	0	0	0	0	204	46-55	147
14:00	10	8	26	71	65	17	2	0	0	0	0	0	0	0	199	46-55	136
15:00	**19**	**14**	**60**	75	89	21	1	**2**	**1**	0	0	0	0	0	282	46-55	164
16:00	4	8	38	**140**	**141**	**38**	1	0	0	0	0	0	0	0	**370**	46-55	281
17:00	3	0	23	83	130	31	1	1	0	0	0	0	0	0	272	46-55	213
18:00	6	1	9	43	90	35	**7**	0	0	0	0	0	0	0	191	46-55	133
19:00	4	2	15	48	42	27	4	0	0	0	0	0	0	0	142	46-55	90
20:00	2	1	22	50	53	16	2	0	0	0	0	0	0	0	146	46-55	103
21:00	1	1	20	33	42	8	0	0	0	0	0	0	0	0	105	46-55	75
22:00	0	0	4	18	27	7	1	1	0	0	0	0	0	0	58	46-55	45
23:00	1	0	3	14	28	8	2	0	0	0	0	0	0	0	56	46-55	42
Total	96	64	370	933	1191	376	39	4	2	0	0	0	0	0	3075		
Percent	3.1%	2.1%	12.0%	30.3%	38.7%	12.2%	1.3%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	09:00	08:00	11:00	11:00	06:00	07:00		03:00						11:00		
Vol.	11	7	26	50	75	22	3		1						168		
PM Peak	15:00	15:00	15:00	16:00	16:00	16:00	18:00	15:00	15:00						16:00		
Vol.	19	14	60	140	141	38	7	2	1						370		

Route: 12B
ATR Placement: 4000' N of 315
County: Oneida
Town: Deansboro

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

SB

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total	Pace Speed	Number in Pace
07/31/09	0	0	6	6	9	7	0	0	0	0	0	0	0	0	28	48-57	17
01:00	0	1	0	1	3	1	0	0	0	0	0	0	0	0	6	47-56	5
02:00	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3	43-52	3
03:00	1	0	4	0	3	0	0	0	0	0	0	0	0	0	8	35-44	4
04:00	1	0	1	3	8	2	0	0	0	0	0	0	0	0	15	48-57	13
05:00	0	0	4	9	15	6	0	0	0	0	0	0	0	0	34	47-56	25
06:00	2	1	6	26	40	14	0	0	0	0	0	0	0	0	89	46-55	66
07:00	8	1	11	38	39	18	0	0	0	0	0	0	0	0	115	46-55	77
08:00	7	2	16	30	48	8	0	0	0	0	0	0	0	0	111	46-55	78
09:00	4	2	23	49	47	8	0	0	0	0	0	0	0	0	133	46-55	96
10:00	**10**	**3**	**25**	48	61	16	0	0	0	0	0	0	0	0	163	46-55	109
11:00	0	0	18	**62**	**78**	**19**	**2**	0	0	0	0	0	0	0	**179**	46-55	140
12 PM	7	5	39	99	53	12	3	0	0	0	0	0	0	0	218	46-55	152
13:00	9	6	37	94	80	8	0	0	0	0	**1**	0	0	0	235	46-55	174
14:00	10	7	34	**112**	84	21	2	0	0	0	0	0	0	0	270	46-55	196
15:00	6	5	20	93	**143**	36	3	0	0	0	0	0	0	0	306	46-55	236
16:00	**21**	**10**	**47**	102	114	28	2	0	0	0	0	0	0	0	**324**	46-55	216
17:00	7	0	13	61	112	**52**	**7**	0	0	0	0	0	0	0	252	46-55	173
18:00	4	0	24	45	102	31	3	0	0	0	0	0	0	0	209	46-55	147
19:00	0	2	18	55	72	14	3	0	0	0	0	0	0	0	164	46-55	127
20:00	0	2	15	54	52	11	1	0	0	0	0	0	0	0	135	46-55	106
21:00	0	0	16	36	37	8	2	0	0	0	0	0	0	0	99	46-55	73
22:00	1	2	12	35	39	13	0	0	0	0	0	0	0	0	102	46-55	74
23:00	1	0	3	19	15	11	0	**1**	0	0	0	0	0	0	50	46-55	34
Total	99	49	392	1078	1256	344	28	1	0	0	1	0	0	0	3248		
Percent	3.0%	1.5%	12.1%	33.2%	38.7%	10.6%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	10:00	10:00	11:00	11:00	11:00	11:00								11:00		
Vol.	10	3	25	62	78	19	2								179		
PM Peak	16:00	16:00	16:00	14:00	15:00	17:00	17:00	23:00			13:00				16:00		
Vol.	21	10	47	112	143	52	7	1			1				324		

Route: 12B
ATR Placement: 4000' N of 315
County: Oneida
Town: Deansboro

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

SB

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total	Pace Speed	Number in Pace
08/01/09	0	0	3	5	16	7	0	**1**	0	0	0	0	0	0	32	48-57	23
01:00	0	0	3	1	5	0	0	0	0	0	0	0	0	0	9	46-55	6
02:00	1	0	0	1	4	1	0	0	0	0	0	0	0	0	7	47-56	6
03:00	0	1	1	3	3	2	1	0	0	0	0	0	0	0	11	48-57	8
04:00	1	1	1	2	3	2	0	0	0	0	0	0	0	0	10	48-57	7
05:00	0	1	2	8	3	4	0	0	0	0	0	0	0	0	18	44-53	11
06:00	0	0	6	7	20	10	0	0	0	0	0	0	0	0	43	49-58	30
07:00	1	0	1	11	27	10	3	0	0	0	0	0	0	0	53	46-55	38
08:00	4	**7**	7	33	31	12	1	1	0	0	0	0	0	0	96	46-55	64
09:00	7	2	19	26	46	**18**	**4**	0	0	0	0	0	0	0	122	46-55	72
10:00	**8**	4	24	38	52	13	0	0	0	0	0	0	0	0	139	46-55	90
11:00	4	4	**29**	**60**	**84**	15	3	1	0	0	0	0	0	0	**200**	46-55	144
12 PM	**7**	3	13	52	72	16	3	0	0	0	0	0	0	0	166	46-55	124
13:00	5	3	23	**66**	**87**	15	3	0	0	0	0	0	0	0	**202**	46-55	153
14:00	1	6	17	55	66	**31**	2	**1**	**1**	0	0	0	0	0	180	46-55	121
15:00	4	2	18	57	60	19	2	0	1	0	0	0	0	0	163	46-55	117
16:00	3	1	**31**	57	66	22	2	0	0	0	0	0	0	0	182	46-55	123
17:00	3	3	9	54	57	17	3	0	0	0	0	0	0	0	146	46-55	111
18:00	3	1	15	48	61	15	**6**	0	0	**1**	0	0	0	0	150	46-55	109
19:00	2	0	8	38	48	22	5	0	0	0	0	0	0	0	123	46-55	86
20:00	2	**7**	27	50	33	12	2	0	0	0	**1**	0	0	0	134	44-53	83
21:00	7	5	20	44	39	8	0	0	0	0	0	0	0	0	123	46-55	83
22:00	2	1	10	30	20	10	0	0	0	0	0	0	0	0	73	46-55	50
23:00	1	0	7	14	15	9	0	1	0	0	0	0	0	0	47	46-55	29
Total	66	52	294	760	918	290	40	5	2	1	1	0	0	0	2429		
Percent	2.7%	2.1%	12.1%	31.3%	37.8%	11.9%	1.6%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	08:00	11:00	11:00	11:00	09:00	09:00	00:00							11:00		
Vol.	8	7	29	60	84	18	4	1							200		
PM Peak	12:00	20:00	16:00	13:00	13:00	14:00	18:00	14:00	14:00	18:00	20:00				13:00		
Vol.	7	7	31	66	87	31	6	1	1	1	1				202		

Route: 12B
ATR Placement: 4000' N of 315
County: Oneida
Town: Deansboro

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

SB

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total	Pace Speed	Number in Pace
08/02/09	0	1	1	5	11	5	1	0	0	0	0	0	0	0	24	46-55	16
01:00	1	0	1	4	8	1	1	0	0	0	0	0	0	0	16	45-54	12
02:00	0	0	0	5	0	0	0	0	0	0	0	0	0	0	5	41-50	5
03:00	1	0	0	1	1	0	0	0	0	0	0	0	0	0	3	42-51	2
04:00	0	1	2	1	2	1	0	0	0	0	0	0	0	0	7	47-56	4
05:00	0	1	1	1	5	1	1	0	0	0	0	0	0	0	10	45-54	6
06:00	1	0	1	8	7	5	0	0	0	0	0	0	0	0	22	45-54	15
07:00	0	1	5	5	10	4	**2**	0	0	0	0	0	0	0	27	46-55	15
08:00	0	4	10	18	22	4	2	0	**1**	0	0	0	0	0	61	46-55	40
09:00	4	**7**	**13**	31	23	10	0	**1**	0	0	0	0	0	0	89	46-55	54
10:00	**7**	2	12	**49**	27	**12**	1	0	0	0	0	0	0	0	110	46-55	76
11:00	4	6	13	41	**37**	10	1	0	0	0	0	0	0	0	**112**	46-55	78
12 PM	**5**	**22**	**34**	61	38	4	0	0	0	0	0	0	0	0	164	44-53	99
13:00	1	1	17	45	57	14	0	0	0	0	0	0	0	0	135	46-55	102
14:00	4	3	10	**64**	**77**	12	2	**1**	0	0	0	0	0	0	**173**	46-55	141
15:00	4	4	20	39	76	21	2	0	0	0	0	0	0	0	166	46-55	115
16:00	2	1	6	50	65	**29**	**5**	1	0	0	**1**	0	0	0	160	46-55	115
17:00	5	3	14	37	67	24	2	0	0	0	0	0	0	0	152	46-55	104
18:00	2	0	6	33	67	18	1	0	0	0	0	0	0	0	127	46-55	100
19:00	4	3	5	25	41	21	0	0	0	0	0	0	0	0	99	46-55	66
20:00	4	1	11	28	27	2	2	0	0	0	0	0	0	0	75	46-55	55
21:00	1	5	7	18	24	6	0	0	0	0	0	0	0	0	61	46-55	42
22:00	0	1	3	7	12	8	1	0	0	0	0	0	0	0	32	49-58	22
23:00	1	0	2	7	10	7	1	1	0	0	0	0	0	0	29	48-57	19
Total	51	67	194	583	714	219	25	4	1	0	1	0	0	0	1859		
Percent	2.7%	3.6%	10.4%	31.4%	38.4%	11.8%	1.3%	0.2%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%			
AM Peak	10:00	09:00	09:00	10:00	11:00	10:00	07:00	09:00	08:00						11:00		
Vol.	7	7	13	49	37	12	2	1	1						112		
PM Peak	12:00	12:00	12:00	14:00	14:00	16:00	16:00	14:00			16:00				14:00		
Vol.	5	22	34	64	77	29	5	1			1				173		

Route: 12B
ATR Placement: 4000' N of 315
County: Oneida
Town: Deansboro

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

SB

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total	Pace Speed	Number in Pace
08/03/09	2	1	0	3	6	2	1	0	0	0	0	0	0	0	15	48-57	11
01:00	0	1	0	0	2	1	0	0	0	0	0	0	0	0	4	47-56	3
02:00	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2	42-51	1
03:00	1	0	1	3	2	3	0	0	0	0	0	0	0	0	10	45-54	5
04:00	1	1	4	0	4	5	2	0	0	0	0	0	0	0	17	52-61	10
05:00	2	0	1	9	24	14	0	0	0	0	0	0	0	0	50	50-59	38
06:00	5	3	4	19	32	19	3	**1**	0	0	0	0	0	0	86	47-56	52
07:00	5	0	6	37	58	13	3	0	0	**1**	0	0	0	0	123	46-55	95
08:00	6	1	6	34	56	16	2	0	0	0	0	0	0	0	121	46-55	90
09:00	5	**8**	8	30	57	15	0	0	0	0	0	0	0	0	123	46-55	87
10:00	**17**	2	**19**	43	53	14	**4**	1	0	0	0	0	0	0	**153**	46-55	96
11:00	3	1	7	**53**	**60**	**21**	0	0	0	0	0	0	0	0	145	46-55	113
12 PM	4	4	18	44	86	27	3	**1**	0	0	0	0	0	0	187	46-55	130
13:00	6	6	22	46	76	24	4	0	0	0	0	0	0	0	184	46-55	122
14:00	5	**9**	22	53	78	21	0	0	0	0	0	0	0	0	188	46-55	131
15:00	**10**	5	26	86	115	29	3	0	0	0	0	0	0	0	274	46-55	201
16:00	3	7	**32**	**111**	**127**	**32**	**6**	0	0	0	**1**	0	0	0	**319**	46-55	238
17:00	7	4	21	86	122	26	4	0	0	0	0	0	0	0	270	46-55	208
18:00	3	0	21	56	85	16	2	1	0	0	1	0	0	0	185	46-55	141
19:00	3	5	20	48	42	16	2	0	0	0	0	0	0	0	136	46-55	90
20:00	1	5	13	39	31	5	1	0	0	0	0	0	0	0	95	46-55	70
21:00	1	1	11	28	29	9	1	0	0	0	0	0	0	0	80	46-55	57
22:00	0	2	8	13	16	7	0	0	0	**1**	0	0	0	0	47	46-55	29
23:00	2	3	6	15	15	6	1	1	0	0	0	0	0	0	49	46-55	30
Total	92	69	276	856	1177	341	43	5	0	2	2	0	0	0	2863		
Percent	3.2%	2.4%	9.6%	29.9%	41.1%	11.9%	1.5%	0.2%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%			
AM Peak	10:00	09:00	10:00	11:00	11:00	11:00	10:00	06:00		07:00					10:00		
Vol.	17	8	19	53	60	21	4	1		1					153		
PM Peak	15:00	14:00	16:00	16:00	16:00	16:00	16:00	12:00		22:00	16:00				16:00		
Vol.	10	9	32	111	127	32	6	1		1	1				319		

Route: 12B
ATR Placement: 4000' N of 315
County: Oneida
Town: Deansboro

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

SB

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total	Pace Speed	Number in Pace
08/04/09	0	0	4	4	7	3	0	1	0	0	0	0	0	0	19	47-56	12
01:00	0	1	0	1	1	3	0	0	0	0	0	0	0	0	6	49-58	5
02:00	1	0	0	1	2	2	0	0	0	0	0	0	0	0	6	48-57	5
03:00	0	0	0	4	2	0	0	0	0	0	0	0	0	0	6	43-52	6
04:00	1	2	4	2	4	3	0	1	0	0	0	0	0	0	17	49-58	9
05:00	2	1	4	4	27	3	1	0	0	0	0	0	0	0	42	47-56	32
06:00	2	0	1	29	48	19	2	**2**	0	0	0	0	0	0	103	46-55	77
07:00	3	1	14	26	**59**	**27**	**3**	0	0	0	0	0	0	0	133	48-57	87
08:00	4	5	14	30	59	14	3	1	0	0	0	0	0	0	130	46-55	89
09:00	**13**	3	14	45	51	19	0	0	0	0	0	0	0	0	145	46-55	96
10:00	4	2	15	47	54	11	1	1	0	0	0	0	0	0	135	46-55	101
11:00	9	**6**	**23**	**57**	58	14	3	1	0	0	0	0	0	0	**171**	46-55	115
12 PM	9	7	14	60	61	21	**5**	0	0	0	0	0	0	0	177	46-55	121
13:00	9	4	12	52	55	24	0	**1**	0	0	0	0	0	0	157	46-55	107
14:00	**14**	7	27	74	75	13	0	0	0	0	0	0	0	0	210	46-55	149
15:00	9	4	19	94	105	26	1	0	0	0	0	0	0	0	258	46-55	199
16:00	9	**10**	**34**	**95**	**132**	**31**	2	0	0	0	0	0	0	0	**313**	46-55	227
17:00	6	6	26	89	110	28	1	1	0	0	0	0	0	0	267	46-55	199
18:00	5	1	15	65	88	22	5	0	0	**1**	0	0	0	0	202	46-55	153
19:00	5	1	18	33	52	19	2	0	0	0	0	0	0	0	130	46-55	85
20:00	2	2	14	35	47	10	0	0	0	0	0	0	0	0	110	46-55	82
21:00	1	4	15	33	22	7	0	1	0	0	0	0	0	0	83	46-55	55
22:00	0	1	4	19	19	2	1	0	0	0	0	0	0	0	46	46-55	38
23:00	1	1	8	21	16	6	0	0	0	0	0	0	0	0	53	46-55	37
Total	109	69	299	920	1154	327	30	10	0	1	0	0	0	0	2919		
Percent	3.7%	2.4%	10.2%	31.5%	39.5%	11.2%	1.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	11:00	11:00	11:00	07:00	07:00	07:00	06:00							11:00		
Vol.	13	6	23	57	59	27	3	2							171		
PM Peak	14:00	16:00	16:00	16:00	16:00	16:00	12:00	13:00		18:00					16:00		
Vol.	14	10	34	95	132	31	5	1		1					313		

Route: 12B
ATR Placement: 4000' N of 315
County: Oneida
Town: Deansboro

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

SB

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total	Pace Speed	Number in Pace
08/05/09	2	0	4	5	12	3	1	0	0	0	0	0	0	0	27	46-55	17
01:00	0	1	0	1	2	4	0	0	0	**1**	0	0	0	0	9	50-59	7
02:00	0	1	0	2	0	1	0	0	0	0	0	0	0	0	4	38-47	2
03:00	0	0	3	1	1	1	0	0	0	0	0	0	0	0	6	41-50	4
04:00	1	0	3	4	3	2	0	0	0	0	0	0	0	0	13	43-52	9
05:00	2	0	5	10	18	8	1	0	0	0	0	0	0	0	44	46-55	28
06:00	3	0	2	22	59	13	2	0	0	0	0	0	0	0	101	46-55	81
07:00	**8**	0	7	22	46	**31**	**5**	0	0	0	0	0	0	0	119	51-60	77
08:00	7	0	**12**	28	50	20	1	**1**	0	0	0	0	0	0	119	46-55	78
09:00	2	0	12	35	34	16	1	0	0	0	0	0	0	0	100	46-55	69
10:00	8	4	8	29	54	19	1	0	0	0	0	0	0	0	123	46-55	83
11:00	6	**13**	11	**53**	**63**	21	0	0	0	0	0	0	0	0	**167**	46-55	116
12 PM	**5**	**4**	**23**	**48**	**88**	**19**	**6**	0	0	0	0	0	0	0	**193**	46-55	136
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	44	23	90	260	430	158	18	1	0	1	0	0	0	0	1025		
Percent	4.3%	2.2%	8.8%	25.4%	42.0%	15.4%	1.8%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	11:00	08:00	11:00	11:00	07:00	07:00	08:00		01:00					11:00		
Vol.	8	13	12	53	63	31	5	1		1					167		
PM Peak	12:00	12:00	12:00	12:00	12:00	12:00	12:00								12:00		
Vol.	5	4	23	48	88	19	6								193		
Total	629	457	2209	6132	7652	2217	242	33	5	5	6	0	0	0	19587		
Percent	3.2%	2.3%	11.3%	31.3%	39.1%	11.3%	1.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile :	45 MPH
50th Percentile :	51 MPH
85th Percentile :	55 MPH
95th Percentile :	59 MPH

Stats

10 MPH Pace Speed :	46-55 MPH
Number in Pace :	13784
Percent in Pace :	70.4%
Number of Vehicles > 55 MPH :	2508
Percent of Vehicles > 55 MPH :	12.8%
Mean Speed(Average) :	50 MPH

Route: 12B
ATR Placement: 4000' N of 315
County: Oneida
Town: Deansboro

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

NB

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total	Pace Speed	Number in Pace
07/29/09	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	**7**	**1**	**8**	**16**	**57**	**42**	**11**	**2**	0	0	0	0	0	0	**144**	51-60	99
12 PM	13	**3**	5	23	70	50	**21**	**2**	**1**	0	0	0	0	0	188	51-60	120
13:00	15	0	13	39	58	54	10	2	1	0	0	0	0	0	192	51-60	112
14:00	14	0	11	38	73	43	13	2	1	0	0	0	0	0	195	49-58	116
15:00	**17**	2	**14**	**47**	**82**	40	10	0	0	0	0	0	0	0	**212**	46-55	129
16:00	7	1	13	42	71	40	9	0	0	0	0	0	0	0	183	46-55	113
17:00	8	1	7	32	50	**60**	13	2	0	0	0	0	0	0	173	51-60	110
18:00	3	0	4	19	41	34	11	0	0	0	0	0	0	0	112	51-60	75
19:00	3	0	7	15	29	22	7	0	0	0	0	0	0	0	83	51-60	51
20:00	1	0	3	17	10	8	3	0	0	0	0	0	0	0	42	46-55	27
21:00	2	0	4	10	15	11	3	0	0	0	0	0	0	0	45	47-56	26
22:00	1	1	5	6	7	10	2	0	0	0	0	0	0	0	32	50-59	17
23:00	0	1	2	6	8	1	0	1	0	0	0	0	0	0	19	44-53	14
Total	91	10	96	310	571	415	113	11	3	0	0	0	0	0	1620		
Percent	5.6%	0.6%	5.9%	19.1%	35.2%	25.6%	7.0%	0.7%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00							11:00		
Vol.	7	1	8	16	57	42	11	2							144		
PM Peak	15:00	12:00	15:00	15:00	15:00	17:00	12:00	12:00	12:00						15:00		
Vol.	17	3	14	47	82	60	21	2	1						212		

Route: 12B
ATR Placement: 4000' N of 315
County: Oneida
Town: Deansboro

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

NB

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total	Pace Speed	Number in Pace
07/30/09	0	0	4	4	5	2	2	0	0	0	0	0	0	0	17	42-51	9
01:00	0	0	1	0	0	2	0	0	0	0	0	0	0	0	3	48-57	2
02:00	1	0	0	0	2	2	2	0	0	0	0	0	0	0	7	53-62	6
03:00	0	0	0	3	1	0	1	0	0	0	0	0	0	0	5	42-51	4
04:00	0	1	1	6	7	10	4	0	0	0	0	0	0	0	29	50-59	17
05:00	4	1	2	13	34	34	10	1	0	0	0	0	0	0	99	51-60	68
06:00	12	1	2	14	81	**94**	**33**	**8**	**1**	0	0	0	0	0	246	51-60	175
07:00	10	1	5	28	**111**	76	26	8	0	0	**1**	0	0	0	**266**	51-60	187
08:00	15	3	2	**35**	83	62	18	1	0	**1**	0	0	0	0	220	51-60	145
09:00	**19**	**5**	5	25	82	60	13	0	0	0	1	0	0	0	210	51-60	142
10:00	11	0	**11**	33	65	47	9	0	0	0	0	0	0	0	176	51-60	112
11:00	8	1	2	22	65	61	20	2	1	0	0	0	0	0	182	51-60	126
12 PM	13	0	4	28	60	43	21	3	0	0	0	0	0	0	172	51-60	103
13:00	13	2	4	19	68	50	24	2	0	0	0	0	0	0	182	51-60	118
14:00	**15**	4	5	24	66	66	19	0	**1**	0	0	0	0	0	200	51-60	132
15:00	13	**5**	**17**	**37**	**90**	65	19	1	0	**1**	0	0	0	0	**248**	51-60	155
16:00	11	0	11	15	80	59	15	2	0	0	0	0	0	0	193	51-60	139
17:00	4	0	1	13	75	**87**	**26**	**4**	0	0	0	0	0	0	210	51-60	162
18:00	6	0	6	19	48	40	10	1	0	0	0	**1**	0	0	131	51-60	88
19:00	3	3	8	10	35	25	9	0	0	0	0	0	0	0	93	51-60	60
20:00	1	0	5	11	23	20	7	2	0	0	0	0	0	0	69	51-60	43
21:00	2	1	5	10	23	15	6	3	0	0	0	0	0	0	65	51-60	38
22:00	1	0	2	15	18	14	4	0	0	0	0	0	0	0	54	46-55	33
23:00	0	0	1	2	5	6	6	0	0	0	0	0	0	0	20	52-61	12
Total	162	28	104	386	1127	940	304	38	3	2	2	1	0	0	3097		
Percent	5.2%	0.9%	3.4%	12.5%	36.4%	30.4%	9.8%	1.2%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%			
AM Peak	09:00	09:00	10:00	08:00	07:00	06:00	06:00	06:00	06:00	08:00	07:00				07:00		
Vol.	19	5	11	35	111	94	33	8	1	1	1				266		
PM Peak	14:00	15:00	15:00	15:00	15:00	17:00	17:00	17:00	14:00	15:00		18:00			15:00		
Vol.	15	5	17	37	90	87	26	4	1	1		1			248		

Route: 12B
ATR Placement: 4000' N of 315
County: Oneida
Town: Deansboro

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

NB

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total	Pace Speed	Number in Pace
07/31/09	1	0	1	1	9	2	1	1	0	0	0	0	0	0	16	48-57	12
01:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	47-56	1
02:00	0	0	0	4	4	3	1	1	0	0	0	0	0	0	13	47-56	9
03:00	0	0	0	1	2	2	2	0	0	0	0	0	0	0	7	53-62	6
04:00	0	0	2	4	4	11	1	2	0	0	0	0	0	0	24	51-60	15
05:00	0	0	7	14	25	17	6	0	**1**	0	0	0	0	0	70	48-57	42
06:00	12	1	6	41	88	**68**	**16**	1	0	0	0	0	0	0	233	51-60	156
07:00	14	1	3	52	**115**	61	10	**5**	0	0	0	0	0	0	**261**	51-60	176
08:00	16	0	8	44	102	53	10	1	1	0	0	0	0	0	235	51-60	155
09:00	9	2	14	**55**	62	54	7	3	0	0	0	0	0	0	206	46-55	117
10:00	**20**	**6**	**17**	37	85	46	11	0	0	0	0	0	0	0	222	51-60	131
11:00	14	0	10	49	88	48	12	1	0	0	0	0	0	0	222	47-56	138
12 PM	18	3	15	46	79	**62**	13	1	**1**	0	0	0	0	0	**238**	51-60	141
13:00	**19**	4	10	**50**	85	42	8	0	0	0	0	0	0	0	218	46-55	135
14:00	13	**5**	**16**	33	78	44	10	**3**	0	0	0	0	0	0	202	51-60	122
15:00	13	0	6	31	72	56	16	1	0	0	0	0	0	0	195	51-60	128
16:00	3	2	6	21	**101**	57	**24**	2	0	0	0	0	0	0	216	51-60	158
17:00	3	0	8	34	70	61	17	1	1	0	0	0	0	0	195	51-60	131
18:00	3	0	3	14	72	48	14	1	0	0	0	0	0	0	155	51-60	120
19:00	0	1	3	9	39	37	12	3	0	0	0	0	0	0	104	51-60	76
20:00	1	1	3	11	29	18	7	1	0	0	0	0	0	0	71	50-59	47
21:00	0	0	2	10	18	20	5	1	0	0	0	0	0	0	56	51-60	38
22:00	1	1	1	5	5	10	6	1	0	0	0	0	0	0	30	52-61	16
23:00	1	0	1	4	7	7	1	0	0	0	0	0	0	0	21	48-57	14
Total	161	27	142	570	1239	828	210	30	4	0	0	0	0	0	3211		
Percent	5.0%	0.8%	4.4%	17.8%	38.6%	25.8%	6.5%	0.9%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	10:00	10:00	09:00	07:00	06:00	06:00	07:00	05:00						07:00		
Vol.	20	6	17	55	115	68	16	5	1						261		
PM Peak	13:00	14:00	14:00	13:00	16:00	12:00	16:00	14:00	12:00						12:00		
Vol.	19	5	16	50	101	62	24	3	1						238		

Route: 12B
ATR Placement: 4000' N of 315
County: Oneida
Town: Deansboro

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

NB

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total	Pace Speed	Number in Pace
08/01/09	0	0	1	1	6	2	1	0	0	0	0	0	0	0	11	48-57	9
01:00	0	0	0	0	1	3	3	2	0	0	0	0	0	0	9	58-67	8
02:00	0	0	0	0	1	3	2	0	0	0	0	0	0	0	6	53-62	6
03:00	0	0	0	2	4	3	0	0	0	0	0	0	0	0	9	49-58	9
04:00	0	1	1	0	0	4	3	0	0	0	0	0	0	0	9	54-63	7
05:00	0	0	3	2	15	14	4	0	0	0	0	0	0	0	38	51-60	29
06:00	2	0	1	2	12	22	**25**	2	**1**	0	0	0	0	0	67	56-65	47
07:00	1	0	4	11	34	28	15	**4**	0	0	0	0	0	0	97	51-60	62
08:00	2	1	2	12	45	**57**	23	1	0	0	0	**1**	0	0	144	51-60	102
09:00	**11**	**3**	8	32	64	54	19	4	0	0	0	0	0	0	**195**	51-60	118
10:00	10	2	12	**34**	52	54	20	2	0	0	0	0	0	0	186	51-60	106
11:00	5	3	**13**	33	**73**	46	13	1	0	0	0	0	0	0	187	51-60	119
12 PM	**7**	1	6	**30**	43	40	22	2	0	0	0	0	0	0	151	51-60	83
13:00	6	**8**	**13**	27	**58**	47	18	3	0	0	0	0	0	0	**180**	51-60	105
14:00	6	2	7	22	46	54	12	1	0	0	0	0	0	0	150	51-60	100
15:00	3	0	3	12	41	47	**25**	**4**	**1**	0	0	0	0	0	136	51-60	88
16:00	3	1	3	26	43	**61**	14	4	0	0	0	0	0	0	155	51-60	104
17:00	4	2	9	13	53	49	16	3	0	0	0	0	0	0	149	51-60	102
18:00	2	0	4	13	33	42	17	3	0	0	0	0	0	0	114	51-60	75
19:00	5	2	1	14	35	38	13	1	0	0	0	0	0	0	109	51-60	73
20:00	7	3	10	11	32	18	6	0	0	0	0	0	0	0	87	50-59	50
21:00	1	4	9	14	33	23	2	2	1	0	0	0	0	0	89	51-60	56
22:00	1	1	2	5	17	14	4	0	1	0	0	0	0	0	45	51-60	31
23:00	0	0	1	5	6	13	1	0	0	0	0	0	0	0	26	51-60	19
Total	76	34	113	321	747	736	278	39	4	0	0	1	0	0	2349		
Percent	3.2%	1.4%	4.8%	13.7%	31.8%	31.3%	11.8%	1.7%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	09:00	11:00	10:00	11:00	08:00	06:00	07:00	06:00			08:00			09:00		
Vol.	11	3	13	34	73	57	25	4	1			1			195		
PM Peak	12:00	13:00	13:00	12:00	13:00	16:00	15:00	15:00	15:00						13:00		
Vol.	7	8	13	30	58	61	25	4	1						180		

Route: 12B
ATR Placement: 4000' N of 315
County: Oneida
Town: Deansboro

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

NB

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total	Pace Speed	Number in Pace
08/02/09	0	2	0	1	3	4	0	0	0	0	0	0	0	0	10	50-59	8
01:00	0	0	0	2	1	3	0	0	0	0	0	0	0	0	6	49-58	4
02:00	0	0	2	0	1	2	0	1	0	0	0	0	0	0	6	48-57	3
03:00	0	1	0	0	2	1	1	0	0	0	0	0	0	0	5	51-60	3
04:00	0	0	0	2	2	3	1	0	**1**	0	0	0	0	0	9	49-58	7
05:00	0	0	2	4	6	6	2	0	0	0	0	0	0	0	20	47-56	12
06:00	0	1	0	2	10	14	4	0	0	0	0	0	0	0	31	51-60	24
07:00	1	0	3	6	17	12	2	2	1	0	0	0	0	0	44	50-59	29
08:00	2	1	7	7	23	11	**11**	2	0	0	0	0	0	0	64	51-60	34
09:00	3	**4**	6	19	42	21	2	2	0	0	0	0	0	0	99	47-56	63
10:00	**4**	1	4	22	**67**	**43**	11	**3**	0	0	0	0	0	0	155	51-60	110
11:00	3	0	**15**	**34**	66	37	8	0	0	0	0	0	0	0	**163**	48-57	103
12 PM	1	**6**	**18**	**39**	**57**	29	5	0	0	0	0	0	0	0	**155**	46-55	96
13:00	3	0	6	22	56	48	8	1	**1**	0	0	0	0	0	145	51-60	104
14:00	**5**	2	10	21	46	**49**	12	0	0	0	0	0	0	0	145	51-60	95
15:00	3	3	3	21	51	43	13	**3**	1	0	0	0	0	0	141	51-60	94
16:00	1	1	4	18	35	36	15	0	0	0	0	0	0	**1**	111	51-60	71
17:00	1	0	3	15	46	47	10	3	0	0	0	0	0	0	125	51-60	93
18:00	3	0	1	16	28	34	**21**	0	0	0	0	0	0	0	103	51-60	62
19:00	0	0	2	13	30	26	6	0	0	0	0	0	0	0	77	51-60	56
20:00	4	2	14	22	31	13	6	2	1	0	0	0	0	0	95	46-55	53
21:00	1	0	2	10	15	7	5	1	0	0	0	0	0	0	41	46-55	25
22:00	0	0	0	4	11	8	3	2	0	0	0	0	0	0	28	49-58	19
23:00	0	0	0	2	2	4	3	0	0	0	0	0	0	0	11	54-63	9
Total	35	24	102	302	648	501	149	22	5	0	0	0	0	1	1789		
Percent	2.0%	1.3%	5.7%	16.9%	36.2%	28.0%	8.3%	1.2%	0.3%	0.0%	0.0%	0.0%	0.0%	0.1%			
AM Peak	10:00	09:00	11:00	11:00	10:00	10:00	08:00	10:00	04:00						11:00		
Vol.	4	4	15	34	67	43	11	3	1						163		
PM Peak	14:00	12:00	12:00	12:00	12:00	14:00	18:00	15:00	13:00					16:00	12:00		
Vol.	5	6	18	39	57	49	21	3	1					1	155		

Route: 12B
ATR Placement: 4000' N of 315
County: Oneida
Town: Deansboro

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

NB

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total	Pace Speed	Number in Pace
08/03/09	1	0	0	0	0	1	3	1	0	0	0	0	0	0	6	57-66	5
01:00	0	1	0	1	2	2	1	0	0	0	0	0	0	0	7	48-57	5
02:00	0	0	0	0	1	2	0	0	0	0	0	0	0	0	3	48-57	3
03:00	1	0	0	1	0	3	3	0	0	0	0	0	0	0	8	54-63	6
04:00	1	0	1	1	4	9	1	2	0	0	0	0	0	0	19	50-59	13
05:00	0	1	0	8	35	26	10	2	1	0	0	0	0	0	83	51-60	61
06:00	9	0	4	11	**73**	121	**40**	5	0	0	0	0	0	0	263	51-60	194
07:00	7	2	1	16	70	**125**	34	**9**	1	0	0	0	0	0	**265**	51-60	195
08:00	15	3	1	21	73	82	21	5	1	0	0	0	0	0	222	51-60	155
09:00	12	2	6	21	69	65	18	0	**2**	0	0	0	0	0	195	51-60	134
10:00	**20**	**5**	5	**27**	65	53	19	3	1	0	0	0	0	0	198	51-60	118
11:00	13	1	**8**	24	43	48	17	3	0	0	0	0	0	0	157	51-60	91
12 PM	**15**	1	2	33	57	44	15	2	0	0	0	0	0	0	169	51-60	101
13:00	11	0	**6**	29	48	46	14	1	0	0	0	0	0	0	155	51-60	94
14:00	15	1	6	29	63	53	16	4	0	0	0	0	0	0	187	51-60	116
15:00	7	2	3	**34**	58	**70**	19	**6**	**2**	0	0	0	0	0	**201**	51-60	128
16:00	7	3	5	25	61	41	**32**	3	0	**1**	0	0	0	0	178	51-60	102
17:00	3	0	2	22	**67**	56	20	2	1	1	0	0	0	0	174	51-60	123
18:00	6	1	5	12	32	41	11	5	2	0	**2**	**1**	**1**	0	119	51-60	73
19:00	6	**5**	5	14	34	18	10	3	0	0	0	0	0	0	95	49-58	52
20:00	1	1	6	18	25	18	6	0	0	0	0	0	0	0	75	48-57	45
21:00	1	0	4	7	22	18	9	0	0	0	0	0	0	0	61	51-60	40
22:00	1	0	0	6	8	10	1	3	1	0	0	0	0	0	30	50-59	18
23:00	0	0	3	1	2	5	2	0	0	0	0	0	0	0	13	53-62	9
Total	152	29	73	361	912	957	322	59	12	2	2	1	1	0	2883		
Percent	5.3%	1.0%	2.5%	12.5%	31.6%	33.2%	11.2%	2.0%	0.4%	0.1%	0.1%	0.0%	0.0%	0.0%			
AM Peak	10:00	10:00	11:00	10:00	06:00	07:00	06:00	07:00	09:00						07:00		
Vol.	20	5	8	27	73	125	40	9	2						265		
PM Peak	12:00	19:00	13:00	15:00	17:00	15:00	16:00	15:00	15:00	16:00	18:00	18:00	18:00		15:00		
Vol.	15	5	6	34	67	70	32	6	2	1	2	1	1		201		

Route: 12B
ATR Placement: 4000' N of 315
County: Oneida
Town: Deansboro

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

NB

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total	Pace Speed	Number in Pace
08/04/09	0	0	0	1	5	3	1	0	0	0	0	0	0	0	10	49-58	9
01:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	42-51	1
02:00	0	0	0	0	5	1	0	0	0	0	0	0	0	0	6	47-56	6
03:00	0	0	0	1	0	2	0	0	0	0	0	0	0	0	3	48-57	2
04:00	1	0	0	1	8	10	2	0	0	0	0	0	0	0	22	51-60	18
05:00	1	0	2	17	28	26	11	3	0	0	0	0	0	0	88	51-60	54
06:00	11	0	2	11	79	**126**	**38**	**6**	**2**	0	0	0	0	0	275	51-60	205
07:00	8	**2**	1	16	**107**	107	33	2	1	0	0	0	0	0	**277**	51-60	214
08:00	**17**	0	5	19	83	77	24	1	0	0	0	0	0	0	226	51-60	160
09:00	11	2	8	**29**	61	52	14	1	1	0	0	0	0	0	179	51-60	113
10:00	11	0	10	24	61	51	10	2	1	0	0	0	0	0	170	51-60	112
11:00	14	1	**15**	21	66	49	18	0	0	0	0	0	0	0	184	51-60	115
12 PM	**22**	**4**	7	**24**	62	47	16	0	0	0	0	0	0	0	182	51-60	109
13:00	13	2	**9**	17	**65**	49	16	5	**1**	0	0	0	0	0	177	51-60	114
14:00	13	2	5	20	60	**71**	21	0	0	0	0	0	0	0	**192**	51-60	131
15:00	12	0	1	24	53	70	**25**	6	0	0	0	0	0	0	191	51-60	123
16:00	12	0	4	16	54	58	21	**7**	1	**1**	0	0	0	0	174	51-60	112
17:00	7	0	5	12	57	53	23	2	0	0	0	0	0	0	159	51-60	110
18:00	5	0	2	11	47	49	14	4	1	1	0	0	0	0	134	51-60	96
19:00	5	2	6	13	32	42	10	0	0	0	0	0	0	0	110	51-60	74
20:00	2	1	4	11	26	16	9	0	0	0	0	0	0	0	69	50-59	42
21:00	1	0	2	11	10	17	6	1	0	0	0	0	0	0	48	51-60	27
22:00	2	0	2	5	13	10	3	1	0	0	0	0	0	0	36	51-60	23
23:00	0	0	0	1	5	3	2	2	0	0	0	0	0	0	13	49-58	9
Total	168	16	90	305	988	989	317	43	8	2	0	0	0	0	2926		
Percent	5.7%	0.5%	3.1%	10.4%	33.8%	33.8%	10.8%	1.5%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	07:00	11:00	09:00	07:00	06:00	06:00	06:00	06:00						07:00		
Vol.	17	2	15	29	107	126	38	6	2						277		
PM Peak	12:00	12:00	13:00	12:00	13:00	14:00	15:00	16:00	13:00	16:00					14:00		
Vol.	22	4	9	24	65	71	25	7	1	1					192		

Route: 12B
ATR Placement: 4000' N of 315
County: Oneida
Town: Deansboro

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

NB

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total	Pace Speed	Number in Pace
08/05/09	0	0	0	0	1	6	0	0	0	0	0	0	0	0	7	51-60	7
01:00	0	0	0	0	1	0	2	0	0	0	0	0	0	0	3	53-62	2
02:00	0	0	0	1	3	2	3	0	0	0	0	0	0	0	9	50-59	5
03:00	0	0	0	0	2	1	1	0	0	0	0	0	0	0	4	51-60	3
04:00	0	0	2	2	9	5	5	1	**1**	0	0	0	0	0	25	49-58	14
05:00	0	0	4	20	34	29	9	0	1	0	0	0	0	0	97	51-60	63
06:00	11	0	2	26	91	**108**	**28**	2	0	0	0	0	0	0	268	51-60	199
07:00	14	0	4	30	**97**	107	27	3	1	0	0	0	0	0	**283**	51-60	204
08:00	8	0	**12**	31	68	78	15	0	0	0	0	0	0	0	212	51-60	146
09:00	5	0	5	**36**	65	41	6	**4**	0	0	0	0	0	0	162	50-59	106
10:00	11	**6**	5	25	50	50	12	0	0	0	0	0	0	0	159	51-60	100
11:00	**20**	4	3	26	49	42	16	0	1	0	0	0	0	0	161	51-60	91
12 PM	**13**	0	**6**	**18**	**68**	**52**	**17**	**3**	**1**	0	0	0	0	0	**178**	51-60	120
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	82	10	43	215	538	521	141	13	5	0	0	0	0	0	1568		
Percent	5.2%	0.6%	2.7%	13.7%	34.3%	33.2%	9.0%	0.8%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	10:00	08:00	09:00	07:00	06:00	06:00	09:00	04:00						07:00		
Vol.	20	6	12	36	97	108	28	4	1						283		
PM Peak	12:00		12:00	12:00	12:00	12:00	12:00	12:00	12:00						12:00		
Vol.	13		6	18	68	52	17	3	1						178		
Total	927	178	763	2770	6770	5887	1834	255	44	6	4	3	1	1	19443		
Percent	4.8%	0.9%	3.9%	14.2%	34.8%	30.3%	9.4%	1.3%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile :	47 MPH
50th Percentile :	54 MPH
85th Percentile :	60 MPH
95th Percentile :	64 MPH

Stats	
10 MPH Pace Speed :	51-60 MPH
Number in Pace :	12657
Percent in Pace :	65.1%
Number of Vehicles > 55 MPH :	8035
Percent of Vehicles > 55 MPH :	41.3%
Mean Speed(Average) :	53 MPH

Route: 12B
ATR Placement: 4000' N of 315
County: Oneida
Town: Deansboro

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

Start	27-Jul-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM	*	*	*	*	*	*	25	17	28	16	32	11	24	10	27	14
01:00	*	*	*	*	*	*	9	3	6	1	9	9	16	6	10	5
02:00	*	*	*	*	*	*	15	7	3	13	7	6	5	6	8	8
03:00	*	*	*	*	*	*	5	5	8	7	11	9	3	5	7	6
04:00	*	*	*	*	*	*	12	29	15	24	10	9	7	9	11	18
05:00	*	*	*	*	*	*	35	99	34	70	18	38	10	20	24	57
06:00	*	*	*	*	*	*	98	246	89	233	43	67	22	31	63	144
07:00	*	*	*	*	*	*	119	**266**	115	**261**	53	97	27	44	78	167
08:00	*	*	*	*	*	*	123	220	111	235	96	144	61	64	98	166
09:00	*	*	*	*	*	*	116	210	133	206	122	**195**	89	99	115	178
10:00	*	*	*	*	*	*	125	176	163	222	139	186	110	155	134	**185**
11:00	*	*	*	*	**149**	**144**	**168**	182	**179**	222	**200**	187	**112**	**163**	**162**	180
12:00 PM	*	*	*	*	168	188	200	172	218	**238**	166	151	164	**155**	183	181
01:00	*	*	*	*	170	192	204	182	235	218	**202**	**180**	135	145	189	183
02:00	*	*	*	*	221	195	199	200	270	202	180	150	**173**	145	209	178
03:00	*	*	*	*	**307**	**212**	282	**248**	306	195	163	136	166	141	245	**186**
04:00	*	*	*	*	297	183	**370**	193	**324**	216	182	155	160	111	**267**	172
05:00	*	*	*	*	272	173	272	210	252	195	146	149	152	125	219	170
06:00	*	*	*	*	158	112	191	131	209	155	150	114	127	103	167	123
07:00	*	*	*	*	129	83	142	93	164	104	123	109	99	77	131	93
08:00	*	*	*	*	127	42	146	69	135	71	134	87	75	95	123	73
09:00	*	*	*	*	72	45	105	65	99	56	123	89	61	41	92	59
10:00	*	*	*	*	59	32	58	54	102	30	73	45	32	28	65	38
11:00	*	*	*	*	40	19	56	20	50	21	47	26	29	11	44	19
Lane	0	0	0	0	2169	1620	3075	3097	3248	3211	2429	2349	1859	1789	2671	2603
Day	0		0		3789		6172		6459		4778		3648		5274	
AM Peak					11:00	11:00	11:00	07:00	11:00	07:00	11:00	09:00	11:00	11:00	11:00	10:00
Vol.					149	144	168	266	179	261	200	195	112	163	162	185
PM Peak					15:00	15:00	16:00	15:00	16:00	12:00	13:00	13:00	14:00	12:00	16:00	15:00
Vol.					307	212	370	248	324	238	202	180	173	155	267	186

Route: 12B
ATR Placement: 4000' N of 315
County: Oneida
Town: Deansboro

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

Start	03-Aug-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM	15	6	19	10	27	7	*	*	*	*	*	*	*	*	20	8
01:00	4	7	6	1	9	3	*	*	*	*	*	*	*	*	6	4
02:00	2	3	6	6	4	9	*	*	*	*	*	*	*	*	4	6
03:00	10	8	6	3	6	4	*	*	*	*	*	*	*	*	7	5
04:00	17	19	17	22	13	25	*	*	*	*	*	*	*	*	16	22
05:00	50	83	42	88	44	97	*	*	*	*	*	*	*	*	45	89
06:00	86	263	103	275	101	268	*	*	*	*	*	*	*	*	97	269
07:00	123	**265**	133	**277**	119	**283**	*	*	*	*	*	*	*	*	125	**275**
08:00	121	222	130	226	119	212	*	*	*	*	*	*	*	*	123	220
09:00	123	195	145	179	100	162	*	*	*	*	*	*	*	*	123	179
10:00	**153**	198	135	170	123	159	*	*	*	*	*	*	*	*	137	176
11:00	145	157	**171**	184	**167**	161	*	*	*	*	*	*	*	*	**161**	167
12:00 PM	187	169	177	182	**193**	**178**	*	*	*	*	*	*	*	*	186	176
01:00	184	155	157	177	*	*	*	*	*	*	*	*	*	*	170	166
02:00	188	187	210	**192**	*	*	*	*	*	*	*	*	*	*	199	190
03:00	274	**201**	258	191	*	*	*	*	*	*	*	*	*	*	266	**196**
04:00	**319**	178	**313**	174	*	*	*	*	*	*	*	*	*	*	**316**	176
05:00	270	174	267	159	*	*	*	*	*	*	*	*	*	*	268	166
06:00	185	119	202	134	*	*	*	*	*	*	*	*	*	*	194	126
07:00	136	95	130	110	*	*	*	*	*	*	*	*	*	*	133	102
08:00	95	75	110	69	*	*	*	*	*	*	*	*	*	*	102	72
09:00	80	61	83	48	*	*	*	*	*	*	*	*	*	*	82	54
10:00	47	30	46	36	*	*	*	*	*	*	*	*	*	*	46	33
11:00	49	13	53	13	*	*	*	*	*	*	*	*	*	*	51	13
Lane	2863	2883	2919	2926	1025	1568	0	0	0	0	0	0	0	0	2877	2890
Day	5746		5845		2593		0		0		0		0		5767	
AM Peak	10:00	07:00	11:00	07:00	11:00	07:00									11:00	07:00
Vol.	153	265	171	277	167	283									161	275
PM Peak	16:00	15:00	16:00	14:00	12:00	12:00									16:00	15:00
Vol.	319	201	313	192	193	178									316	196

Comb. Total	5746	5845	6382	6172	6459	4778	3648	11041

ADT 6,056 AADT 6,056

Route: 12B
ATR Placement: Approx 4000' S of 26
County: Oneida
Town: Oriskany Falls

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

NB

Start Time	Bikes	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	Total
07/29/09	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	**2**	97	9	0	5	**5**	4	1	2	**2**	0	0	0	127
13:00	1	65	18	1	5	5	**5**	2	1	2	0	0	0	105
14:00	2	78	15	2	6	4	4	1	**4**	1	0	0	**1**	118
15:00	1	107	14	**4**	6	0	5	**4**	2	1	0	0	0	**144**
16:00	0	**111**	17	3	3	1	0	1	1	0	0	0	0	137
17:00	1	83	**20**	0	**7**	0	0	3	2	0	0	0	0	116
18:00	0	53	16	1	2	0	1	0	1	0	0	0	0	74
19:00	0	39	6	1	0	0	0	0	0	0	0	0	0	46
20:00	0	19	6	1	1	0	0	0	0	0	0	0	0	27
21:00	0	18	3	0	0	0	0	0	0	0	0	0	0	21
22:00	0	12	2	0	1	0	0	0	0	0	0	0	0	15
23:00	0	17	0	0	1	0	0	0	0	0	0	0	0	18
Day Total	7	699	126	13	37	15	19	12	13	6	0	0	1	948
Percent	0.7%	73.7%	13.3%	1.4%	3.9%	1.6%	2.0%	1.3%	1.4%	0.6%	0.0%	0.0%	0.1%	
AM Peak Vol.														
PM Peak Vol.	12:00 2	16:00 111	17:00 20	15:00 4	17:00 7	12:00 5	13:00 5	15:00 4	14:00 4	12:00 2			14:00 1	15:00 144

Route: 12B
ATR Placement: Approx 4000' S of 26
County: Oneida
Town: Oriskany Falls

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

NB

Start Time	Bikes	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	Total
07/30/09	1	10	0	0	1	0	0	0	0	0	0	0	0	12
01:00	0	1	1	1	0	0	0	0	0	0	0	0	0	3
02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
03:00	0	1	0	0	1	0	0	0	0	0	0	0	0	2
04:00	0	12	3	0	1	0	0	0	0	0	0	0	0	16
05:00	1	29	10	0	3	0	0	0	**1**	2	0	0	0	46
06:00	**6**	61	31	0	3	3	5	1	1	1	0	0	1	113
07:00	5	**79**	**33**	0	4	2	3	0	1	1	0	0	**2**	**130**
08:00	3	74	30	0	5	**5**	1	**4**	1	1	0	0	1	125
09:00	1	76	21	1	5	4	**7**	0	0	2	0	0	2	119
10:00	3	64	22	2	2	5	3	2	0	2	0	**1**	1	107
11:00	2	72	20	**3**	**8**	2	5	1	1	**4**	0	0	0	118
12 PM	3	59	20	2	5	**2**	3	**4**	1	2	0	0	2	103
13:00	2	58	16	0	4	1	2	2	**5**	**3**	0	0	**3**	96
14:00	2	61	24	**3**	**7**	2	**4**	2	2	3	0	0	2	112
15:00	**7**	**118**	**29**	0	7	0	4	1	1	2	0	0	1	**170**
16:00	1	97	26	2	3	0	0	1	1	0	0	0	0	131
17:00	2	78	24	1	4	1	0	1	0	1	0	0	0	112
18:00	7	41	19	0	2	0	1	3	1	0	0	0	0	74
19:00	0	38	14	0	1	0	0	2	2	0	0	0	0	57
20:00	2	33	10	1	0	0	0	0	0	0	0	0	0	46
21:00	1	43	6	0	0	0	0	0	0	0	0	0	0	50
22:00	1	32	3	0	0	0	0	0	0	0	0	0	0	36
23:00	0	9	3	0	0	0	0	0	0	0	0	0	0	12
Day Total	50	1147	366	16	66	27	38	24	18	24	0	1	15	1792
Percent	2.8%	64.0%	20.4%	0.9%	3.7%	1.5%	2.1%	1.3%	1.0%	1.3%	0.0%	0.1%	0.8%	
AM Peak	06:00	07:00	07:00	11:00	11:00	08:00	09:00	08:00	05:00	11:00		10:00	07:00	07:00
Vol.	6	79	33	3	8	5	7	4	1	4		1	2	130
PM Peak	15:00	15:00	15:00	14:00	14:00	12:00	14:00	12:00	13:00	13:00			13:00	15:00
Vol.	7	118	29	3	7	2	4	4	5	3			3	170

Route: 12B
ATR Placement: Approx 4000' S of 26
County: Oneida
Town: Oriskany Falls

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

NB

Start Time	Bikes	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	Total
07/31/09	0	8	0	0	0	0	0	1	0	0	0	0	0	9
01:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2
02:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
03:00	0	3	3	0	0	0	0	0	0	0	0	0	0	6
04:00	0	7	6	0	0	0	0	0	0	0	0	0	0	13
05:00	0	24	10	0	1	0	0	0	0	0	0	0	0	35
06:00	4	54	24	0	2	6	**8**	2	**2**	**4**	0	0	0	106
07:00	**12**	**86**	**34**	**1**	4	6	4	4	1	0	0	0	**3**	**155**
08:00	7	77	25	0	**7**	**7**	7	3	0	1	0	0	3	137
09:00	3	68	26	0	3	0	7	**5**	0	2	0	0	1	115
10:00	4	75	27	0	6	5	8	1	1	4	0	0	1	132
11:00	8	83	33	1	1	6	4	1	1	4	0	0	0	142
12 PM	5	89	**33**	0	7	5	9	2	**4**	1	1	0	**2**	**158**
13:00	**11**	64	19	**2**	1	**6**	**10**	**6**	3	**3**	0	0	0	125
14:00	3	65	19	0	**8**	5	5	6	2	3	0	0	1	117
15:00	5	75	21	1	3	2	3	4	4	1	0	0	1	120
16:00	1	**91**	23	1	2	0	0	2	3	0	0	0	0	123
17:00	1	84	24	1	4	0	0	3	0	0	0	0	0	117
18:00	1	60	21	0	3	1	0	2	0	1	0	0	0	89
19:00	1	38	13	0	1	0	0	0	1	0	**2**	0	0	56
20:00	0	33	6	1	0	0	0	0	0	1	0	0	0	41
21:00	0	27	7	1	0	0	0	0	0	0	0	0	0	35
22:00	0	11	1	0	0	0	0	0	0	0	0	0	0	12
23:00	0	12	1	0	1	0	0	0	1	0	0	0	0	15
Day Total	66	1140	378	9	54	49	65	42	23	25	3	0	12	1866
Percent	3.5%	61.1%	20.3%	0.5%	2.9%	2.6%	3.5%	2.3%	1.2%	1.3%	0.2%	0.0%	0.6%	
AM Peak	07:00	07:00	07:00	07:00	08:00	08:00	06:00	09:00	06:00	06:00			07:00	07:00
Vol.	12	86	34	1	7	7	8	5	2	4			3	155
PM Peak	13:00	16:00	12:00	13:00	14:00	13:00	13:00	13:00	12:00	13:00	19:00		12:00	12:00
Vol.	11	91	33	2	8	6	10	6	4	3	2		2	158

Route: 12B
ATR Placement: Approx 4000' S of 26
County: Oneida
Town: Oriskany Falls

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

NB

Start Time	Bikes	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	Total
08/01/09	0	11	1	0	0	0	0	0	0	0	0	0	0	12
01:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
02:00	1	1	1	0	1	0	0	0	0	0	0	0	0	4
03:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
04:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
05:00	1	6	5	0	0	**1**	0	0	0	0	0	0	0	13
06:00	2	24	6	0	2	0	0	0	0	**1**	0	0	0	35
07:00	3	25	14	0	0	1	0	0	0	0	0	0	0	43
08:00	**8**	50	21	0	1	0	0	2	0	0	0	0	0	82
09:00	2	65	**32**	0	**3**	0	0	0	**1**	0	0	0	0	103
10:00	0	81	21	0	3	0	0	0	0	0	0	0	0	105
11:00	1	**96**	27	0	0	0	0	**3**	0	0	0	0	0	**127**
12 PM	3	62	22	0	1	0	0	0	0	0	0	0	0	88
13:00	**9**	**81**	7	0	0	0	0	1	0	0	**1**	0	0	99
14:00	3	73	19	1	1	0	0	1	0	**1**	0	0	0	99
15:00	3	70	23	1	**4**	0	0	0	0	0	0	0	0	**101**
16:00	5	56	**24**	**2**	2	0	0	**2**	0	0	0	0	0	91
17:00	6	60	13	0	2	**1**	**1**	2	0	0	0	0	0	85
18:00	1	44	18	0	0	0	0	1	0	0	0	0	0	64
19:00	7	49	13	0	0	0	0	1	0	0	0	0	0	70
20:00	1	42	7	1	0	0	0	0	0	0	0	0	0	51
21:00	3	34	9	0	1	0	0	0	0	0	0	0	0	47
22:00	1	20	8	0	0	0	0	0	0	0	0	0	0	29
23:00	1	11	4	0	0	0	0	0	0	0	0	0	0	16
Day Total	61	971	297	5	21	3	1	13	1	2	1	0	0	1376
Percent	4.4%	70.6%	21.6%	0.4%	1.5%	0.2%	0.1%	0.9%	0.1%	0.1%	0.1%	0.0%	0.0%	
AM Peak	08:00	11:00	09:00		09:00	05:00		11:00	09:00	06:00				11:00
Vol.	8	96	32		3	1		3	1	1				127
PM Peak	13:00	13:00	16:00	16:00	15:00	17:00	17:00	16:00		14:00	13:00			15:00
Vol.	9	81	24	2	4	1	1	2		1	1			101

Route: 12B
ATR Placement: Approx 4000' S of 26
County: Oneida
Town: Oriskany Falls

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

NB

Start Time	Bikes	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	Total
08/02/09	0	5	2	0	0	0	0	0	0	0	0	0	0	7
01:00	0	2	3	0	0	0	0	0	1	0	0	0	0	6
02:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
03:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
04:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
05:00	0	7	3	0	0	0	0	0	0	0	0	0	0	10
06:00	0	7	7	0	2	0	0	0	0	0	0	0	0	16
07:00	**1**	15	6	0	0	0	0	0	1	0	0	0	0	23
08:00	0	31	10	0	0	0	0	0	0	0	0	0	0	41
09:00	0	26	10	0	0	**1**	0	0	1	0	0	0	0	38
10:00	0	60	23	0	2	0	0	0	**2**	0	0	0	0	87
11:00	0	**77**	**26**	0	**3**	0	0	**1**	0	0	0	0	0	**107**
12 PM	1	**79**	19	0	2	0	0	**2**	0	0	0	0	0	**103**
13:00	0	71	**22**	0	**3**	0	0	1	0	0	0	0	0	97
14:00	1	57	9	**1**	3	0	0	0	0	0	0	0	0	71
15:00	0	57	17	0	1	0	0	2	0	0	0	0	0	77
16:00	0	44	11	1	2	0	0	0	0	0	0	0	0	58
17:00	0	56	8	1	1	0	0	0	0	0	0	0	0	66
18:00	1	42	10	0	1	**1**	0	0	0	0	0	0	0	55
19:00	0	28	8	0	2	0	0	0	0	0	0	0	0	38
20:00	**2**	57	9	1	0	0	0	0	**1**	0	0	0	0	70
21:00	0	15	7	0	1	0	0	0	0	0	0	0	0	23
22:00	0	15	1	0	0	0	0	0	0	0	0	0	0	16
23:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
Day Total	6	770	214	4	23	2	0	6	6	0	0	0	0	1031
Percent	0.6%	74.7%	20.8%	0.4%	2.2%	0.2%	0.0%	0.6%	0.6%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	11:00	11:00		11:00	09:00		11:00	10:00					11:00
Vol.	1	77	26		3	1		1	2					107
PM Peak	20:00	12:00	13:00	14:00	13:00	18:00		12:00	20:00					12:00
Vol.	2	79	22	1	3	1		2	1					103

Route: 12B
ATR Placement: Approx 4000' S of 26
County: Oneida
Town: Oriskany Falls

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

NB

Start Time	Bikes	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	Total
08/03/09	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:00	1	2	0	0	1	0	0	0	0	0	0	0	0	4
04:00	0	3	2	0	1	0	0	0	0	0	0	0	0	6
05:00	1	26	11	0	2	0	0	0	2	0	0	0	0	42
06:00	8	65	34	2	6	1	3	**2**	0	0	0	0	0	121
07:00	**9**	**70**	**37**	0	1	4	1	1	0	1	0	0	**2**	**126**
08:00	3	65	23	1	2	**6**	9	1	1	1	0	0	0	112
09:00	6	65	18	**4**	**9**	4	**12**	2	**3**	1	0	0	1	125
10:00	5	67	27	0	5	2	6	2	1	2	0	0	0	117
11:00	1	63	19	2	3	4	6	0	1	**3**	0	0	0	102
12 PM	4	62	16	1	3	**6**	3	**4**	1	0	0	0	0	100
13:00	4	56	14	1	**7**	3	2	1	**2**	0	0	0	**1**	91
14:00	2	76	22	1	6	4	**5**	4	0	**1**	0	0	0	121
15:00	1	**85**	**28**	**4**	5	3	5	4	0	1	0	0	0	**136**
16:00	0	83	27	1	4	0	0	2	1	0	0	0	1	119
17:00	4	73	26	0	5	0	0	0	0	0	0	0	0	108
18:00	**7**	54	14	0	5	1	0	1	0	0	0	0	0	82
19:00	1	31	10	0	0	0	0	2	0	0	0	0	0	44
20:00	0	33	10	1	0	0	0	0	0	0	0	0	0	44
21:00	1	34	10	0	0	0	0	0	0	0	0	0	0	45
22:00	1	10	3	0	0	0	0	0	0	0	0	0	0	14
23:00	1	4	2	0	0	0	0	0	0	1	0	0	0	8
Day Total	60	1034	354	18	65	38	52	26	12	11	0	0	5	1675
Percent	3.6%	61.7%	21.1%	1.1%	3.9%	2.3%	3.1%	1.6%	0.7%	0.7%	0.0%	0.0%	0.3%	
AM Peak	07:00	07:00	07:00	09:00	09:00	08:00	09:00	06:00	09:00	11:00			07:00	07:00
Vol.	9	70	37	4	9	6	12	2	3	3			2	126
PM Peak	18:00	15:00	15:00	15:00	13:00	12:00	14:00	12:00	13:00	14:00			13:00	15:00
Vol.	7	85	28	4	7	6	5	4	2	1			1	136

Route: 12B
ATR Placement: Approx 4000' S of 26
County: Oneida
Town: Oriskany Falls

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

NB

Start Time	Bikes	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	Total
08/04/09	0	6	0	0	0	0	0	0	0	0	0	0	0	6
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
05:00	0	28	13	0	2	0	0	0	0	0	0	0	0	43
06:00	**10**	61	33	0	**7**	3	4	1	1	1	0	0	**1**	122
07:00	8	**82**	**39**	1	7	2	2	**2**	2	**2**	0	0	1	**148**
08:00	5	66	26	2	4	3	3	2	2	0	0	**1**	1	115
09:00	4	54	18	**3**	7	**5**	4	2	1	1	0	0	1	100
10:00	0	74	20	3	6	5	**5**	2	**3**	0	0	0	0	118
11:00	2	72	17	2	6	4	5	2	1	1	0	0	0	112
12 PM	2	62	**30**	0	7	4	**9**	2	**1**	**1**	0	0	**1**	119
13:00	1	65	20	**2**	5	4	2	**6**	1	0	0	0	0	106
14:00	3	63	22	1	**13**	**6**	3	2	0	1	0	0	0	114
15:00	5	75	28	2	5	0	3	5	1	0	0	0	0	**124**
16:00	1	**77**	23	1	4	0	0	2	0	0	0	0	1	109
17:00	**6**	62	23	1	5	0	0	2	1	0	0	0	0	100
18:00	3	55	13	0	2	1	0	0	1	0	0	0	0	75
19:00	1	40	11	1	2	1	0	2	1	0	0	0	0	59
20:00	3	29	7	1	0	0	0	1	1	0	0	0	0	42
21:00	0	22	6	0	1	0	0	0	0	0	0	0	0	29
22:00	0	13	5	0	1	0	0	0	0	0	0	0	0	19
23:00	1	4	1	0	1	0	0	0	0	0	0	0	0	7
Day Total	55	1022	357	20	85	38	40	33	17	7	0	1	6	1681
Percent	3.3%	60.8%	21.2%	1.2%	5.1%	2.3%	2.4%	2.0%	1.0%	0.4%	0.0%	0.1%	0.4%	
AM Peak	06:00	07:00	07:00	09:00	06:00	09:00	10:00	07:00	10:00	07:00		08:00	06:00	07:00
Vol.	10	82	39	3	7	5	5	2	3	2		1	1	148
PM Peak	17:00	16:00	12:00	13:00	14:00	14:00	12:00	13:00	12:00	12:00			12:00	15:00
Vol.	6	77	30	2	13	6	9	6	1	1			1	124

Route: 12B
ATR Placement: Approx 4000' S of 26
County: Oneida
Town: Oriskany Falls

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

NB

Start Time	Bikes	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	Total
08/05/09	0	4	0	0	2	0	0	0	1	0	0	0	0	7
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
03:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
04:00	0	9	3	0	0	0	0	0	1	0	0	0	0	13
05:00	0	26	12	0	1	1	0	0	1	0	0	0	0	41
06:00	**8**	64	28	0	**7**	3	3	3	0	**2**	0	0	**2**	120
07:00	8	77	**32**	0	6	**4**	6	3	0	2	0	0	1	**139**
08:00	1	**81**	20	**1**	1	3	5	2	1	0	0	0	1	116
09:00	5	55	27	0	2	3	1	2	1	1	0	0	0	97
10:00	6	55	11	1	4	4	4	4	**2**	0	0	0	1	92
11:00	1	64	18	1	1	1	**8**	**5**	1	0	0	0	1	101
12 PM	**4**	**63**	**16**	**1**	**1**	**3**	**5**	**1**	**1**	0	0	0	0	**95**
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Day Total	33	505	169	4	25	22	32	20	9	5	0	0	6	830
Percent	4.0%	60.8%	20.4%	0.5%	3.0%	2.7%	3.9%	2.4%	1.1%	0.6%	0.0%	0.0%	0.7%	
AM Peak	06:00	08:00	07:00	08:00	06:00	07:00	11:00	11:00	10:00	06:00			06:00	07:00
Vol.	8	81	32	1	7	4	8	5	2	2			2	139
PM Peak	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00					12:00
Vol.	4	63	16	1	1	3	5	1	1					95
Grand Total	338	7288	2261	89	376	194	247	176	99	80	4	2	45	11199
Percent	3.0%	65.1%	20.2%	0.8%	3.4%	1.7%	2.2%	1.6%	0.9%	0.7%	0.0%	0.0%	0.4%	

Route: 12B
ATR Placement: Approx 4000' S of 26
County: Oneida
Town: Oriskany Falls

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

SB

Start Time	Bikes	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	Total
07/29/09	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	**1**	64	10	0	5	**4**	0	**2**	2	0	0	0	0	88
13:00	0	81	12	0	**6**	2	**1**	0	**5**	0	0	0	0	107
14:00	1	101	27	0	3	4	0	1	1	0	0	0	0	138
15:00	1	121	**30**	0	4	1	0	0	3	0	0	0	0	**160**
16:00	1	**128**	20	0	1	1	0	1	0	0	0	0	0	152
17:00	1	108	29	**1**	1	0	0	1	3	0	0	0	0	144
18:00	1	85	10	1	2	1	0	0	1	0	0	0	0	101
19:00	0	60	12	0	1	0	0	0	0	0	0	0	0	73
20:00	0	57	7	0	2	0	0	1	1	0	0	0	0	68
21:00	0	36	7	0	0	0	0	0	0	0	0	0	0	43
22:00	0	27	4	0	3	0	0	0	0	0	0	0	0	34
23:00	0	20	2	0	1	0	0	0	0	0	0	0	0	23
Day Total	6	888	170	2	29	13	1	6	16	0	0	0	0	1131
Percent	0.5%	78.5%	15.0%	0.2%	2.6%	1.1%	0.1%	0.5%	1.4%	0.0%	0.0%	0.0%	0.0%	
AM Peak Vol.														
PM Peak	12:00	16:00	15:00	17:00	13:00	12:00	13:00	12:00	13:00					15:00
Vol.	1	128	30	1	6	4	1	2	5					160

Route: 12B
ATR Placement: Approx 4000' S of 26
County: Oneida
Town: Oriskany Falls

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

SB

Start Time	Bikes	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	Total
07/30/09	0	9	4	0	0	0	0	1	0	0	0	0	0	14
01:00	0	7	1	1	2	0	0	0	0	0	0	0	0	11
02:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	5	2	2	0	0	0	0	0	0	0	0	0	9
05:00	0	11	10	1	2	1	0	0	1	**2**	0	0	0	28
06:00	0	40	16	4	6	1	0	0	**6**	0	0	0	0	73
07:00	0	68	9	3	3	2	0	**4**	3	0	0	0	0	92
08:00	0	39	14	1	6	2	0	2	4	1	0	0	**1**	70
09:00	0	46	19	2	**11**	2	0	0	4	1	0	0	0	85
10:00	**1**	41	11	2	4	1	**1**	1	5	0	0	0	0	67
11:00	0	**71**	**30**	**5**	7	**3**	1	0	3	0	0	0	0	**120**
12 PM	1	87	15	1	**8**	1	0	**4**	3	0	**1**	0	0	121
13:00	2	95	17	2	3	**2**	**1**	1	**8**	0	0	0	0	131
14:00	1	93	25	**3**	7	1	0	0	5	**1**	0	0	0	136
15:00	1	86	**26**	3	5	0	0	3	2	1	1	0	0	128
16:00	0	**162**	24	1	6	0	0	4	1	1	0	0	0	**199**
17:00	**3**	125	21	1	2	0	0	2	2	0	0	0	0	156
18:00	2	87	15	0	2	0	0	0	0	0	0	0	0	106
19:00	0	84	12	0	0	0	1	0	0	0	0	0	0	97
20:00	1	66	8	0	1	0	0	0	0	0	0	0	0	76
21:00	1	50	8	0	1	0	0	0	1	0	0	0	0	61
22:00	0	24	6	0	0	0	0	1	0	0	0	0	0	31
23:00	1	18	4	0	0	0	0	0	0	0	0	0	0	23
Day Total	14	1323	298	32	76	16	4	23	48	7	2	0	1	1844
Percent	0.8%	71.7%	16.2%	1.7%	4.1%	0.9%	0.2%	1.2%	2.6%	0.4%	0.1%	0.0%	0.1%	
AM Peak	10:00	11:00	11:00	11:00	09:00	11:00	10:00	07:00	06:00	05:00			08:00	11:00
Vol.	1	71	30	5	11	3	1	4	6	2			1	120
PM Peak	17:00	16:00	15:00	14:00	12:00	13:00	13:00	12:00	13:00	14:00	12:00			16:00
Vol.	3	162	26	3	8	2	1	4	8	1	1			199

Route: 12B
ATR Placement: Approx 4000' S of 26
County: Oneida
Town: Oriskany Falls

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

SB

Start Time	Bikes	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	Total
07/31/09	**1**	17	1	0	0	0	0	0	0	0	0	0	0	19
01:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
02:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
03:00	1	1	0	1	1	0	0	0	0	0	0	0	0	4
04:00	0	5	3	0	0	0	0	0	0	0	0	0	0	8
05:00	0	6	6	1	1	2	0	0	3	**5**	0	0	0	24
06:00	0	45	13	1	3	1	0	1	6	0	0	0	0	70
07:00	0	50	16	1	2	2	0	3	4	1	0	0	0	79
08:00	1	47	17	2	4	**4**	0	1	3	2	0	0	**2**	83
09:00	0	45	22	**4**	**5**	2	0	1	4	1	0	0	0	84
10:00	1	66	**25**	2	5	4	0	**4**	3	1	0	0	1	112
11:00	0	**73**	24	2	4	3	0	4	**7**	1	0	0	0	**118**
12 PM	0	81	23	1	5	**7**	0	0	1	0	0	**1**	0	119
13:00	0	102	27	**2**	**7**	6	0	0	6	0	0	0	0	150
14:00	0	110	33	1	2	4	0	2	**7**	**1**	0	0	0	160
15:00	0	121	29	0	2	0	0	**3**	1	0	0	0	0	156
16:00	0	**144**	**36**	0	4	0	**1**	3	0	0	**1**	1	0	**190**
17:00	1	129	30	1	2	0	0	0	0	0	0	0	0	163
18:00	1	91	13	0	3	0	0	1	1	0	0	0	0	110
19:00	1	90	10	0	3	0	0	1	1	0	0	0	0	106
20:00	**3**	75	9	0	1	1	0	2	1	0	0	0	0	92
21:00	1	47	4	0	0	0	0	0	0	0	0	0	0	52
22:00	0	41	8	0	0	0	0	1	0	0	0	0	0	50
23:00	0	24	6	0	0	1	0	0	0	0	0	0	0	31
Day Total	11	1416	358	19	54	37	1	27	48	12	1	2	3	1989
Percent	0.6%	71.2%	18.0%	1.0%	2.7%	1.9%	0.1%	1.4%	2.4%	0.6%	0.1%	0.1%	0.2%	
AM Peak	00:00	11:00	10:00	09:00	09:00	08:00		10:00	11:00	05:00			08:00	11:00
Vol.	1	73	25	4	5	4		4	7	5			2	118
PM Peak	20:00	16:00	16:00	13:00	13:00	12:00	16:00	15:00	14:00	14:00	16:00	12:00		16:00
Vol.	3	144	36	2	7	7	1	3	7	1	1	1		190

Route: 12B
ATR Placement: Approx 4000' S of 26
County: Oneida
Town: Oriskany Falls

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

SB

Start Time	Bikes	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	Total
08/01/09	0	11	2	1	0	0	0	0	0	0	0	0	0	14
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
03:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
04:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
05:00	0	7	3	0	1	0	0	**1**	0	0	0	0	0	12
06:00	0	23	6	0	3	0	0	0	0	0	0	0	0	32
07:00	0	29	11	0	2	0	0	0	0	0	0	0	0	42
08:00	1	41	13	1	**5**	0	0	0	0	0	0	0	0	61
09:00	1	58	**16**	0	1	0	0	1	0	0	0	0	0	77
10:00	2	63	13	0	3	0	0	1	0	0	0	0	**1**	83
11:00	**4**	**83**	16	**2**	1	0	0	0	**1**	0	0	0	0	**107**
12 PM	**7**	86	17	0	**2**	0	0	0	0	**1**	0	0	0	113
13:00	5	**92**	17	0	1	0	0	0	**2**	0	0	0	0	**117**
14:00	2	91	13	**1**	0	0	0	**1**	0	1	0	0	0	109
15:00	4	83	21	0	0	0	0	1	0	0	0	0	0	109
16:00	3	83	**22**	0	1	0	0	1	1	0	0	0	0	111
17:00	7	67	16	1	2	**1**	0	0	0	1	0	0	0	95
18:00	1	77	12	0	1	0	0	1	0	0	0	0	0	92
19:00	2	60	5	0	0	0	0	1	0	0	0	0	0	68
20:00	3	55	14	0	2	0	0	0	0	0	0	0	0	74
21:00	0	50	12	0	1	0	0	0	0	0	0	0	0	63
22:00	0	36	11	0	2	0	0	0	0	0	0	0	0	49
23:00	2	19	5	0	0	0	0	0	0	0	0	0	0	26
Day Total	44	1129	247	6	28	1	0	8	4	3	0	0	1	1471
Percent	3.0%	76.8%	16.8%	0.4%	1.9%	0.1%	0.0%	0.5%	0.3%	0.2%	0.0%	0.0%	0.1%	
AM Peak	11:00	11:00	09:00	11:00	08:00			05:00	11:00				10:00	11:00
Vol.	4	83	16	2	5			1	1				1	107
PM Peak	12:00	13:00	16:00	14:00	12:00	17:00		14:00	13:00	12:00				13:00
Vol.	7	92	22	1	2	1		1	2	1				117

Route: 12B
ATR Placement: Approx 4000' S of 26
County: Oneida
Town: Oriskany Falls

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

SB

Start Time	Bikes	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	Total
08/02/09	0	11	2	0	0	0	0	0	0	0	0	0	0	13
01:00	0	2	1	0	0	0	0	0	**1**	0	0	0	0	4
02:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
05:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
06:00	0	11	5	0	0	0	0	0	0	0	0	0	0	16
07:00	0	17	3	0	0	0	0	0	0	0	0	0	0	20
08:00	**1**	32	2	0	**3**	0	0	0	0	0	0	0	0	38
09:00	0	46	5	1	1	0	0	0	0	0	0	0	0	53
10:00	0	**59**	**9**	0	0	0	0	0	0	0	0	0	0	**68**
11:00	1	51	7	**2**	1	0	**1**	**4**	1	0	0	0	0	68
12 PM	**15**	78	14	0	2	0	0	0	**1**	0	**1**	0	**1**	**112**
13:00	0	66	16	0	0	0	0	**1**	0	0	0	0	0	83
14:00	1	76	8	0	**3**	0	0	0	0	0	0	0	0	88
15:00	1	74	**23**	0	3	0	0	1	0	0	0	0	0	102
16:00	0	**83**	10	0	3	0	0	1	0	0	0	0	0	97
17:00	0	81	8	**1**	0	0	**1**	0	0	0	0	0	0	91
18:00	0	71	5	0	0	0	0	1	1	0	0	0	0	78
19:00	0	35	11	0	1	0	0	1	0	0	0	0	0	48
20:00	0	30	7	0	1	0	0	0	0	0	0	0	0	38
21:00	1	26	5	0	0	0	0	1	0	0	0	0	0	33
22:00	0	19	2	0	0	0	0	0	0	0	0	0	0	21
23:00	0	4	4	0	0	0	0	0	0	0	0	0	0	8
Day Total	20	886	149	4	18	0	2	10	4	0	1	0	1	1095
Percent	1.8%	80.9%	13.6%	0.4%	1.6%	0.0%	0.2%	0.9%	0.4%	0.0%	0.1%	0.0%	0.1%	
AM Peak	08:00	10:00	10:00	11:00	08:00		11:00	11:00	01:00					10:00
Vol.	1	59	9	2	3		1	4	1					68
PM Peak	12:00	16:00	15:00	17:00	14:00		17:00	13:00	12:00		12:00		12:00	12:00
Vol.	15	83	23	1	3		1	1	1		1		1	112

Route: 12B
ATR Placement: Approx 4000' S of 26
County: Oneida
Town: Oriskany Falls

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

SB

Start Time	Bikes	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	Total
08/03/09	0	9	1	0	0	0	0	0	0	0	0	0	0	10
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	2	0	0	0	0	0	0	2	0	0	0	0	4
04:00	0	7	3	0	1	0	0	0	1	0	0	0	0	12
05:00	0	16	8	**4**	1	1	0	0	1	**4**	0	0	0	35
06:00	0	48	15	1	5	2	0	0	**3**	2	0	0	0	76
07:00	0	51	11	1	4	4	0	0	3	1	0	0	0	75
08:00	0	38	16	3	**14**	**6**	0	**2**	2	2	0	0	**2**	85
09:00	1	47	**21**	1	6	5	0	1	2	1	0	0	1	86
10:00	**4**	56	14	3	10	6	0	2	3	0	0	0	0	98
11:00	4	**79**	12	2	8	3	0	1	1	1	0	0	0	**111**
12 PM	3	81	13	**2**	6	**3**	0	0	1	0	0	**1**	0	110
13:00	**4**	72	16	2	5	2	**1**	**4**	1	**1**	0	0	0	108
14:00	2	84	15	0	**9**	1	0	2	1	0	0	0	0	114
15:00	0	97	28	0	8	1	0	3	1	1	0	0	0	139
16:00	2	115	28	2	1	0	0	1	**2**	0	0	0	0	151
17:00	3	**126**	**30**	1	3	0	0	3	1	0	0	0	0	**167**
18:00	1	84	20	0	2	0	0	0	0	0	0	0	0	107
19:00	2	76	17	0	0	0	0	0	0	0	0	0	0	95
20:00	0	43	5	0	0	0	0	0	1	0	0	0	0	49
21:00	4	27	6	0	1	0	0	0	0	0	0	0	0	38
22:00	1	19	5	0	0	0	0	0	0	0	0	0	0	25
23:00	0	19	3	0	0	0	0	0	0	0	0	0	0	22
Day Total	31	1200	287	22	84	34	1	19	26	13	0	1	3	1721
Percent	1.8%	69.7%	16.7%	1.3%	4.9%	2.0%	0.1%	1.1%	1.5%	0.8%	0.0%	0.1%	0.2%	
AM Peak	10:00	11:00	09:00	05:00	08:00	08:00		08:00	06:00	05:00			08:00	11:00
Vol.	4	79	21	4	14	6		2	3	4			2	111
PM Peak	13:00	17:00	17:00	12:00	14:00	12:00	13:00	13:00	16:00	13:00		12:00		17:00
Vol.	4	126	30	2	9	3	1	4	2	1		1		167

Route: 12B
ATR Placement: Approx 4000' S of 26
County: Oneida
Town: Oriskany Falls

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

SB

Start Time	Bikes	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	Total
08/04/09	0	12	1	0	0	0	0	0	0	0	0	0	0	13
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
03:00	0	2	0	1	0	0	0	0	1	0	0	0	0	4
04:00	0	8	0	0	1	0	0	0	0	0	0	0	0	9
05:00	0	14	12	0	0	0	0	**3**	2	3	0	0	0	34
06:00	0	44	21	4	4	0	0	1	3	2	0	0	0	79
07:00	0	56	11	3	4	2	0	2	2	0	0	0	0	80
08:00	0	48	**30**	0	**12**	1	0	0	**6**	1	0	0	0	98
09:00	1	51	15	3	5	1	0	3	2	**4**	0	0	**1**	86
10:00	0	59	14	**5**	5	**5**	0	0	0	0	0	0	0	88
11:00	**4**	**70**	15	2	4	3	0	3	3	0	0	0	0	**104**
12 PM	3	69	20	**1**	**10**	**4**	0	0	1	0	0	0	0	108
13:00	1	82	17	1	5	3	0	1	0	**1**	0	0	0	111
14:00	1	78	20	0	8	3	0	**2**	**2**	0	0	0	0	114
15:00	2	107	26	1	3	0	0	2	0	1	0	0	0	142
16:00	2	**120**	**34**	0	4	0	0	2	0	0	0	0	0	**162**
17:00	**4**	113	32	1	2	0	0	2	1	1	0	0	0	156
18:00	3	78	20	0	1	0	0	0	2	0	0	0	0	104
19:00	1	60	11	0	1	0	0	0	0	0	0	0	0	73
20:00	0	49	10	0	0	0	0	1	1	0	0	0	0	61
21:00	1	30	5	0	2	0	0	0	0	0	0	0	0	38
22:00	0	22	1	0	0	0	0	0	0	0	0	0	0	23
23:00	0	21	5	0	0	0	0	0	0	0	0	0	0	26
Day Total	23	1199	320	22	71	22	0	22	26	13	0	0	1	1719
Percent	1.3%	69.7%	18.6%	1.3%	4.1%	1.3%	0.0%	1.3%	1.5%	0.8%	0.0%	0.0%	0.1%	
AM Peak	11:00	11:00	08:00	10:00	08:00	10:00		05:00	08:00	09:00			09:00	11:00
Vol.	4	70	30	5	12	5		3	6	4			1	104
PM Peak	17:00	16:00	16:00	12:00	12:00	12:00		14:00	14:00	13:00				16:00
Vol.	4	120	34	1	10	4		2	2	1				162

Route: 12B
ATR Placement: Approx 4000' S of 26
County: Oneida
Town: Oriskany Falls

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

SB

Start Time	Bikes	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	Total
08/05/09	0	13	0	0	0	0	0	0	0	0	0	0	0	13
01:00	0	2	1	0	1	0	0	0	0	0	0	0	0	4
02:00	0	0	1	1	0	0	0	0	0	0	0	0	0	2
03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	6	4	0	0	0	0	0	0	0	0	0	0	10
05:00	1	16	9	1	0	1	0	0	2	1	0	0	0	31
06:00	0	45	16	1	5	2	0	2	**5**	**4**	0	0	0	80
07:00	0	**53**	11	4	4	0	**1**	**5**	1	0	0	0	0	79
08:00	0	52	15	**5**	6	3	0	0	3	1	0	0	0	**85**
09:00	0	34	12	2	8	**4**	0	1	3	0	0	0	**1**	65
10:00	0	45	9	3	3	4	0	1	0	0	0	0	0	65
11:00	**2**	47	**18**	3	**9**	0	0	1	2	2	0	0	0	84
12 PM	**3**	**92**	**29**	**1**	**3**	**4**	0	0	**4**	0	0	0	0	**136**
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Day Total	6	408	125	21	39	18	1	10	20	8	0	0	1	657
Percent	0.9%	62.1%	19.0%	3.2%	5.9%	2.7%	0.2%	1.5%	3.0%	1.2%	0.0%	0.0%	0.2%	
AM Peak	11:00	07:00	11:00	08:00	11:00	09:00	07:00	07:00	06:00	06:00			09:00	08:00
Vol.	2	53	18	5	9	4	1	5	5	4			1	85
PM Peak	12:00	12:00	12:00	12:00	12:00	12:00			12:00					12:00
Vol.	3	92	29	1	3	4			4					136
Grand Total	155	8449	1954	128	399	141	10	125	192	56	4	3	11	11627
Percent	1.3%	72.7%	16.8%	1.1%	3.4%	1.2%	0.1%	1.1%	1.7%	0.5%	0.0%	0.0%	0.1%	

Route: 12B
ATR Placement: Approx 4000' S of 26
County: Oneida
Town: Oriskany Falls

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

NB

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	Pace Speed	Number in Pace
07/29/09	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	**7**	**1**	0	0	**1**	1	**6**	12	49	31	11	2	0	**8**	129	51-60	80
13:00	2	0	0	0	0	1	4	15	29	41	13	0	0	0	105	51-60	70
14:00	1	0	0	0	0	1	4	11	41	**45**	15	0	**1**	0	119	51-60	86
15:00	0	0	0	0	0	0	1	**27**	**64**	45	8	0	0	0	**145**	51-60	109
16:00	1	0	0	0	0	0	2	27	64	31	9	1	0	3	138	49-58	95
17:00	3	1	0	0	1	**3**	5	11	34	43	12	3	0	1	117	51-60	77
18:00	0	0	0	0	0	0	3	5	12	27	**22**	**4**	1	0	74	56-65	49
19:00	0	0	0	0	0	0	0	4	10	11	17	2	0	2	46	56-65	28
20:00	0	0	0	0	0	0	0	5	8	10	4	0	0	0	27	51-60	18
21:00	0	0	0	0	0	1	4	2	4	8	2	0	0	0	21	52-61	13
22:00	0	0	0	0	0	0	3	2	3	5	2	0	0	0	15	53-62	10
23:00	0	0	0	0	0	0	0	4	11	3	0	0	0	0	18	47-56	16
Total	14	2	0	0	2	7	32	125	329	300	115	12	2	14	954		
Percent	1.5%	0.2%	0.0%	0.0%	0.2%	0.7%	3.4%	13.1%	34.5%	31.4%	12.1%	1.3%	0.2%	1.5%			
AM Peak Vol.																	
PM Peak Vol.	12:00 7	12:00 1			12:00 1	17:00 3	12:00 6	15:00 27	15:00 64	14:00 45	18:00 22	18:00 4	14:00 1	12:00 8	15:00 145		

Route: 12B
ATR Placement: Approx 4000' S of 26
County: Oneida
Town: Oriskany Falls

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

NB

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	Pace Speed	Number in Pace
07/30/09	0	0	0	0	0	**1**	1	2	7	1	0	0	0	0	12	47-56	10
01:00	0	0	0	0	0	0	0	0	1	0	2	0	0	0	3	53-62	2
02:00	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	52-61	2
03:00	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	37-46	1
04:00	0	0	0	0	0	0	2	4	1	6	3	0	0	0	16	54-63	10
05:00	0	0	0	0	0	1	1	7	8	17	10	2	0	0	46	53-62	27
06:00	0	0	0	0	0	0	0	3	16	**51**	36	7	0	0	113	56-65	87
07:00	0	0	0	0	**1**	1	1	5	28	43	36	**13**	**3**	0	**131**	56-65	79
08:00	0	0	0	0	0	0	**6**	7	20	47	**37**	7	1	1	126	56-65	84
09:00	0	0	0	0	0	0	0	3	29	50	32	5	0	0	119	53-62	82
10:00	**1**	0	0	0	0	1	1	8	**31**	35	28	1	1	0	107	51-60	66
11:00	1	**1**	0	0	0	0	1	**13**	24	48	18	8	0	**4**	118	51-60	72
12 PM	0	0	0	0	0	0	1	9	22	38	25	4	**3**	1	103	54-63	63
13:00	0	0	0	0	0	0	1	7	19	39	25	**5**	1	0	97	56-65	64
14:00	0	0	0	0	0	0	0	7	29	47	23	4	1	1	112	51-60	76
15:00	0	0	0	0	0	0	2	4	**59**	65	**32**	4	3	1	**170**	51-60	124
16:00	1	0	0	0	0	0	1	2	24	**66**	32	4	0	**2**	132	56-65	98
17:00	0	0	0	0	0	**1**	**3**	3	29	46	24	5	0	1	112	51-60	75
18:00	0	0	0	0	**1**	0	1	**10**	5	29	27	1	0	0	74	56-65	56
19:00	0	0	0	0	0	1	0	8	10	26	7	4	0	1	57	51-60	36
20:00	**2**	0	0	0	0	0	1	4	9	14	13	3	1	0	47	54-63	27
21:00	0	0	0	0	0	0	0	7	16	15	11	1	0	0	50	51-60	31
22:00	0	0	0	0	0	0	2	3	11	15	4	1	0	0	36	51-60	26
23:00	0	0	0	0	0	0	1	2	1	6	2	0	0	0	12	53-62	9
Total	5	1	0	0	2	6	26	119	399	706	428	79	14	12	1797		
Percent	0.3%	0.1%	0.0%	0.0%	0.1%	0.3%	1.4%	6.6%	22.2%	39.3%	23.8%	4.4%	0.8%	0.7%			
AM Peak	10:00	11:00			07:00	00:00	08:00	11:00	10:00	06:00	08:00	07:00	07:00	11:00	07:00		
Vol.	1	1			1	1	6	13	31	51	37	13	3	4	131		
PM Peak	20:00				18:00	17:00	17:00	18:00	15:00	16:00	15:00	13:00	12:00	16:00	15:00		
Vol.	2				1	1	3	10	59	66	32	5	3	2	170		

Route: 12B
ATR Placement: Approx 4000' S of 26
County: Oneida
Town: Oriskany Falls

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

NB

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	Pace Speed	Number in Pace
07/31/09	0	0	0	0	0	0	0	0	4	3	0	1	1	0	9	49-58	7
01:00	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	42-51	1
02:00	0	0	0	0	**1**	0	0	0	2	1	1	1	0	0	6	51-60	3
03:00	0	0	0	0	0	0	1	0	1	2	2	0	0	0	6	53-62	5
04:00	0	0	0	0	0	0	0	2	6	4	1	0	0	0	13	49-58	11
05:00	0	0	0	0	0	1	2	9	8	8	6	1	0	0	35	46-55	17
06:00	0	0	0	0	0	0	3	8	17	52	23	4	0	0	107	54-63	75
07:00	0	0	0	0	0	1	2	**15**	31	63	**40**	3	1	0	**156**	56-65	103
08:00	0	0	0	0	0	0	0	13	28	**68**	25	3	1	0	138	51-60	96
09:00	0	0	0	0	0	**2**	**4**	11	34	44	17	1	**3**	0	116	51-60	78
10:00	**1**	0	0	0	0	0	1	8	**40**	49	26	**5**	1	**2**	133	51-60	89
11:00	1	0	0	0	0	0	1	11	31	62	32	4	1	1	144	53-62	95
12 PM	**1**	0	0	0	0	0	**5**	11	**48**	**60**	26	7	1	0	**159**	51-60	108
13:00	0	0	0	0	0	0	3	13	33	44	25	5	3	0	126	51-60	77
14:00	0	0	0	0	0	0	1	**14**	30	39	28	5	1	0	118	51-60	69
15:00	0	0	0	0	0	0	1	13	25	35	32	9	**5**	0	120	56-65	67
16:00	0	0	0	0	0	0	0	2	25	46	**40**	**10**	1	0	124	56-65	86
17:00	0	0	0	0	0	0	1	8	29	43	32	3	2	0	118	53-62	75
18:00	0	0	0	0	0	0	0	0	20	35	29	5	0	**1**	90	56-65	64
19:00	0	0	0	0	0	0	0	6	18	22	9	0	0	1	56	51-60	40
20:00	0	0	0	0	0	0	0	1	12	21	7	0	0	0	41	51-60	33
21:00	0	0	0	0	0	0	0	1	9	16	5	3	0	1	35	51-60	25
22:00	0	0	0	0	0	0	0	1	2	4	4	0	1	0	12	54-63	9
23:00	0	0	0	0	0	0	2	1	6	3	3	0	0	0	15	50-59	9
Total	3	0	0	0	1	4	27	148	460	724	413	71	22	6	1879		
Percent	0.2%	0.0%	0.0%	0.0%	0.1%	0.2%	1.4%	7.9%	24.5%	38.5%	22.0%	3.8%	1.2%	0.3%			
AM Peak	10:00				02:00	09:00	09:00	07:00	10:00	08:00	07:00	10:00	09:00	10:00	07:00		
Vol.	1				1	2	4	15	40	68	40	5	3	2	156		
PM Peak	12:00						12:00	14:00	12:00	12:00	16:00	16:00	15:00	18:00	12:00		
Vol.	1						5	14	48	60	40	10	5	1	159		

Route: 12B
ATR Placement: Approx 4000' S of 26
County: Oneida
Town: Oriskany Falls

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

NB

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	Pace Speed	Number in Pace
08/01/09	0	0	0	0	0	0	0	2	4	5	1	0	0	0	12	52-61	10
01:00	0	0	0	0	0	0	1	0	0	2	1	1	0	0	5	56-65	3
02:00	0	0	0	0	0	0	1	0	0	1	2	0	0	0	4	53-62	3
03:00	0	0	0	0	0	0	0	0	2	1	0	0	0	0	3	47-56	3
04:00	0	0	0	0	0	0	0	1	1	0	1	0	**1**	0	4	42-51	2
05:00	0	0	0	0	0	0	0	0	2	4	4	2	1	0	13	54-63	9
06:00	0	0	0	0	**1**	0	0	2	6	11	10	3	0	2	35	55-64	21
07:00	0	0	0	0	0	0	0	3	7	13	13	7	0	0	43	54-63	26
08:00	0	0	0	0	1	0	0	2	9	23	30	**15**	1	1	82	56-65	53
09:00	1	0	0	0	0	0	2	2	20	36	**33**	9	1	0	104	56-65	69
10:00	0	0	0	0	0	0	0	**6**	17	46	25	10	1	0	105	56-65	71
11:00	**3**	0	0	0	0	**4**	**6**	3	**23**	**55**	25	5	1	**3**	**128**	53-62	80
12 PM	0	0	0	0	0	0	0	8	23	28	24	4	1	0	88	53-62	53
13:00	0	0	0	0	0	0	1	12	20	**41**	20	3	2	0	99	51-60	61
14:00	0	0	0	0	0	**1**	1	4	21	40	**29**	2	0	**1**	99	55-64	69
15:00	0	0	0	0	0	0	0	6	21	38	27	**6**	**3**	0	**101**	55-64	65
16:00	0	0	0	0	0	0	**2**	2	**32**	30	20	2	3	0	91	51-60	62
17:00	**1**	0	0	0	0	1	1	12	27	28	13	2	0	1	86	51-60	55
18:00	0	0	0	0	0	0	1	6	20	22	9	5	1	0	64	51-60	42
19:00	0	0	0	0	0	0	1	10	16	24	17	2	0	0	70	53-62	42
20:00	0	0	0	0	0	0	1	6	7	22	13	2	0	0	51	54-63	35
21:00	0	0	0	0	0	0	1	**13**	14	15	4	0	0	0	47	48-57	29
22:00	0	0	0	0	0	0	1	4	9	9	5	0	1	0	29	50-59	18
23:00	0	0	0	0	0	0	1	1	6	6	2	0	0	0	16	50-59	12
Total	5	0	0	0	2	6	21	105	307	500	328	80	17	8	1379		
Percent	0.4%	0.0%	0.0%	0.0%	0.1%	0.4%	1.5%	7.6%	22.3%	36.3%	23.8%	5.8%	1.2%	0.6%			
AM Peak	11:00				06:00	11:00	11:00	10:00	11:00	11:00	09:00	08:00	04:00	11:00	11:00		
Vol.	3				1	4	6	6	23	55	33	15	1	3	128		
PM Peak	17:00					14:00	16:00	21:00	16:00	13:00	14:00	15:00	15:00	14:00	15:00		
Vol.	1					1	2	13	32	41	29	6	3	1	101		

Route: 12B
ATR Placement: Approx 4000' S of 26
County: Oneida
Town: Oriskany Falls

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

NB

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	Pace Speed	Number in Pace
08/02/09	0	0	0	0	0	0	0	0	5	2	0	0	0	0	7	48-57	7
01:00	0	0	0	0	0	**1**	1	1	1	2	0	0	0	0	6	48-57	4
02:00	0	0	0	0	0	0	0	1	0	1	1	0	**1**	0	4	52-61	2
03:00	0	0	0	0	0	0	0	0	2	3	0	0	0	0	5	49-58	5
04:00	0	0	0	0	0	0	0	0	2	2	1	0	0	0	5	52-61	5
05:00	0	0	0	0	0	0	**2**	2	3	2	1	0	0	0	10	44-53	7
06:00	0	0	0	0	0	0	0	1	4	5	4	2	0	0	16	52-61	10
07:00	0	0	0	0	0	0	0	3	4	8	5	2	1	0	23	52-61	13
08:00	0	0	0	0	0	0	1	4	14	12	9	0	1	0	41	51-60	26
09:00	0	0	0	0	**1**	0	0	3	9	18	6	1	0	0	38	52-61	28
10:00	0	0	0	0	0	0	2	1	24	38	**18**	**4**	0	0	87	51-60	62
11:00	**2**	0	0	0	0	0	2	**5**	**33**	**43**	17	3	0	**3**	**108**	51-60	76
12 PM	0	0	0	0	0	**5**	**6**	**17**	**40**	29	5	1	0	0	**103**	51-60	69
13:00	0	0	0	0	0	0	1	6	25	**38**	**24**	2	1	0	97	51-60	63
14:00	0	0	0	0	0	0	0	6	14	32	15	2	1	**1**	71	52-61	47
15:00	0	0	0	0	0	0	1	5	22	28	17	4	0	0	77	51-60	50
16:00	0	0	0	0	0	0	2	3	15	23	10	4	1	0	58	51-60	38
17:00	0	0	0	0	0	1	2	2	19	21	13	**5**	**2**	1	66	51-60	40
18:00	0	0	0	0	0	1	0	3	12	24	13	1	0	1	55	54-63	39
19:00	0	0	0	0	0	0	1	2	7	16	11	1	0	0	38	54-63	27
20:00	0	0	0	0	0	0	4	7	25	25	9	0	0	0	70	51-60	50
21:00	0	0	0	0	0	1	3	5	4	7	2	1	0	0	23	52-61	12
22:00	0	0	0	0	0	0	1	2	5	4	2	2	0	0	16	49-58	10
23:00	0	0	0	0	0	0	0	0	5	0	2	0	1	0	8	46-55	5
Total	2	0	0	0	1	9	29	79	294	383	185	35	9	6	1032		
Percent	0.2%	0.0%	0.0%	0.0%	0.1%	0.9%	2.8%	7.7%	28.5%	37.1%	17.9%	3.4%	0.9%	0.6%			
AM Peak	11:00				09:00	01:00	05:00	11:00	11:00	11:00	10:00	10:00	02:00	11:00	11:00		
Vol.	2				1	1	2	5	33	43	18	4	1	3	108		
PM Peak						12:00	12:00	12:00	12:00	13:00	13:00	17:00	17:00	14:00	12:00		
Vol.						5	6	17	40	38	24	5	2	1	103		

Route: 12B
ATR Placement: Approx 4000' S of 26
County: Oneida
Town: Oriskany Falls

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

NB

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	Pace Speed	Number in Pace
08/03/09	0	0	0	0	0	0	1	0	0	0	1	0	0	0	2	32-41	1
01:00	0	0	0	0	0	0	0	1	0	2	1	0	0	0	4	52-61	3
02:00	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	48-57	2
03:00	0	0	0	0	0	0	0	0	0	1	3	0	0	0	4	54-63	4
04:00	0	0	0	0	0	0	0	0	1	2	1	2	0	0	6	48-57	3
05:00	0	0	0	0	0	0	**3**	**7**	3	13	14	2	0	0	42	56-65	27
06:00	0	0	0	0	**1**	**1**	1	2	13	51	37	9	**6**	1	122	56-65	88
07:00	0	0	0	0	0	0	0	4	15	50	**41**	**14**	2	0	**126**	56-65	91
08:00	0	0	0	0	0	0	1	6	18	42	35	6	3	1	112	56-65	77
09:00	0	0	0	0	0	0	0	0	17	**63**	32	14	0	0	126	56-65	95
10:00	0	0	0	0	0	0	1	4	24	57	29	2	0	0	117	55-64	86
11:00	0	0	0	0	0	0	0	5	**30**	41	22	3	0	**2**	103	51-60	71
12 PM	0	0	0	0	0	**1**	1	9	19	39	23	7	1	0	100	54-63	62
13:00	**1**	0	0	0	0	0	1	6	28	30	18	5	1	**1**	91	51-60	58
14:00	0	0	0	0	0	0	0	8	**32**	46	29	6	0	1	122	51-60	78
15:00	0	0	0	0	0	0	0	**11**	28	**50**	**36**	**10**	0	1	**136**	56-65	86
16:00	0	0	0	0	0	0	**4**	8	26	47	27	6	0	1	119	53-62	75
17:00	0	0	0	0	0	1	1	11	28	41	24	2	0	1	109	51-60	69
18:00	0	0	0	0	0	0	0	5	12	35	16	10	**4**	1	83	54-63	51
19:00	1	0	0	0	0	0	2	5	12	15	7	0	1	1	44	51-60	27
20:00	0	0	0	0	0	0	0	2	17	17	6	1	0	1	44	51-60	34
21:00	0	0	0	0	0	0	1	7	11	16	5	4	1	0	45	51-60	27
22:00	0	0	0	0	0	0	1	2	4	2	2	0	2	1	14	45-54	7
23:00	0	0	0	0	0	0	0	0	0	5	2	0	0	1	8	53-62	7
Total	2	0	0	0	1	3	18	103	338	667	411	103	21	14	1681		
Percent	0.1%	0.0%	0.0%	0.0%	0.1%	0.2%	1.1%	6.1%	20.1%	39.7%	24.4%	6.1%	1.2%	0.8%			
AM Peak					06:00	06:00	05:00	05:00	11:00	09:00	07:00	07:00	06:00	11:00	07:00		
Vol.					1	1	3	7	30	63	41	14	6	2	126		
PM Peak	13:00					12:00	16:00	15:00	14:00	15:00	15:00	15:00	18:00	13:00	15:00		
Vol.	1					1	4	11	32	50	36	10	4	1	136		

Route: 12B
ATR Placement: Approx 4000' S of 26
County: Oneida
Town: Oriskany Falls

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

NB

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	Pace Speed	Number in Pace
08/04/09	0	0	0	0	0	0	1	1	3	1	0	0	0	0	6	44-53	5
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	1	3	0	1	0	0	5	49-58	4
03:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	47-56	1
04:00	0	0	0	0	0	0	0	0	1	3	3	1	0	0	8	54-63	7
05:00	0	0	0	0	0	0	2	6	7	12	9	6	1	0	43	54-63	22
06:00	0	0	0	0	0	**1**	0	1	10	46	**51**	**12**	1	0	122	56-65	97
07:00	0	0	0	0	0	1	1	6	23	**68**	34	10	**4**	1	**148**	56-65	102
08:00	**1**	0	0	0	0	1	0	6	18	45	39	2	1	**3**	116	56-65	84
09:00	0	0	0	0	0	0	2	5	19	39	31	3	0	2	101	56-65	70
10:00	0	0	0	0	0	0	2	7	**30**	58	17	4	0	0	118	51-60	88
11:00	0	0	0	0	0	1	**5**	**8**	25	44	26	3	0	0	112	52-61	70
12 PM	0	0	0	0	0	0	**4**	3	**28**	43	**36**	4	**2**	0	120	56-65	79
13:00	0	0	0	0	0	0	1	**9**	16	47	25	8	0	0	106	56-65	72
14:00	0	0	0	0	0	0	1	8	24	**53**	22	5	0	**1**	114	52-61	78
15:00	**1**	0	0	0	0	0	0	2	22	50	36	**11**	1	1	**124**	56-65	86
16:00	0	0	0	0	0	0	0	2	25	44	29	9	1	0	110	55-64	73
17:00	0	0	0	0	0	0	0	4	14	34	36	11	1	0	100	56-65	70
18:00	0	0	0	0	0	0	0	2	16	31	21	5	0	0	75	55-64	52
19:00	0	0	0	0	**2**	0	1	2	7	26	15	4	1	1	59	56-65	41
20:00	0	0	0	0	0	0	1	6	15	13	6	1	0	0	42	50-59	28
21:00	0	0	0	0	0	0	0	4	10	9	3	2	1	0	29	50-59	19
22:00	0	0	0	0	0	0	1	6	7	0	4	1	0	0	19	45-54	13
23:00	0	0	0	0	0	0	1	0	2	1	3	0	0	0	7	54-63	4
Total	2	0	0	0	2	4	23	88	323	671	446	103	14	9	1685		
Percent	0.1%	0.0%	0.0%	0.0%	0.1%	0.2%	1.4%	5.2%	19.2%	39.8%	26.5%	6.1%	0.8%	0.5%			
AM Peak	08:00					06:00	11:00	11:00	10:00	07:00	06:00	06:00	07:00	08:00	07:00		
Vol.	1					1	5	8	30	68	51	12	4	3	148		
PM Peak	15:00				19:00		12:00	13:00	12:00	14:00	12:00	15:00	12:00	14:00	15:00		
Vol.	1				2		4	9	28	53	36	11	2	1	124		

Route: 12B
ATR Placement: Approx 4000' S of 26
County: Oneida
Town: Oriskany Falls

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

NB

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	Pace Speed	Number in Pace
08/05/09	0	0	0	0	0	**1**	0	1	2	3	0	0	0	0	7	49-58	6
01:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	47-56	1
02:00	0	0	0	0	0	0	0	0	2	1	1	0	0	0	4	51-60	3
03:00	0	0	0	0	0	0	0	0	2	2	0	0	0	0	4	48-57	4
04:00	0	0	0	0	0	0	0	1	2	5	4	1	0	0	13	54-63	10
05:00	0	0	0	0	0	1	**2**	5	13	11	9	0	0	0	41	51-60	24
06:00	0	0	0	0	**1**	0	1	3	13	44	**46**	**12**	0	1	121	56-65	90
07:00	0	0	0	0	0	0	2	7	17	**60**	42	9	0	**2**	**139**	56-65	102
08:00	0	0	0	0	0	0	2	3	20	48	35	7	**1**	0	116	56-65	83
09:00	0	0	0	0	0	0	1	**11**	28	32	23	2	0	1	98	51-60	60
10:00	0	0	0	0	0	0	2	11	28	37	12	2	0	0	92	51-60	65
11:00	0	0	0	0	0	0	0	5	**31**	43	16	6	1	0	102	51-60	74
12 PM	0	0	0	0	0	**1**	**5**	**4**	**26**	**40**	**13**	**4**	**2**	0	**95**	51-60	66
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	0	0	0	1	3	15	51	184	327	201	43	4	4	833		
Percent	0.0%	0.0%	0.0%	0.0%	0.1%	0.4%	1.8%	6.1%	22.1%	39.3%	24.1%	5.2%	0.5%	0.5%			
AM Peak					06:00	00:00	05:00	09:00	11:00	07:00	06:00	06:00	08:00	07:00	07:00		
Vol.					1	1	2	11	31	60	46	12	1	2	139		
PM Peak						12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00		12:00		
Vol.						1	5	4	26	40	13	4	2		95		
Total	33	3	0	0	12	42	191	818	2634	4278	2527	526	103	73	11240		
Percent	0.3%	0.0%	0.0%	0.0%	0.1%	0.4%	1.7%	7.3%	23.4%	38.1%	22.5%	4.7%	0.9%	0.6%			

15th Percentile :	52 MPH
50th Percentile :	58 MPH
85th Percentile :	64 MPH
95th Percentile :	67 MPH

Stats

10 MPH Pace Speed :	51-60 MPH
Number in Pace :	6912
Percent in Pace :	61.5%
Number of Vehicles > 55 MPH :	7507
Percent of Vehicles > 55 MPH :	66.8%
Mean Speed(Average) :	58 MPH

Route: 12B
ATR Placement: Approx 4000' S of 26
County: Oneida
Town: Oriskany Falls

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

SB

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	Pace Speed	Number in Pace
07/29/09	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	**5**	0	0	0	0	1	0	30	41	10	1	0	0	1	89	46-55	71
13:00	0	**1**	0	0	0	2	7	23	48	24	2	0	0	0	107	48-57	73
14:00	1	0	0	0	0	**3**	10	39	58	21	5	0	0	**2**	139	46-55	97
15:00	1	1	0	0	0	1	**12**	**61**	57	23	3	1	0	0	**160**	46-55	118
16:00	0	0	0	0	1	1	5	60	**65**	18	3	0	0	0	153	46-55	125
17:00	2	0	0	0	0	0	1	35	60	**42**	3	1	0	0	144	51-60	102
18:00	0	0	0	1	0	0	2	15	28	38	**14**	**2**	0	1	101	51-60	66
19:00	0	0	0	0	0	0	1	1	26	38	5	2	0	0	73	51-60	64
20:00	0	0	0	0	0	0	3	11	26	22	6	0	0	0	68	51-60	48
21:00	0	0	0	0	2	2	7	14	11	7	0	0	0	0	43	44-53	25
22:00	0	0	0	**2**	**3**	2	6	12	5	1	2	1	0	0	34	41-50	18
23:00	0	0	0	0	0	1	0	3	11	5	2	1	0	0	23	48-57	16
Total	9	2	0	3	6	13	54	304	436	249	46	8	0	4	1134		
Percent	0.8%	0.2%	0.0%	0.3%	0.5%	1.1%	4.8%	26.8%	38.4%	22.0%	4.1%	0.7%	0.0%	0.4%			
AM Peak Vol.																	
PM Peak Vol.	12:00 5	13:00 1		22:00 2	22:00 3	14:00 3	15:00 12	15:00 61	16:00 65	17:00 42	18:00 14	18:00 2		14:00 2	15:00 160		

Route: 12B
ATR Placement: Approx 4000' S of 26
County: Oneida
Town: Oriskany Falls

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

SB

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	Pace Speed	Number in Pace
07/30/09	0	0	0	0	0	**1**	3	1	5	4	0	0	0	0	14	50-59	10
01:00	0	0	0	**1**	0	1	1	1	3	3	0	1	0	0	11	49-58	7
02:00	0	0	0	0	0	0	0	2	4	2	1	0	0	0	9	48-57	8
03:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	27-36	1
04:00	0	0	0	0	0	0	2	1	0	5	1	0	0	0	9	52-61	6
05:00	0	0	0	0	0	1	1	1	7	15	1	2	0	0	28	51-60	22
06:00	**1**	0	0	0	0	0	2	2	21	35	13	1	0	0	75	51-60	56
07:00	0	0	0	0	0	0	**4**	10	15	45	**14**	**4**	0	0	92	51-60	60
08:00	0	0	0	0	0	0	0	11	18	28	11	1	**1**	0	70	51-60	46
09:00	0	0	**2**	0	0	0	4	1	26	41	12	0	0	0	86	51-60	67
10:00	1	0	0	0	0	0	3	5	22	27	7	2	0	**1**	68	51-60	49
11:00	1	0	0	0	0	1	1	**18**	**31**	**55**	13	1	0	0	**121**	51-60	86
12 PM	0	0	0	0	0	0	2	9	39	56	13	1	**1**	0	121	51-60	95
13:00	**3**	0	0	0	0	1	1	**21**	48	49	8	1	0	0	132	51-60	97
14:00	1	0	0	0	**1**	0	0	7	62	56	7	1	1	**1**	137	51-60	118
15:00	1	0	0	0	0	0	2	19	41	47	18	1	0	0	129	51-60	88
16:00	1	0	0	0	0	0	**5**	17	**70**	**78**	**24**	**4**	1	0	**200**	51-60	148
17:00	0	0	0	0	1	**2**	0	18	43	64	24	4	1	0	157	51-60	107
18:00	1	0	0	**1**	0	0	3	13	33	40	14	1	0	0	106	51-60	73
19:00	0	0	0	0	0	1	0	12	32	39	13	0	0	0	97	51-60	71
20:00	0	0	0	0	1	0	0	8	27	30	6	4	0	0	76	51-60	57
21:00	1	0	0	0	0	0	3	14	18	18	7	1	0	0	62	49-58	36
22:00	0	0	0	0	0	0	0	4	11	13	1	1	0	1	31	51-60	24
23:00	0	0	0	0	0	0	0	3	10	7	3	0	0	0	23	48-57	17
Total	11	0	2	2	3	9	37	198	586	757	211	31	5	3	1855		
Percent	0.6%	0.0%	0.1%	0.1%	0.2%	0.5%	2.0%	10.7%	31.6%	40.8%	11.4%	1.7%	0.3%	0.2%			
AM Peak	06:00		09:00	01:00		00:00	07:00	11:00	11:00	11:00	07:00	07:00	08:00	10:00	11:00		
Vol.	1		2	1		1	4	18	31	55	14	4	1	1	121		
PM Peak	13:00			18:00	14:00	17:00	16:00	13:00	16:00	16:00	16:00	16:00	12:00	14:00	16:00		
Vol.	3			1	1	2	5	21	70	78	24	4	1	1	200		

Route: 12B
ATR Placement: Approx 4000' S of 26
County: Oneida
Town: Oriskany Falls

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

SB

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	Pace Speed	Number in Pace
07/31/09	0	0	0	0	0	0	0	1	7	7	4	0	0	0	19	50-59	14
01:00	0	0	0	0	0	0	1	1	2	0	0	0	0	0	4	43-52	4
02:00	0	0	0	0	0	0	0	0	2	1	2	0	0	0	5	51-60	3
03:00	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4	43-52	4
04:00	0	0	0	0	0	0	1	1	2	3	1	0	0	0	8	49-58	6
05:00	0	0	0	0	0	0	2	3	13	5	1	0	0	0	24	48-57	18
06:00	**1**	0	0	0	0	0	2	12	17	24	**12**	1	**1**	**1**	71	51-60	41
07:00	0	0	0	0	0	1	1	**20**	28	15	11	**4**	0	0	80	46-55	48
08:00	0	0	0	0	0	0	0	19	35	19	7	2	1	0	83	47-56	55
09:00	0	0	0	0	0	1	2	10	34	29	8	1	0	0	85	51-60	63
10:00	0	0	0	0	0	0	**3**	13	**44**	42	10	1	0	0	113	51-60	86
11:00	0	0	0	**2**	**2**	**2**	1	17	44	**47**	3	1	0	0	**119**	51-60	91
12 PM	0	0	0	0	0	0	2	23	40	34	18	1	**1**	**1**	120	51-60	74
13:00	1	0	0	0	0	0	1	32	56	51	7	2	1	1	152	51-60	107
14:00	1	0	0	0	**1**	0	4	**41**	**70**	37	7	1	0	0	162	46-55	111
15:00	0	0	0	0	0	0	1	21	47	65	18	**3**	1	1	157	51-60	112
16:00	1	0	0	0	0	0	3	23	59	**69**	**31**	3	0	1	**190**	51-60	128
17:00	1	0	0	0	0	0	2	13	67	58	20	1	1	1	164	51-60	125
18:00	**2**	0	0	0	0	0	0	7	28	61	10	1	1	0	110	51-60	89
19:00	0	0	0	0	0	0	2	9	39	43	12	1	0	0	106	51-60	82
20:00	0	0	0	0	1	0	0	17	45	27	2	0	0	0	92	51-60	72
21:00	0	0	0	0	0	0	**5**	10	16	19	2	0	0	0	52	51-60	35
22:00	0	0	0	0	0	0	3	8	20	14	3	1	1	0	50	50-59	34
23:00	0	0	0	0	0	0	1	6	10	13	0	0	0	1	31	50-59	23
Total	7	0	0	2	4	4	37	309	727	683	189	24	8	7	2001		
Percent	0.3%	0.0%	0.0%	0.1%	0.2%	0.2%	1.8%	15.4%	36.3%	34.1%	9.4%	1.2%	0.4%	0.3%			
AM Peak	06:00			11:00	11:00	11:00	10:00	07:00	10:00	11:00	06:00	07:00	06:00	06:00	11:00		
Vol.	1			2	2	2	3	20	44	47	12	4	1	1	119		
PM Peak	18:00				14:00		21:00	14:00	14:00	16:00	16:00	15:00	12:00	12:00	16:00		
Vol.	2				1		5	41	70	69	31	3	1	1	190		

Route: 12B
ATR Placement: Approx 4000' S of 26
County: Oneida
Town: Oriskany Falls

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

SB

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	Pace Speed	Number in Pace
08/01/09	0	0	0	0	0	0	1	2	3	5	3	0	0	0	14	53-62	10
01:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	52-61	1
02:00	0	0	0	0	0	0	0	1	4	2	0	0	0	0	7	48-57	7
03:00	0	0	0	0	0	0	0	0	0	1	2	0	0	0	3	53-62	3
04:00	0	0	0	0	0	0	0	0	1	3	2	0	0	0	6	53-62	6
05:00	0	0	0	0	0	0	0	2	2	6	2	0	0	0	12	53-62	10
06:00	0	0	0	0	0	0	0	3	4	16	7	1	**1**	0	32	53-62	23
07:00	0	0	0	0	0	0	0	4	16	13	7	2	0	0	42	51-60	29
08:00	**1**	0	0	0	0	**1**	1	**10**	12	23	10	**3**	0	0	61	51-60	35
09:00	1	0	0	0	0	1	1	5	23	35	9	2	0	0	77	51-60	58
10:00	0	0	0	0	0	0	0	10	22	36	12	2	1	0	83	51-60	58
11:00	0	0	0	**1**	**2**	0	**3**	7	**36**	**42**	**15**	1	0	**1**	**108**	51-60	78
12 PM	2	0	0	**1**	**1**	1	0	11	35	**53**	8	0	0	2	114	51-60	88
13:00	1	0	0	0	1	0	**6**	14	**37**	43	12	1	**1**	1	**117**	51-60	80
14:00	1	0	0	0	1	0	0	15	35	38	**15**	3	1	0	109	51-60	73
15:00	1	0	0	0	1	**2**	1	12	27	51	15	0	0	0	110	51-60	78
16:00	2	0	0	1	0	0	0	10	37	44	15	2	1	0	112	51-60	81
17:00	**7**	0	0	1	1	0	3	11	32	25	11	1	1	**3**	96	51-60	57
18:00	1	0	0	0	1	0	4	8	27	39	10	2	0	1	93	51-60	66
19:00	0	0	0	0	0	0	1	7	17	26	13	**4**	0	0	68	51-60	43
20:00	0	0	0	0	0	0	6	**16**	27	18	6	1	0	0	74	49-58	46
21:00	0	0	0	0	0	0	1	16	26	16	4	0	0	0	63	47-56	43
22:00	3	0	0	0	0	1	2	11	19	11	2	0	0	0	49	47-56	31
23:00	0	0	0	0	0	0	0	4	6	14	2	0	0	0	26	51-60	20
Total	20	0	0	4	8	6	30	179	448	560	183	25	6	8	1477		
Percent	1.4%	0.0%	0.0%	0.3%	0.5%	0.4%	2.0%	12.1%	30.3%	37.9%	12.4%	1.7%	0.4%	0.5%			
AM Peak	08:00			11:00	11:00	08:00	11:00	08:00	11:00	11:00	11:00	08:00	06:00	11:00	11:00		
Vol.	1			1	2	1	3	10	36	42	15	3	1	1	108		
PM Peak	17:00			12:00	12:00	15:00	13:00	20:00	13:00	12:00	14:00	19:00	13:00	17:00	13:00		
Vol.	7			1	1	2	6	16	37	53	15	4	1	3	117		

Route: 12B
ATR Placement: Approx 4000' S of 26
County: Oneida
Town: Oriskany Falls

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

SB

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	Pace Speed	Number in Pace
08/02/09	0	0	0	0	0	0	0	1	5	4	3	0	0	0	13	50-59	10
01:00	0	0	0	0	0	0	0	1	0	3	0	0	0	0	4	49-58	3
02:00	0	0	0	0	0	0	0	3	2	1	1	0	0	0	7	43-52	5
03:00	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	42-51	1
04:00	0	0	0	0	0	0	0	1	1	0	0	1	0	0	3	42-51	2
05:00	0	0	0	0	0	0	2	0	0	0	1	1	0	0	4	33-42	2
06:00	0	0	0	0	0	0	1	1	4	7	2	0	**1**	0	16	52-61	12
07:00	0	0	0	0	0	0	0	5	3	6	4	**2**	0	0	20	53-62	11
08:00	0	0	0	0	0	0	2	7	13	13	1	2	0	0	38	49-58	26
09:00	0	0	0	0	0	0	0	**13**	12	22	**6**	0	0	0	53	51-60	34
10:00	0	0	0	0	0	0	1	9	22	**30**	4	1	1	0	**68**	51-60	52
11:00	0	0	0	**1**	0	**1**	**5**	10	**28**	16	6	1	0	0	68	51-60	44
12 PM	**1**	**1**	**1**	**7**	**1**	**5**	**30**	**34**	17	14	0	0	0	**2**	**113**	41-50	64
13:00	1	1	0	0	0	1	0	18	27	30	4	1	0	0	83	51-60	57
14:00	0	0	0	0	0	1	2	7	32	35	6	5	0	0	88	51-60	67
15:00	1	0	0	0	1	0	0	15	**37**	34	**12**	2	0	1	103	51-60	71
16:00	0	0	0	0	0	0	4	10	37	32	8	**6**	0	0	97	51-60	69
17:00	0	0	0	0	0	0	1	8	32	**39**	10	1	0	0	91	51-60	71
18:00	0	0	0	0	0	0	0	11	28	29	7	3	0	1	79	51-60	57
19:00	0	0	0	0	0	0	0	9	14	21	3	1	0	0	48	51-60	35
20:00	0	0	0	0	1	2	0	9	15	11	0	0	0	0	38	47-56	26
21:00	0	0	0	0	0	0	4	14	11	3	0	1	0	0	33	46-55	25
22:00	1	0	0	0	0	0	1	2	5	12	0	0	0	0	21	51-60	17
23:00	0	0	0	0	0	0	0	3	2	2	0	1	0	0	8	46-55	5
Total	4	2	1	8	3	10	53	191	348	364	79	29	2	4	1098		
Percent	0.4%	0.2%	0.1%	0.7%	0.3%	0.9%	4.8%	17.4%	31.7%	33.2%	7.2%	2.6%	0.2%	0.4%			
AM Peak				11:00		11:00	11:00	09:00	11:00	10:00	09:00	07:00	06:00		10:00		
Vol.				1		1	5	13	28	30	6	2	1		68		
PM Peak	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	15:00	17:00	15:00	16:00		12:00	12:00		
Vol.	1	1	1	7	1	5	30	34	37	39	12	6		2	113		

Route: 12B
ATR Placement: Approx 4000' S of 26
County: Oneida
Town: Oriskany Falls

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

SB

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	Pace Speed	Number in Pace
08/03/09	0	0	0	0	1	0	0	5	0	3	1	0	0	0	10	41-50	5
01:00	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	47-56	2
02:00	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	42-51	1
03:00	0	0	0	0	0	0	0	0	2	1	1	0	0	0	4	51-60	3
04:00	0	0	0	0	0	0	1	2	4	4	0	1	0	0	12	49-58	9
05:00	0	0	0	0	0	0	1	2	13	17	2	0	0	0	35	51-60	30
06:00	0	0	0	0	0	0	0	4	23	32	**17**	1	0	0	77	51-60	55
07:00	0	0	0	0	0	0	**3**	7	29	30	7	0	0	0	76	51-60	59
08:00	0	0	0	0	0	0	0	10	21	**39**	14	1	0	0	85	51-60	60
09:00	0	0	0	0	0	0	0	9	33	36	8	1	0	0	87	51-60	69
10:00	0	0	0	0	**2**	0	0	**14**	33	37	11	**2**	0	0	99	51-60	70
11:00	0	0	0	0	0	**1**	0	9	**48**	38	14	0	0	**2**	**112**	51-60	86
12 PM	0	0	0	**1**	0	1	1	13	42	39	13	0	0	0	110	51-60	81
13:00	0	0	0	1	0	0	1	12	32	36	25	1	0	**1**	109	51-60	68
14:00	**3**	0	0	0	**1**	0	0	15	27	48	15	**5**	0	1	115	51-60	75
15:00	1	0	0	0	0	0	0	10	40	**63**	21	5	0	0	140	51-60	103
16:00	1	0	0	0	0	**2**	1	7	46	58	**33**	3	0	1	152	51-60	104
17:00	0	0	0	0	0	0	**2**	11	**78**	52	20	3	1	0	**167**	51-60	130
18:00	0	0	0	0	0	0	2	11	46	37	11	1	0	0	108	51-60	83
19:00	0	0	0	0	0	1	2	**19**	32	34	7	1	0	0	96	51-60	66
20:00	0	0	0	0	0	0	1	11	19	12	4	0	**2**	0	49	48-57	32
21:00	0	0	0	0	1	0	2	6	16	13	0	0	0	0	38	50-59	29
22:00	1	0	0	0	0	0	1	6	9	4	2	1	1	0	25	45-54	15
23:00	0	0	0	0	0	0	2	6	3	9	2	0	0	0	22	53-62	14
Total	6	0	0	2	5	5	20	189	598	643	229	26	4	5	1732		
Percent	0.3%	0.0%	0.0%	0.1%	0.3%	0.3%	1.2%	10.9%	34.5%	37.1%	13.2%	1.5%	0.2%	0.3%			
AM Peak					10:00	11:00	07:00	10:00	11:00	08:00	06:00	10:00		11:00	11:00		
Vol.					2	1	3	14	48	39	17	2		2	112		
PM Peak	14:00			12:00	14:00	16:00	17:00	19:00	17:00	15:00	16:00	14:00	20:00	13:00	17:00		
Vol.	3			1	1	2	2	19	78	63	33	5	2	1	167		

Route: 12B
ATR Placement: Approx 4000' S of 26
County: Oneida
Town: Oriskany Falls

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

SB

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	Pace Speed	Number in Pace
08/04/09	0	0	0	0	0	0	1	4	3	3	2	0	0	0	13	53-62	8
01:00	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	47-56	2
02:00	0	0	0	0	0	0	0	0	0	2	2	0	0	0	4	53-62	4
03:00	0	0	0	0	0	0	0	1	3	0	0	0	0	0	4	44-53	4
04:00	0	0	0	0	0	0	2	2	1	2	0	2	0	0	9	38-47	4
05:00	0	0	0	0	0	0	4	2	7	12	9	0	0	0	34	54-63	22
06:00	0	0	0	0	0	0	1	2	20	41	11	**4**	**1**	0	80	51-60	61
07:00	0	0	0	**1**	0	0	4	1	19	42	14	0	0	0	81	51-60	61
08:00	0	0	0	0	0	**2**	2	**12**	34	33	**15**	1	0	0	99	51-60	67
09:00	0	0	0	0	0	0	3	12	27	29	14	1	0	0	86	51-60	56
10:00	**1**	0	0	0	0	0	**6**	10	30	27	15	0	0	0	89	51-60	57
11:00	0	**1**	0	0	0	0	2	9	**40**	**50**	3	0	0	0	**105**	51-60	90
12 PM	1	0	0	0	**2**	2	**4**	16	39	39	4	1	0	1	109	51-60	78
13:00	0	0	0	0	0	0	0	7	39	49	12	**4**	0	1	112	51-60	88
14:00	**2**	0	0	0	0	0	1	**18**	36	45	11	3	0	0	116	51-60	81
15:00	1	0	0	0	0	0	0	12	**51**	57	**19**	1	**1**	0	142	51-60	108
16:00	0	0	0	0	1	**3**	2	11	50	77	15	2	1	0	**162**	51-60	127
17:00	1	0	0	0	2	0	0	14	41	**80**	16	1	0	**2**	157	51-60	121
18:00	0	0	0	0	0	0	2	8	40	40	12	2	1	0	105	51-60	80
19:00	1	0	0	0	0	0	2	8	22	34	6	1	0	0	74	51-60	56
20:00	0	0	0	0	0	0	1	13	20	16	6	4	1	0	61	48-57	36
21:00	0	0	0	**1**	0	0	1	8	21	7	0	0	0	0	38	48-57	31
22:00	0	0	0	0	0	0	0	1	11	7	4	0	0	0	23	50-59	18
23:00	0	0	0	0	0	1	0	3	10	11	1	0	0	0	26	51-60	21
Total	7	1	0	2	5	8	38	174	565	704	191	27	5	4	1731		
Percent	0.4%	0.1%	0.0%	0.1%	0.3%	0.5%	2.2%	10.1%	32.6%	40.7%	11.0%	1.6%	0.3%	0.2%			
AM Peak	10:00	11:00		07:00		08:00	10:00	08:00	11:00	11:00	08:00	06:00	06:00		11:00		
Vol.	1	1		1		2	6	12	40	50	15	4	1		105		
PM Peak	14:00			21:00	12:00	16:00	12:00	14:00	15:00	17:00	15:00	13:00	15:00	17:00	16:00		
Vol.	2			1	2	3	4	18	51	80	19	4	1	2	162		

Route: 12B
ATR Placement: Approx 4000' S of 26
County: Oneida
Town: Oriskany Falls

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

SB

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	Pace Speed	Number in Pace
08/05/09	0	**1**	0	0	0	0	0	0	4	6	1	1	0	0	13	51-60	10
01:00	0	0	0	0	0	0	1	0	1	2	0	0	0	0	4	48-57	3
02:00	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	42-51	1
03:00	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	54-63	3
04:00	0	0	0	0	0	0	1	4	1	2	2	0	0	0	10	40-49	5
05:00	0	0	0	0	0	**1**	1	2	20	7	1	0	0	0	32	49-58	27
06:00	0	0	0	0	0	0	0	1	20	**41**	**19**	0	0	0	81	51-60	61
07:00	0	0	0	0	0	0	0	4	18	38	17	0	**1**	**2**	80	53-62	58
08:00	0	0	0	0	0	1	2	**21**	29	25	6	1	0	0	**85**	50-59	54
09:00	0	0	0	0	0	0	0	11	27	20	8	0	0	0	66	51-60	47
10:00	0	0	0	0	0	0	**3**	5	23	30	3	1	0	1	66	51-60	53
11:00	0	0	0	0	0	0	1	5	**34**	35	7	**3**	0	0	85	51-60	69
12 PM	**4**	0	0	0	0	**1**	**3**	**21**	**52**	**39**	**16**	**1**	0	0	**137**	51-60	91
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	4	1	0	0	0	3	12	74	230	245	84	7	1	3	664		
Percent	0.6%	0.2%	0.0%	0.0%	0.0%	0.5%	1.8%	11.1%	34.6%	36.9%	12.7%	1.1%	0.2%	0.5%			
AM Peak		00:00				05:00	10:00	08:00	11:00	06:00	06:00	11:00	07:00	07:00	08:00		
Vol.		1				1	3	21	34	41	19	3	1	2	85		
PM Peak	12:00					12:00	12:00	12:00	12:00	12:00	12:00	12:00			12:00		
Vol.	4					1	3	21	52	39	16	1			137		
Total	68	6	3	23	34	58	281	1618	3938	4205	1212	177	31	38	11692		
Percent	0.6%	0.1%	0.0%	0.2%	0.3%	0.5%	2.4%	13.8%	33.7%	36.0%	10.4%	1.5%	0.3%	0.3%			

	15th Percentile :	49 MPH
	50th Percentile :	55 MPH
	85th Percentile :	60 MPH
	95th Percentile :	64 MPH

Stats	10 MPH Pace Speed :	51-60 MPH
	Number in Pace :	8143
	Percent in Pace :	69.6%
	Number of Vehicles > 55 MPH :	5663
	Percent of Vehicles > 55 MPH :	48.4%
	Mean Speed(Average) :	55 MPH

Route: 12B
ATR Placement: Approx 4000' S of 26
County: Oneida
Town: Oriskany Falls

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

Start	27-Jul-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	*	*	*	*	12	14	9	19	12	14	7	13	10	15
01:00	*	*	*	*	*	*	3	11	2	4	5	1	6	4	4	5
02:00	*	*	*	*	*	*	2	9	6	5	4	7	4	7	4	7
03:00	*	*	*	*	*	*	2	1	6	4	3	3	5	2	4	2
04:00	*	*	*	*	*	*	16	9	13	8	4	6	5	3	10	6
05:00	*	*	*	*	*	*	46	28	35	24	13	12	10	4	26	17
06:00	*	*	*	*	*	*	113	73	106	70	35	32	16	16	68	48
07:00	*	*	*	*	*	*	**130**	92	**155**	79	43	42	23	20	88	58
08:00	*	*	*	*	*	*	125	70	137	83	82	61	41	38	96	63
09:00	*	*	*	*	*	*	119	85	115	84	103	77	38	53	94	75
10:00	*	*	*	*	*	*	107	67	132	112	105	83	87	**68**	108	82
11:00	*	*	*	*	*	*	118	**120**	142	**118**	**127**	**107**	**107**	68	**124**	**103**
12:00 PM	*	*	*	*	127	88	103	121	**158**	119	88	113	**103**	**112**	116	111
01:00	*	*	*	*	105	107	96	131	125	150	99	**117**	97	83	104	118
02:00	*	*	*	*	118	138	112	136	117	160	99	109	71	88	103	126
03:00	*	*	*	*	**144**	**160**	**170**	128	120	156	**101**	109	77	102	**122**	131
04:00	*	*	*	*	137	152	131	**199**	123	**190**	91	111	58	97	108	**150**
05:00	*	*	*	*	116	144	112	156	117	163	85	95	66	91	99	130
06:00	*	*	*	*	74	101	74	106	89	110	64	92	55	78	71	97
07:00	*	*	*	*	46	73	57	97	56	106	70	68	38	48	53	78
08:00	*	*	*	*	27	68	46	76	41	92	51	74	70	38	47	70
09:00	*	*	*	*	21	43	50	61	35	52	47	63	23	33	35	50
10:00	*	*	*	*	15	34	36	31	12	50	29	49	16	21	22	37
11:00	*	*	*	*	18	23	12	23	15	31	16	26	8	8	14	22
Lane	0	0	0	0	948	1131	1792	1844	1866	1989	1376	1471	1031	1095	1530	1601
Day	0		0		2079		3636		3855		2847		2126		3131	
AM Peak							07:00	11:00	07:00	11:00	11:00	11:00	11:00	10:00	11:00	11:00
Vol.							130	120	155	118	127	107	107	68	124	103
PM Peak					15:00	15:00	15:00	16:00	12:00	16:00	15:00	13:00	12:00	12:00	15:00	16:00
Vol.					144	160	170	199	158	190	101	117	103	112	122	150

Route: 12B
ATR Placement: Approx 4000' S of 26
County: Oneida
Town: Oriskany Falls

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

Start	03-Aug-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	2	10	6	13	7	13	*	*	*	*	*	*	*	*	5	12
01:00	4	2	0	2	1	4	*	*	*	*	*	*	*	*	2	3
02:00	2	2	5	4	4	2	*	*	*	*	*	*	*	*	4	3
03:00	4	4	1	4	4	3	*	*	*	*	*	*	*	*	3	4
04:00	6	12	8	9	13	10	*	*	*	*	*	*	*	*	9	10
05:00	42	35	43	34	41	31	*	*	*	*	*	*	*	*	42	33
06:00	121	76	122	79	120	80	*	*	*	*	*	*	*	*	121	78
07:00	**126**	75	**148**	80	**139**	79	*	*	*	*	*	*	*	*	**138**	78
08:00	112	85	115	98	116	**85**	*	*	*	*	*	*	*	*	114	89
09:00	125	86	100	86	97	65	*	*	*	*	*	*	*	*	107	79
10:00	117	98	118	88	92	65	*	*	*	*	*	*	*	*	109	84
11:00	102	**111**	112	**104**	101	84	*	*	*	*	*	*	*	*	105	**100**
12:00 PM	100	110	119	108	**95**	**136**	*	*	*	*	*	*	*	*	105	118
01:00	91	108	106	111	*	*	*	*	*	*	*	*	*	*	98	110
02:00	121	114	114	114	*	*	*	*	*	*	*	*	*	*	118	114
03:00	**136**	139	**124**	142	*	*	*	*	*	*	*	*	*	*	**130**	140
04:00	119	151	109	**162**	*	*	*	*	*	*	*	*	*	*	114	156
05:00	108	**167**	100	156	*	*	*	*	*	*	*	*	*	*	104	**162**
06:00	82	107	75	104	*	*	*	*	*	*	*	*	*	*	78	106
07:00	44	95	59	73	*	*	*	*	*	*	*	*	*	*	52	84
08:00	44	49	42	61	*	*	*	*	*	*	*	*	*	*	43	55
09:00	45	38	29	38	*	*	*	*	*	*	*	*	*	*	37	38
10:00	14	25	19	23	*	*	*	*	*	*	*	*	*	*	16	24
11:00	8	22	7	26	*	*	*	*	*	*	*	*	*	*	8	24
Lane	1675	1721	1681	1719	830	657	0	0	0	0	0	0	0	0	1662	1704
Day	3396		3400		1487		0		0		0		0		3366	
AM Peak	07:00	11:00	07:00	11:00	07:00	08:00									07:00	11:00
Vol.	126	111	148	104	139	85									138	100
PM Peak	15:00	17:00	15:00	16:00	12:00	12:00									15:00	17:00
Vol.	136	167	124	162	95	136									130	162

Comb. Total	3396	3400	3566	3636	3855	2847	2126	6497

ADT ADT 3,572 AADT 3,572

NYSDOT ATR DATA

STATION: **260441**

New York State Department of Transportation

Traffic Count Hourly Report

ROUTE #: **NY 12B** ROAD NAME:
DIRECTION: Northbound FACTOR GROUP: 40
STATE DIR CODE: 1 WK OF YR: 23
DATE OF COUNT: 06/04/2007
NOTES LANE 1:

COUNT TAKEN BY: ORG CODE: R02 INITIALS: RU

FROM: **RT 315 DEANSBORO**
REC. SERIAL #: 2033
PLACEMENT: 1500' N OF RTE 315
@ REF MARKER: 12B26031053
ADDL DATA:
COUNT TYPE: AXLE PAIRS

PROCESSED BY: ORG CODE: DOT INITIALS: MED

TO: **RT 233 FRANKLIN SPRINGS**
FUNC. CLASS: 06
NHS: no
JURIS: NYSDOT
CC Stn:
BATCH ID: DOT-DOTr2 ww23-07& 5s spec

COUNTY: **Oneida**
TOWN: **KIRKLAND**
BIN:
RR CROSSING:
HPMS SAMPLE:

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	F																											
2	S																											
3	S																											
4	M													186	171	205	268	215	180	123	77	77	39	45	14			
5	T	14	2	7	9	26	97	237	301	277	213	167	168	206	164	175	240	221	181	132	92	85	61	39	17	3131	301	7
6	W	9	7	6	8	24	99	242	308	243	177	152	160	173	156	193	246	225	201	113	99	105	58	50	18	3072	308	7
7	T	15	5	12	9	29	87	253	338	253	219																	
8	F																											
9	S																											
10	S																											
11	M																											
12	T																											
13	W																											
14	T																											
15	F																											
16	S																											
17	S																											
18	M																											
19	T																											
20	W																											
21	T																											
22	F																											
23	S																											
24	S																											
25	M																											
26	T																											
27	W																											
28	T																											
29	F																											
30	S																											

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)

12	5	8	9	25	89	232	301	245	193	152	156	179	156	182	239	209	178	117	85	85	50	43	15	ADT 2965

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
4	70	4	70	301	10%	0.951	1.111

ESTIMATED (one way)

AADT

2669

ROUTE #:**NY 12B** ROAD NAME:
STATION: **260441** STATE DIR CODE: 1

FROM: **RT 315 DEANSBORO**
PLACEMENT: **1500' N OF RTE 315**

TO: **RT 233 FRANKLIN SPRINGS**

COUNTY: **Oneida**
DATE OF COUNT: **06/04/2007**

New York State Department of Transportation

Traffic Count Hourly Report

ROUTE #: **NY 12B** ROAD NAME:
DIRECTION: Southbound FACTOR GROUP: 40
STATE DIR CODE: 2 WK OF YR: 23
DATE OF COUNT: 06/04/2007
NOTES LANE 1:

COUNT TAKEN BY: ORG CODE: R02 INITIALS: RU

FROM: **RT 315 DEANSBORO**
REC. SERIAL #: 2033
PLACEMENT: 1500' N OF RTE 315
@ REF MARKER: 12B26031053
ADDL DATA:
COUNT TYPE: AXLE PAIRS
PROCESSED BY: ORG CODE: DOT INITIALS: MED

TO: **RT 233 FRANKLIN SPRINGS**
FUNC. CLASS: 06
NHS: no
JURIS: NYSDOT
CC Stn:
BATCH ID: DOT-DOTr2 ww23-07& 5s spec

COUNTY: **Oneida**
TOWN: **KIRKLAND**
BIN:
RR CROSSING:
HPMS SAMPLE:

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	F																											
2	S																											
3	S																											
4	M													198	190	211	292	331	276	177	138	109	78	51	33			
5	T	18	7	5	2	7	44	123	171	163	171	166	165	159	162	201	275	313	302	217	153	124	91	37	42	3118	313	16
6	W	25	7	5	3	14	39	134	197	139	149	164	150	181	178	211	276	316	324	182	142	125	87	40	47	3135	324	17
7	T	28	13	7	5	12	51	127	228	171	177																	
8	F																											
9	S																											
10	S																											
11	M																											
12	T																											
13	W																											
14	T																											
15	F																											
16	S																											
17	S																											
18	M																											
19	T																											
20	W																											
21	T																											
22	F																											
23	S																											
24	S																											
25	M																											
26	T																											
27	W																											
28	T																											
29	F																											
30	S																											

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)

12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	ADT
23	9	6	3	10	43	122	189	150	158	157	150	170	168	198	267	304	286	183	137	113	81	41	39	3007

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
4	70	4	70	304	10%	0.951	1.111

ESTIMATED (one way)

AADT

2707

ROUTE #: **NY 12B** ROAD NAME:
STATION: **260441** STATE DIR CODE: **2**

FROM: **RT 315 DEANSBORO**
PLACEMENT: **1500' N OF RTE 315**

TO: **RT 233 FRANKLIN SPRINGS**

COUNTY: **Oneida**
DATE OF COUNT: **06/04/2007**

STATION: **260441**

New York State Department of Transportation

Traffic Count Hourly Report

ROUTE #: **NY 12B** ROAD NAME:
DIRECTION: Northbound FACTOR GROUP: 40
STATE DIR CODE: 1 WK OF YR: 29
DATE OF COUNT: 07/12/2004
NOTES LANE 1:

FROM: **RT 315 DEANSBORO**
REC. SERIAL #: 2028
PLACEMENT: 1000' N. OF RTE 315
@ REF MARKER: 12B26031053
ADDL DATA:
COUNT TYPE: AXLE PAIRS

TO: **RT 233 FRANKLIN SPRINGS**
FUNC. CLASS: 06
NHS: no
JURIS: State
CC Stn:
BATCH ID: DOT-R02r2 ww29-04

COUNTY: **Oneida**
TOWN: **MARSHALL**
BIN:
RR CROSSING:
HPMS SAMPLE:

COUNT TAKEN BY: ORG CODE: R02 INITIALS: RU
PROCESSED BY: ORG CODE: R02 INITIALS: MED

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	T																											
2	F																											
3	S																											
4	S																											
5	M																											
6	T																											
7	W																											
8	T																											
9	F																											
10	S																											
11	S																											
12	M															212	214	212	202	137	110	87	71	49	48			
13	T	31	30	29	33	37	63	219	295	265	230	188	233	196	209	195	231	250	217	164	132	97	64	59	31	3498	295	7
14	W	35	25	37	31	38	76	254	321	280	228	224	234	230	238	230	236	250	178	121	91	74	58	46	16	3551	321	7
15	T	14	8	15	8	20	68	260	304	278	243	216																
16	F																											
17	S																											
18	S																											
19	M																											
20	T																											
21	W																											
22	T																											
23	F																											
24	S																											
25	S																											
26	M																											
27	T																											
28	W																											
29	T																											
30	F																											
31	S																											

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)

12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	ADT
26	20	26	23	30	66	232	292	260	222	199	222	202	213	201	216	225	189	134	105	82	61	48	30	3324

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
4	69	4	69	307	9%	0.950	1.210

ESTIMATED (one way)

AADT
2747

STATION: **260441**

New York State Department of Transportation

Traffic Count Hourly Report

ROUTE #: **NY 12B** ROAD NAME:
DIRECTION: Southbound FACTOR GROUP: 40
STATE DIR CODE: 2 WK OF YR: 29
DATE OF COUNT: 07/12/2004
NOTES LANE 1:

COUNT TAKEN BY: ORG CODE: R02 INITIALS: RU

FROM: **RT 315 DEANSBORO**
REC. SERIAL #: 2028
PLACEMENT: 1000' N. OF RTE 315
@ REF MARKER: 12B26031053
ADDL DATA:
COUNT TYPE: AXLE PAIRS
PROCESSED BY: ORG CODE: R02 INITIALS: MED

TO: **RT 233 FRANKLIN SPRINGS**
FUNC. CLASS: 06
NHS: no
JURIS: State
CC Stn:
BATCH ID: DOT-R02r2 ww29-04

COUNTY: **Oneida**
TOWN: **MARSHALL**
BIN:
RR CROSSING:
HPMS SAMPLE:

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	T																											
2	F																											
3	S																											
4	S																											
5	M																											
6	T																											
7	W																											
8	T																											
9	F																											
10	S																											
11	S																											
12	M															235	303	341	325	215	148	155	117	78	55			
13	T	43	27	24	29	24	29	108	210	187	169	197	222	203	234	231	313	315	325	211	151	203	130	72	56	3713	325	17
14	W	43	40	24	25	19	31	105	166	187	194	161	251	211	235	236	318	353	269	189	131	120	110	48	58	3524	353	16
15	T	23	11	14	5	13	28	113	194	145	190	170																
16	F																											
17	S																											
18	S																											
19	M																											
20	T																											
21	W																											
22	T																											
23	F																											
24	S																											
25	S																											
26	M																											
27	T																											
28	W																											
29	T																											
30	F																											
31	S																											

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)

																								ADT
34	**25**	**20**	**19**	**18**	**28**	**104**	**180**	**164**	**175**	**167**	**224**	**197**	**222**	**222**	**295**	**319**	**291**	**195**	**136**	**151**	**113**	**63**	**53**	**3415**

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor	ESTIMATED (one way)
4	69	4	69	336	9%	0.950	1.210	**AADT 2822**

STATION: **260329**

New York State Department of Transportation

Traffic Count Hourly Report

ROUTE #: **NY 12B** ROAD NAME:
DIRECTION: Northbound FACTOR GROUP: 40
STATE DIR CODE: 1 WK OF YR: 29
DATE OF COUNT: 07/11/2005
NOTES LANE 1:

FROM: **ORISKANY FALLS N LN**
REC. SERIAL #: 2171
PLACEMENT: 1 MILE S. OF RTE 315
@ REF MARKER: 12B26031040
ADDL DATA:
COUNT TYPE: VEHICLES

TO: **RT 315 DEANSBORO**
FUNC. CLASS: 07
NHS: no
JURIS: State
CC Stn:
BATCH ID: DOT-R02r2ww28-05

COUNTY: **Oneida**
TOWN: **MARSHALL**
BIN:
RR CROSSING:
HPMS SAMPLE:

COUNT TAKEN BY: ORG CODE: R02 INITIALS: RU
PROCESSED BY: ORG CODE: R02 INITIALS: MED

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	F																											
2	S																											
3	S																											
4	M																											
5	T																											
6	W																											
7	T																											
8	F																											
9	S																											
10	S																											
11	M															118	116	124	136	83	93	38	60	16	14			
12	T	17	4	1	4	16	44	102	142	130	104	141	124	105	110	132	154	149	110	81	61	40	38	28	14	1851	154	15
13	W	9	4	3	5	13	45	99	149	144	117	122	160	130	129	155	131	133	109	99	61	61	39	32	13	1962	160	11
14	T	8	1	5	2	16	42	110	152	141	136																	
15	F																											
16	S																											
17	S																											
18	M																											
19	T																											
20	W																											
21	T																											
22	F																											
23	S																											
24	S																											
25	M																											
26	T																											
27	W																											
28	T																											
29	F																											
30	S																											
31	S																											
AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)		**11**	**3**	**3**	**4**	**15**	**44**	**104**	**148**	**138**	**119**	**132**	**142**	**118**	**120**	**135**	**134**	**135**	**118**	**88**	**72**	**46**	**46**	**25**	**14**	**ADT 1914**		

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
4	68	4	68	148	8%	1.000	1.210

ESTIMATED (one way)

AADT
1582

STATION: **260329**

New York State Department of Transportation

Traffic Count Hourly Report

ROUTE #: **NY 12B** ROAD NAME:
DIRECTION: Southbound FACTOR GROUP: 40
STATE DIR CODE: 2 WK OF YR: 29
OATE OF COUNT: 07/11/2005
NOTES LANE 1:

FROM: **ORISKANY FALLS N LN**
REC. SERIAL #: 2171
PLACEMENT: 1 MILE S. OF RTE 315
@ REF MARKER: 12B26031040
ADDL DATA:
COUNT TYPE: VEHICLES

TO: **RT 315 DEANSBORO**
FUNC. CLASS: 07
NHS: no
JURIS: State
CC Stn:
BATCH ID: DOT-R02r2ww28-05

COUNTY: **Oneida**
TOWN: **MARSHALL**
BIN:
RR CROSSING:
HPMS SAMPLE:

COUNT TAKEN BY: ORG CODE: R02 INITIALS: RU
PROCESSED BY: ORG CODE: R02 INITIALS: MED

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	F																											
2	S																											
3	S																											
4	M																											
5	T																											
6	W																											
7	T																											
8	F																											
9	S																											
10	S																											
11	M															140	159	172	162	129	104	75	78	32	23			
12	T	17	6	3	1	5	23	72	130	117	98	116	105	133	139	133	166	187	170	104	93	69	67	36	25	2015	187	16
13	W	13	2	2	2	7	25	64	117	100	114	96	127	136	143	139	184	181	193	122	78	97	72	43	37	2094	193	17
14	T	7	4	6	3	7	30	80	129	93	113																	
15	F																											
16	S																											
17	S																											
18	M																											
19	T																											
20	W																											
21	T																											
22	F																											
23	S																											
24	S																											
25	M																											
26	T																											
27	W																											
28	T																											
29	F																											
30	S																											
31	S																											

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)

12	4	4	2	6	26	72	125	103	108	106	116	134	141	137	170	180	175	118	92	80	72	37	28	ADT 2048

DAYS Counted	HOURS Counted	WEEKOAYS WEEKDAY Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor	ESTIMATED (one way)
4	68	4	68	180	9%	1.000	1.210	**AADT 1693**

STATION: **260329**

New York State Department of Transportation
Traffic Count Hourly Report

ROUTE #: **NY 12B** ROAD NAME:
DIRECTION: Northbound
STATE DIR CODE: 1
DATE OF COUNT: 04/15/2008
NOTES LANE 1:

COUNT TAKEN BY: ORG CODE: R02 INITIALS: RU

FACTOR GROUP: 40
WK OF YR: 16

FROM: **ORISKANY FALLS N LN**
REC. SERIAL #: 2297
PLACEMENT: 100' S. OF RTE 315
@ REF MARKER: 12B26031040
ADDL DATA:
COUNT TYPE: VEHICLES

PROCESSED BY: ORG CODE: DOT INITIALS: MED

TO: **RT 315 DEANSBORO**
FUNC. CLASS: 07
NHS: no
JURIS: NYSDOT
CC Stn:
BATCH ID: DOT-R2-ww16-08

COUNTY: **Oneida**
TOWN: **MARSHALL**
BIN:
RR CROSSING:
HPMS SAMPLE:

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	T																											
2	W																											
3	T																											
4	F																											
5	S																											
6	S																											
7	M																											
8	T																											
9	W																											
10	T																											
11	F																											
12	S																											
13	S																											
14	M																											
15	T																											
16	W	14	0	6	3	12	41	112	150	108	105	111	114	103	124	105	143	136	122	77	66	51	22	23	15	1763	150	7
17	T	14	3	8	4	18	34	122	144	125	102	93	97	102	102	117	150	122	114	81	63	65	45	20	16	1761	150	15
18	F	6	1	7	3	10	38	106	137	110	115																	
19	S																											
20	S																											
21	M																											
22	T																											
23	W																											
24	T																											
25	F																											
26	S																											
27	S																											
28	M																											
29	T																											
30	W																											

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)

11	1	7	3	13	38	113	144	114	107	102	103	102	110	109	146	122	113	81	66	55	34	19	14	ADT 1727

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
4	71	4	71	146	8%	1.000	0.945

ESTIMATED (one way)

AADT
1828

New York State Department of Transportation
Traffic Count Hourly Report

ROUTE #: **NY 12B** ROAD NAME:
DIRECTION: Southbound
STATE DIR CODE: 2
DATE OF COUNT: 04/15/2008
NOTES LANE 1:

COUNT TAKEN BY: ORG CODE: R02 INITIALS: RU

FROM: **ORISKANY FALLS N LN**
REC. SERIAL #: 2299
PLACEMENT: 100' S. OF RTE 315
@ REF MARKER: 12B26031040
ADDL DATA:
COUNT TYPE: VEHICLES

PROCESSED BY: ORG CODE: DOT INITIALS: MED

TO: **RT 315 DEANSBORO**
FACTOR GROUP: 40
WK OF YR: 16
FUNC. CLASS: 07
NHS: no
JURIS: NYSDOT
CC Stn:
BATCH ID: DOT-R2-ww16-08

COUNTY: **Oneida**
TOWN: **MARSHALL**
BIN:
RR CROSSING:
HPMS SAMPLE:

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	T																											
2	W																											
3	T																											
4	F																											
5	S																											
6	S																											
7	M																											
8	T																											
9	W																											
10	T																											
11	F																											
12	S																											
13	S																											
14	M																											
15	T												96	112	99	144	117	143	173	109	69	66	42	45	24			
16	W	11	3	4	2	8	12	67	82	75	90	87	87	109	114	135	154	161	166	116	70	68	36	30	27	1714	166	17
17	T	17	8	6	6	8	13	63	79	65	80	88	107	105	120	126	157	153	154	108	74	72	61	20	20	1710	157	15
18	F	16	5	7	4	6	11	47	65	62																		
19	S																											
20	S																											
21	M																											
22	T																											
23	W																											
24	T																											
25	F																											
26	S																											
27	S																											
28	M																											
29	T																											
30	W																											

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)

15	5	6	4	7	12	59	75	67	85	88	97	109	111	135	143	152	164	111	71	69	46	32	24	ADT 1687

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor	ESTIMATED (one way)
4	70	4	70	164	10%	1.000	0.945	**AADT 1785**

New York State Department of Transportation
Classification Count Average Weekday Data Report

ROUTE #: NY 12B ROAD NAME:
COUNTY NAME: Oneida
REGION CODE: 2
FROM: ORISKANY FALLS N LN
TO: RT 315 DEANSBORO
REF-MARKER: 12B26031040
END MILEPOINT: 0310485 NO. OF LANES: 2
FUNC-CLASS: 07 HPMS NO:
STATION NO: 0329
COUNT TAKEN BY: ORG CODE: R02 INITIALS: RU
PROCESSED BY: ORG CODE: DOT INITIALS: MED BATCH ID: DOT-R2-ww16-08

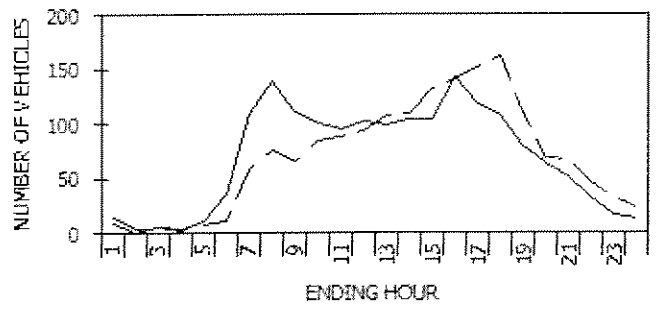
YEAR: 2008
MONTH: April

STATION: 260329

DIRECTION	North	South	TOTAL
NUMBER OF VEHICLES	1863	1667	3330
NUMBER OF AXLES	3513	3439	6952
% HEAVY VEHICLES (F4-F13)	12.09%	6.42%	9.25%
% TRUCKS AND BUSES (F3-F13)	28.04%	24.30%	26.67%
AXLE CORRECTION FACTOR	0.95	0.97	0.96

	VEHICLE CLASS	F1	F2	F3	F4	F5	F6	F7	F8	F9	F10	F11	F12	F13	TOTAL
	NO. OF AXLES	2	2	2	2.5	2	3	4	3.5	5	6	5	6	8.75	
ENDING HOUR	1:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10
	2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00	0	4	2	0	0	0	0	0	0	0	0	0	0	8
	4:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	5:00	0	9	2	0	0	0	0	0	1	0	0	0	0	12
	6:00	1	27	8	0	0	0	0	0	0	0	0	0	0	36
	7:00	4	83	21	0	1	1	0	0	0	0	0	0	0	110
	8:00	2	107	25	0	0	1	2	1	1	1	0	0	0	140
	9:00	0	77	25	1	1	2	2	1	2	0	0	0	0	111
	10:00	1	64	23	5	1	2	3	2	0	0	0	0	0	101
DIRECTION	11:00	1	63	14	6	5	4	2	1	0	0	0	0	0	96
North	12:00	0	65	16	9	3	2	3	1	2	0	0	1	0	102
	13:00	1	62	15	14	1	2	2	1	1	0	0	0	0	99
	14:00	0	72	13	13	1	1	3	1	0	1	0	0	0	105
	15:00	2	67	16	11	3	1	2	1	2	0	0	0	0	105
	16:00	3	87	30	15	2	1	3	1	1	0	0	0	0	143
	17:00	5	77	17	15	3	0	0	1	0	0	0	0	0	118
	18:00	5	70	18	13	1	0	0	0	1	0	0	0	0	108
	19:00	3	56	11	7	0	0	0	1	1	0	0	0	0	79
	20:00	1	51	10	1	0	0	0	0	1	0	0	0	0	64
	21:00	2	42	7	1	0	0	0	0	0	0	0	0	0	52
	22:00	0	27	5	0	0	0	0	1	0	0	0	0	0	33
	23:00	0	15	2	0	0	0	0	0	0	0	0	0	0	17
	24:00	1	10	2	0	0	0	0	0	0	0	0	0	0	13
	TOTAL VEHICLES	**32**	**1148**	**282**	**111**	**22**	**17**	**22**	**13**	**13**	**2**	**0**	**1**	**0**	**1663**
	TOTAL AXLES	64	2296	564	278	44	51	88	46	65	12	0	6	0	3513
ENDING HOUR	1:00	0	12	2	0	1	0	0	0	0	0	0	0	0	15
	2:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
	3:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
	4:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
	5:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
	6:00	0	9	2	0	0	0	0	0	0	0	0	0	0	11
	7:00	1	38	12	0	3	2	0	1	1	0	0	0	0	58
	8:00	0	55	10	0	5	3	0	1	2	0	0	0	0	76
	9:00	0	42	15	0	3	4	0	1	1	0	0	0	0	66
	10:00	0	46	24	0	6	4	0	3	2	0	0	0	0	85
	11:00	2	58	18	0	2	6	0	2	1	0	0	0	0	89
DIRECTION	12:00	0	65	20	1	2	4	0	0	1	0	0	0	0	93
South	13:00	1	75	20	0	5	5	0	1	1	0	0	0	0	108
	14:00	1	80	19	0	3	4	0	1	1	0	0	0	0	109
	15:00	2	94	29	1	3	2	0	1	1	0	0	0	0	133
	16:00	1	107	26	1	2	3	0	0	1	0	0	0	0	141
	17:00	5	117	25	0	1	0	0	1	1	0	0	0	0	151
	18:00	6	128	25	1	0	0	0	1	1	0	0	0	0	162
	19:00	1	89	17	0	0	0	0	1	1	0	0	0	0	109
	20:00	4	56	9	0	1	0	0	0	0	0	0	0	0	70
	21:00	2	55	11	0	0	0	0	0	0	0	0	0	0	68
	22:00	0	42	4	0	0	0	0	0	0	0	0	0	0	46
	23:00	0	28	4	0	0	0	0	0	0	0	0	0	0	32
	24:00	0	23	1	0	0	0	0	0	0	0	0	0	0	24
	TOTAL VEHICLES	**26**	**1235**	**298**	**4**	**37**	**37**	**0**	**14**	**15**	**0**	**0**	**0**	**0**	**1667**
	TOTAL AXLES	52	2472	596	10	74	111	0	49	75	0	0	0	0	3439
	GRAND TOTAL VEHICLES	**58**	**2384**	**580**	**115**	**59**	**54**	**22**	**27**	**28**	**2**	**0**	**1**	**0**	**3330**
	GRAND TOTAL AXLES	116	4768	1160	288	118	162	88	94	140	12	0	6	0	6952

TRAFFIC FLOW BY DIRECTION



--- North - -South

PEAK HOUR DATA

DIRECTION	HOUR	COUNT	2-WAY	HOUR	COUNT
North	**16**	**143**	**A.M.**	**8**	**216**
South	**18**	**162**	**P.M.**	**16**	**284**

VEHICLE CLASSIFICATION CODES:

F1. Motorcycles
F2. Autos*
F3. 2 Axle, 4-Tire Pickups, Vans, Motorhomes*
F4. Buses
F5. 2 Axle, 6-Tire Single Unit Trucks
F6. 3 Axle Single Unit Trucks
F7. 4 or More Axle Single Unit Trucks
F8. 4 or Less Axle Vehicles, One Unit is a Truck
F9. 5 Axle Double Unit Vehicles, One Unit is a Truck
F10. 6 or More Double Unit Vehicles, One Unit is a Truck
F11. 5 or Less Axle Multi-Unit Trucks
F12. 6 Axle Multi-Unit Trucks
F13. 7 or More Axle Multi-Unit Trucks

* INCLUDING THOSE HAULING TRAILERS

FUNCTIONAL CLASS CODES:

RURAL	URBAN	SYSTEM
01	11	PRINCIPAL ARTERIAL-INTERSTATE
02	12	PRINCIPAL ARTERIAL-EXPRESSWAY
02	14	PRINCIPAL ARTERIAL-OTHER
06	16	MINOR ARTERIAL
07	17	MAJOR COLLECTOR
08	17	MINOR COLLECTOR
09	19	LOCAL SYSTEM

SOURCE: NYSDOT DATA SERVICES BUREAU

New York State Department of Transportation
Speed Count Average Weekday Report

Station:	260329	Start date:	Tue 04/15/2008 11:00	Count duration:	71 hours
Route #: NY 12B	Road name:	End date:	Fri 04/18/2008 09:00	Functional class:	7
From:	ORISKANY FALLS N LN	County:	Oneida	Factor group:	40
To:	RT 315 DEANSBORO	Town:	MARSHALL	Batch ID:	DOT-R2-ww16-08
Direction:	North	Speed limit:	55	Count taken by:	Org: R02 Init: RU
				Processed by:	Org: DOT Init: MED

Speeds, mph

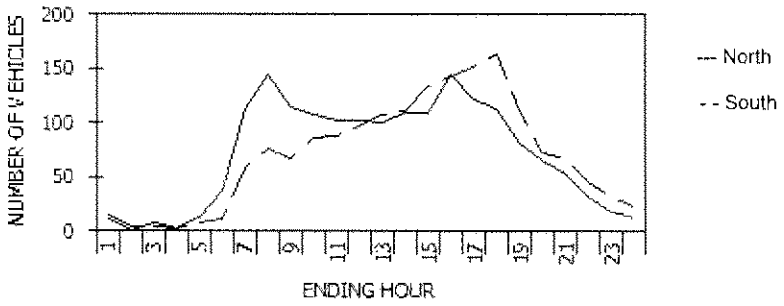
Hour	0.0-30.0	30.1-35.0	35.1-40.0	40.1-45.0	45.1-50.0	50.1-55.0	55.1-60.0	60.1-65.0	65.1-70.0	70.1-75.0	75.1-80.0	80.1-85.0	85.1-115.0	% Exc 55.0	% Exc 60.0	% Exc 65.0	% Exc 70.0	% Exc 75.0	Avg	50th%	85th%	Total
1:00	0	0	0	0	2	2	5	2	0	0	0	0	0	63.6	18.2	0.0	0.0	0.0	55.2	56.6	60.9	11
2:00	0	0	0	0	0	0	1	0	0	0	0	0	0	100.0	0.0	0.0	0.0	0.0	57.5	57.6	59.3	1
3:00	0	0	0	0	1	2	4	1	0	0	0	0	0	62.5	12.5	0.0	0.0	0.0	55.3	56.3	59.8	8
4:00	0	0	0	0	0	1	1	1	0	0	0	0	0	66.7	33.3	0.0	0.0	0.0	57.2	57.6	62.8	3
5:00	0	0	0	0	1	5	4	2	1	0	0	0	0	53.8	23.1	7.7	0.0	0.0	55.9	55.7	62.7	13
6:00	0	0	1	1	3	14	9	7	2	1	0	0	0	50.0	26.3	7.9	2.6	0.0	54.9	55.0	63.1	38
7:00	0	0	1	0	2	21	51	31	5	2	0	0	0	78.8	33.6	6.2	1.8	0.0	57.8	58.2	63.4	113
8:00	0	0	0	0	4	34	64	34	7	1	0	0	0	73.6	29.2	5.6	0.7	0.0	57.5	57.7	63.0	144
9:00	1	0	1	0	3	28	53	21	4	0	0	0	3	71.1	24.6	6.1	2.6	2.6	56.4	57.3	62.6	114
10:00	1	0	0	2	8	29	37	20	3	2	0	0	5	62.6	28.0	9.3	6.5	4.7	56.2	56.9	63.5	107
11:00	0	0	0	0	6	20	44	18	4	4	0	0	6	74.5	31.4	13.7	9.8	5.9	58.8	57.9	64.7	102
12:00	0	0	0	0	4	29	42	15	2	0	0	0	10	67.6	26.5	11.8	9.8	9.8	58.7	57.2	64.0	102
13:00	0	0	1	2	9	26	33	12	2	1	0	0	15	62.4	29.7	17.8	15.8	14.9	58.8	56.9	74.3	101
14:00	1	0	1	1	11	30	33	13	2	2	1	0	15	60.0	30.0	18.2	16.4	14.5	57.7	56.7	73.8	110
15:00	1	0	0	0	12	24	38	17	2	1	0	0	14	66.1	31.2	15.6	13.8	12.8	58.1	57.4	66.7	109
16:00	1	0	0	0	6	38	56	23	3	2	0	0	16	69.0	30.3	14.5	12.4	11.0	58.6	57.5	64.9	145
17:00	0	0	1	0	5	26	48	21	4	1	1	0	15	73.8	34.4	17.2	13.9	13.1	60.0	58.1	68.4	122
18:00	1	1	0	0	6	29	39	19	3	1	0	0	14	67.3	32.7	15.9	13.3	12.4	58.2	57.6	66.8	113
19:00	2	0	0	0	3	20	34	10	3	1	0	1	8	69.5	28.0	15.9	12.2	11.0	56.7	57.4	66.2	82
20:00	0	0	0	0	3	22	25	11	3	1	0	0	1	62.1	24.2	7.6	3.0	1.5	56.8	56.6	62.8	66
21:00	0	0	0	2	8	18	20	5	1	0	0	0	0	48.1	11.1	1.9	0.0	0.0	53.9	54.8	59.5	54
22:00	0	0	0	2	5	11	8	7	0	0	0	0	0	45.5	21.2	0.0	0.0	0.0	53.8	54.4	61.5	33
23:00	0	0	0	1	2	9	5	1	0	0	0	0	0	33.3	5.6	0.0	0.0	0.0	52.9	53.4	58.4	18
24:00	0	0	0	0	1	4	6	2	0	0	0	0	0	61.5	15.4	0.0	0.0	0.0	55.7	56.3	60.2	13
Avg. Daily Total	8	1	6	11	105	442	660	293	51	20	2	1	122	66.7	28.4	11.4	8.4	7.3	57.5	57.2	64.0	1722
Percent	0.5%	0.1%	0.3%	0.6%	6.1%	25.7%	38.3%	17.0%	3.0%	1.2%	0.1%	0.1%	7.1%									
Cum. Percent	0.5%	0.5%	0.9%	1.5%	7.6%	33.3%	71.6%	88.6%	91.6%	92.7%	92.9%	92.9%	100.0%									
Average hour	0	0	0	0	4	18	28	12	2	1	0	0	5									72

	Avg. Speed	50th% Speed	85th% Speed
North	57.5	57.2	64.0
South	55.1	56.2	61.6

Peak Hour Data

Direction	Hour	Count	2-way	Hour	Count
North	16	145	A.M.	8	220
South	18	164	P.M.	16	288

TRAFFIC FLOW BY DIRECTION



Station:	260329	Start date:	Tue 04/15/2008 11:00	Count duration:	71 hours
Route #: NY 12B	Road name:	End date:	Fri 04/18/2008 09:00	Functional class:	7
From:	ORISKANY FALLS N LN	County:	Oneida	Factor group:	40
To:	RT 315 DEANSBORO	Town:	MARSHALL	Batch ID:	DOT-R2-ww16-08
Direction:	South	Speed limit:	55	Count taken by:	Org: R02 Init: RU
				Processed by:	Org: DOT Init: MED

Speeds, mph

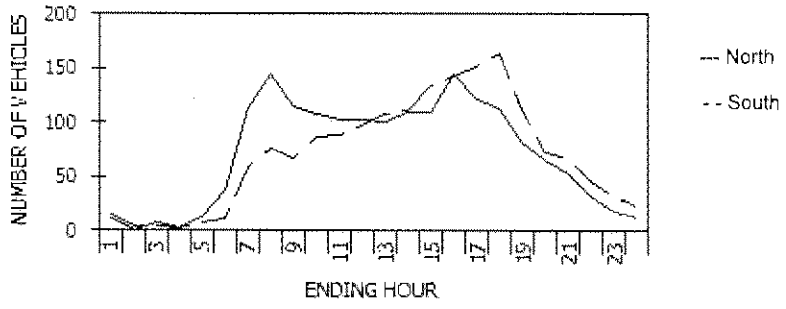
Hour	0.0-30.0	30.1-35.0	35.1-40.0	40.1-45.0	45.1-50.0	50.1-55.0	55.1-60.0	60.1-65.0	65.1-70.0	70.1-75.0	75.1-80.0	80.1-85.0	85.1-115.0	% Exc 55.0	% Exc 60.0	% Exc 65.0	% Exc 70.0	% Exc 75.0	Avg	50th%	85th%	Total
1:00	0	0	0	1	3	5	3	3	0	0	0	0	0	40.0	20.0	0.0	0.0	0.0	53.2	53.6	61.3	15
2:00	0	0	0	0	1	2	1	0	0	0	0	0	0	25.0	0.0	0.0	0.0	0.0	52.3	52.6	57.0	4
3:00	0	0	0	0	2	1	1	1	0	0	0	0	0	40.0	20.0	0.0	0.0	0.0	52.9	52.6	61.3	5
4:00	0	0	0	0	0	2	1	0	0	0	0	0	0	33.3	0.0	0.0	0.0	0.0	54.1	53.8	57.8	3
5:00	0	0	0	0	1	2	2	2	0	0	0	0	0	57.1	28.6	0.0	0.0	0.0	55.6	56.3	62.4	7
6:00	0	0	0	0	1	5	4	1	1	0	0	0	0	50.0	16.7	8.3	0.0	0.0	55.4	55.0	61.0	12
7:00	0	0	0	0	5	15	24	11	2	1	0	0	0	65.5	24.1	5.2	1.7	0.0	56.4	56.9	62.5	58
8:00	0	0	0	1	5	21	24	21	4	0	0	0	0	64.5	32.9	5.3	0.0	0.0	56.7	57.3	63.3	76
9:00	2	0	0	1	6	23	22	10	3	0	0	0	0	52.2	19.4	4.5	0.0	0.0	52.5	55.4	61.5	67
10:00	0	0	0	0	6	26	38	14	2	0	0	0	0	62.8	18.6	2.3	0.0	0.0	56.0	56.5	61.2	86
11:00	2	1	2	2	10	28	30	12	2	0	0	0	0	49.4	15.7	2.2	0.0	0.0	51.8	55.0	60.3	89
12:00	0	0	0	1	5	29	40	18	4	0	0	0	0	63.9	22.7	4.1	0.0	0.0	56.3	56.7	62.1	97
13:00	0	0	0	2	5	34	41	25	1	0	0	0	0	62.0	24.1	0.9	0.0	0.0	56.0	56.6	62.0	108
14:00	1	0	0	2	14	37	41	13	2	1	0	0	0	51.4	14.4	2.7	0.9	0.0	53.9	55.2	60.0	111
15:00	0	0	0	1	9	39	58	22	3	0	0	0	2	63.4	20.1	3.7	1.5	1.5	56.3	56.6	61.6	134
16:00	1	0	0	0	8	45	59	25	4	0	0	0	1	62.2	21.0	3.5	0.7	0.7	55.6	56.5	61.8	143
17:00	1	0	0	1	11	36	66	32	4	1	0	0	0	67.8	24.3	3.3	0.7	0.0	55.8	57.1	62.3	152
18:00	1	0	0	0	3	43	80	33	3	1	0	0	0	71.3	22.6	2.4	0.6	0.0	56.4	57.2	61.9	164
19:00	0	0	1	3	10	30	51	13	3	0	0	0	0	60.4	14.4	2.7	0.0	0.0	55.0	56.2	60.0	111
20:00	1	0	0	1	8	18	27	13	3	1	0	0	0	61.1	23.6	5.6	1.4	0.0	54.5	56.5	62.4	72
21:00	0	0	0	2	11	28	19	7	1	0	0	0	0	39.7	11.8	1.5	0.0	0.0	53.6	53.8	59.5	68
22:00	0	0	0	1	6	22	13	5	0	0	0	0	0	38.3	10.6	0.0	0.0	0.0	53.7	53.8	59.3	47
23:00	0	0	0	1	4	13	8	6	1	0	0	0	0	45.5	21.2	3.0	0.0	0.0	54.5	54.5	61.8	33
24:00	0	0	0	2	3	9	8	2	0	0	0	0	0	41.7	8.3	0.0	0.0	0.0	53.0	53.9	59.0	24
Avg. Daily Total	9	1	3	22	137	513	661	289	43	5	0	0	3	59.4	20.2	3.0	0.5	0.2	55.1	56.2	61.6	1686
Percent	0.5%	0.1%	0.2%	1.3%	8.1%	30.4%	39.2%	17.1%	2.6%	0.3%	0.0%	0.0%	0.2%									
Cum. Percent	0.5%	0.6%	0.8%	2.1%	10.2%	40.6%	79.8%	97.0%	99.5%	99.8%	99.8%	99.8%	100.0%									
Average hour	0	0	0	1	6	21	28	12	2	0	0	0	0									70

	Avg. Speed	50th% Speed	85th% Speed
North	57.5	57.2	64.0
South	55.1	56.2	61.6

Peak Hour Data

Direction	Hour	Count	2-way	Hour	Count
North	16	145	A.M.	8	220
South	18	164	P.M.	16	288

TRAFFIC FLOW BY DIRECTION



New York State Department of Transportation

Traffic Count Hourly Report

ROUTE #: **NY 12B** ROAD NAME: **12B**
DIRECTION: Northbound FACTOR GROUP: 30
STATE DIR CODE: 1 WK OF YR: 32
DATE OF COUNT: 08/10/2006
NOTES LANE 1: Week 32-Nb

FROM: **END 5B OLAP**
REC. SERIAL #: 7436
PLACEMENT: .2 N of Rte 5B
@ REF MARKER: 12B26031124
ADDL DATA: Class Speed
COUNT TYPE: VEHICLES

TO: **RT 5 END 12B**
FUNC. CLASS: 14
NHS: no
JURIS: State
CC Stn:
BATCH ID: DOT-r2ww32

COUNTY: **Oneida**
TOWN: **NEW HARTFORD**
BIN:
RR CROSSING:
HPMS SAMPLE: 30014610

COUNT TAKEN BY: ORG CODE: TST INITIALS: JSV
PROCESSED BY: ORG CODE: DOT INITIALS: SJW

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	T																											
2	W																											
3	T																											
4	F																											
5	S																											
6	S																											
7	M																											
8	T																											
9	W																											
10	T													352	344	374	416	464	344	264	248	160	106	94	69			
11	F	26	20	7	5	23	52	211	366	381	291	312	367	368	309	390	399	424	327	259	237	172	100	142	99	5287	424	16
12	S	42	20	18	10	6	30	83	126	159	228	245	268	259	251	211	279	255	213	184	171	137	113	107	72	3487	279	15
13	S	34	14	13	8	6	18	58	87	160	170	195	207	245	200	207	203	210	183	184	202	163	94	60	50	2971	245	12
14	M	24	13	12	14	20	71	242	373	392	305	308	338	347	347	356	419	431	312	236	208	142	80	88	58	5136	431	16
15	T	28	13	8	8	18	57	239	404	402	303	306	340	341	329	355	420	412	364	271	197	180	107	105	73	5280	420	15
16	W	33	12	8	9	17	45	235	356	415	302	283	317	347	322	378	415	446	363	267	229	193	94	94	72	5252	446	16
17	T	30	10	8	6	19	62	239																				
18	F																											
19	S																											
20	S																											
21	M																											
22	T																											
23	W																											
24	T																											
25	F																											
26	S																											
27	S																											
28	M																											
29	T																											
30	W																											
31	T																											

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)

																							ADT
29	**14**	**8**	**7**	**19**	**54**	**233**	**375**	**398**	**300**	**302**	**340**	**347**	**336**	**366**	**418**	**438**	**346**	**260**	**220**	**169**	**97**	**95**	**68**	**5239**

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
7	163	4	97	438	8%	1.000	1.115

ESTIMATED (one way)

AADT
4699

New York State Department of Transportation

Traffic Count Hourly Report

ROUTE #: **NY 12B** ROAD NAME: **9025**
DIRECTION: Southbound FACTOR GROUP: 30
STATE DIR CODE: 2 WK OF YR: 32
DATE OF COUNT: 08/10/2006
NOTES LANE 1: Week 32-Sb

FROM: **END 5B OLAP**
REC, SERIAL #: 9025
PLACEMENT: .2 N of Rte 5B
@ REF MARKER: 12B26031124
ADDL DATA: Class Speed
COUNT TYPE: VEHICLES

TO: **RT 5 END 12B**
FUNC, CLASS: 14
NHS: no
JURIS: State
CC Stn:
BATCH ID: DOT-r2ww32

COUNTY: **Oneida**
TOWN: **NEW HARTFORD**
BIN:
RR CROSSING:
HPMS SAMPLE: 30014610

COUNT TAKEN BY: ORG **CODE**: TST INITIALS: JSV
PROCESSED BY: ORG CODE: DOT INITIALS: SJW

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	T													397	359	376	391	454	352	224	204	163	116	106	56			
2	W													329	350	389	373	412	382	203	164	170	112	123	89	5019	412	16
3	T													258	240	244	188	232	191	166	171	133	115	100	76	3359	258	12
4	F													237	220	236	192	193	213	191	193	147	92	79	48	3000	237	12
5	S													365	286	383	391	407	363	228	176	153	144	91	48	4942	407	16
6	S													346	377	361	356	436	396	227	223	191	109	96	47	5100	436	16
7	M													347	320	327	367	419	347	256	199	176	152	104	54	5034	419	16
8	T																											
9	W																											
10	T																											
11	F	30	25	23	13	23	116	232	289	307	269	259	337															
12	S	36	25	14	8	12	53	125	105	185	214	217	251															
13	S	21	26	22	10	7	32	80	67	98	166	204	226															
14	M	11	12	14	15	19	111	257	304	311	290	284	279															
15	T	25	8	10	11	23	109	259	325	293	300	265	307															
16	W	25	15	10	10	19	103	257	351	311	298	282	285															
17	T	26	20	5	10	17	102	244																				
18	F																											
19	S																											
20	S																											
21	M																											
22	T																											
23	W																											
24	T																											
25	F																											
26	S																											
27	S																											
28	M																											
29	T																											
30	W																											
31	T																											

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)

12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	ADT
26	17	12	11	20	108	250	317	306	289	272	302	364	336	362	376	429	364	234	200	171	130	99	51	5046

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
7	163	4	97	429	9%	1.000	1.115

ESTIMATED (one way)

AADT
4526

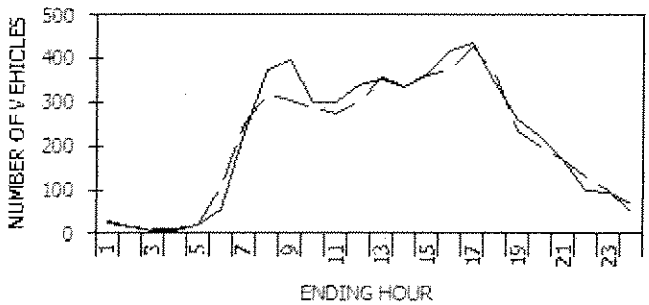
New York State Department of Transportation
Classification Count Average Weekday Data Report

ROUTE #: NY 12B ROAD NAME: 12B YEAR: 2006 STATION: 260319
COUNTY NAME: Oneida MONTH: August
REGION CODE: 2
FROM: END 68 OLAP
TO: RT 5 END 12B
REF-MARKER: 12B26031124
END MILEPOINT: 0311406 NO. OF LANES: 2
FUNC-CLASS: 14 HPMS NO: 30014610
STATION NO: 0319
COUNT TAKEN BY: ORG CODE: TST INITIALS: JSV
PROCESSED BY: ORG CODE: DOT INITIALS: SJW BATCH ID: DOT-r2ww32

DIRECTION	North	South	TOTAL
NUMBER OF VEHICLES	5238	5025	10263
NUMBER OF AXLES	10682	10250	20932
% HEAVY VEHICLES (F4-F13)	5.82%	7.20%	6.50%
% TRUCKS AND BUSES (F3-F13)	21.78%	25.31%	23.51%
AXLE CORRECTION FACTOR	0.98	0.98	0.98

	VEHICLE CLASS	F1	F2	F3	F4	F5	F6	F7	F8	F9	F10	F11	F12	F13	TOTAL
	NO. OF AXLES	2	2	2	2.5	2	3	4	3.5	5	6	5	6	8.75	
ENDING HOUR	1:00	0	24	2	1	1	0	0	0	0	0	0	0	0	28
	2:00	0	9	4	0	0	0	0	0	1	0	0	0	0	14
	3:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
	4:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
	5:00	0	10	6	1	1	1	0	0	0	0	0	0	0	19
	6:00	0	43	8	0	2	1	0	0	0	0	0	0	0	54
	7:00	3	175	45	1	3	1	0	2	1	0	0	0	0	231
	8:00	0	301	55	2	9	3	2	1	0	0	0	0	0	373
	9:00	2	300	64	2	20	4	1	1	3	0	0	0	0	397
	10:00	2	219	55	2	12	4	2	1	4	0	0	0	0	301
DIRECTION	11:00	1	225	51	2	15	2	1	2	2	1	0	0	0	302
North	12:00	3	255	56	3	14	3	2	3	2	0	0	0	0	341
	13:00	2	268	57	2	13	3	2	1	3	0	0	0	0	351
	14:00	3	248	60	1	15	2	1	4	2	0	0	0	0	336
	15:00	1	277	60	2	15	4	2	2	3	0	0	0	0	366
	16:00	3	311	78	3	18	2	1	2	2	0	0	0	0	420
	17:00	3	352	60	2	12	2	1	3	2	1	0	0	0	438
	18:00	5	270	54	2	10	2	0	2	1	0	0	0	0	346
	19:00	4	206	40	0	5	4	0	1	0	0	0	0	0	260
	20:00	3	185	30	0	2	0	0	0	0	0	0	0	0	220
	21:00	2	144	19	1	4	0	0	0	0	0	0	0	0	170
	22:00	1	82	14	0	0	0	0	0	0	0	0	0	0	97
	23:00	1	81	12	0	1	0	0	0	0	0	0	0	0	95
	24:00	0	62	4	0	0	0	0	0	0	0	0	0	0	66
	TOTAL VEHICLES	**39**	**4058**	**836**	**27**	**172**	**38**	**15**	**25**	**26**	**2**	**0**	**0**	**0**	**5238**
	TOTAL AXLES	78	8116	1672	68	344	114	60	88	130	12	0	0	0	10682
	1:00	0	19	5	0	1	0	0	0	0	0	0	0	0	25
ENDING HOUR	2:00	0	15	1	0	1	0	0	0	0	0	0	0	0	17
	3:00	0	10	2	0	0	0	0	0	0	0	0	0	0	12
	4:00	0	8	2	0	0	0	0	0	0	0	0	0	0	10
	5:00	0	13	4	1	1	0	0	0	0	0	0	0	0	19
	6:00	1	70	22	1	6	5	0	0	2	0	0	0	0	107
	7:00	2	163	59	2	17	4	0	1	2	0	0	0	0	250
	8:00	3	224	53	4	22	3	1	4	3	0	0	0	0	317
	9:00	1	214	59	4	19	3	0	2	3	0	0	0	0	305
	10:00	1	196	61	2	19	4	0	2	3	0	0	0	0	288
	11:00	2	189	56	4	16	1	0	2	3	0	0	0	0	273
DIRECTION	12:00	0	220	56	3	14	2	0	2	3	1	0	0	0	301
South	13:00	1	261	67	2	17	3	1	3	2	0	0	0	0	357
	14:00	2	246	63	3	12	4	1	1	2	0	0	0	0	334
	15:00	4	265	61	3	20	2	0	2	4	1	0	0	0	352
	16:00	2	278	70	3	18	1	0	1	3	0	0	0	0	376
	17:00	4	332	71	2	14	2	0	2	0	1	0	0	0	428
	18:00	3	279	68	3	10	0	0	0	1	0	0	0	0	364
	19:00	1	185	38	0	8	0	0	1	0	0	0	0	0	233
	20:00	3	161	29	0	5	0	0	0	1	0	0	0	0	199
	21:00	1	138	26	0	5	0	0	0	0	0	0	0	0	170
	22:00	0	107	19	0	3	0	0	0	0	0	0	0	0	129
	23:00	0	84	13	0	1	0	0	0	0	0	0	0	0	98
	24:00	1	44	5	0	1	0	0	0	0	0	0	0	0	51
	TOTAL VEHICLES	**32**	**3721**	**910**	**37**	**230**	**34**	**3**	**23**	**32**	**3**	**0**	**0**	**0**	**5025**
	TOTAL AXLES	64	7442	1820	92	460	102	12	80	160	18	0	0	0	10250
	GRAND TOTAL VEHICLES	**71**	**7779**	**1746**	**64**	**402**	**72**	**18**	**48**	**58**	**5**	**0**	**0**	**0**	**10263**
	GRAND TOTAL AXLES	142	15558	3492	160	804	216	72	168	290	30	0	0	0	20932

TRAFFIC FLOW BY DIRECTION



--- North - -South

PEAK HOUR DATA

DIRECTION	HOUR	COUNT	2-WAY	HOUR	COUNT
North	**17**	**438**	**A.M.**	**9**	**702**
South	**17**	**428**	**P.M.**	**17**	**866**

VEHICLE CLASSIFICATION CODES:

F1. Motorcycles
F2. Autos*
F3. 2 Axle, 4-Tire Pickups, Vans, Motorhomes*
F4. Buses
F5. 2 Axle, 6-Tire Single Unit Trucks
F6. 3 Axle Single Unit Trucks
F7. 4 or More Axle Single Unit Trucks
F8. 4 or Less Axle Vehicles, One Unit is a Truck
F9. 5 Axle Double Unit Vehicles, One Unit is a Truck
F10. 6 or More Double Unit Vehicles, One Unit is a Truck
F11. 5 or Less Axle Multi-Unit Trucks
F12. 6 Axle Multi-Unit Trucks
F13. 7 or More Axle Multi-Unit Trucks

* INCLUDING THOSE HAULING TRAILERS

FUNCTIONAL CLASS CODES:

RURAL	URBAN	SYSTEM
01	11	PRINCIPAL ARTERIAL-INTERSTATE
02	12	PRINCIPAL ARTERIAL-EXPRESSWAY
02	14	PRINCIPAL ARTERIAL-OTHER
06	16	MINOR ARTERIAL
07	17	MAJOR COLLECTOR
08	17	MINOR COLLECTOR
09	19	LOCAL SYSTEM

SOURCE: NYSDOT DATA SERVICES BUREAU

New York State Department of Transportation
Speed Count Average Weekday Report

Station: 260319
Route #: NY 12B Road name: 12B
From: END 5B OLAP
To: RT 5 END 12B
Direction: North

Start date: Thu 08/10/2006 12:00
End date: Thu 08/17/2006 07:45
County: Oneida
Town: NEW HARTFORD
Speed limit: 50

Count duration: 164 hours
Functional class: 14
Factor group: 30
Batch ID: DOT-r2ww32
Count taken by: Org: TST Init: JSV
Processed by: Org: DOT Init: SJW

Speeds, mph

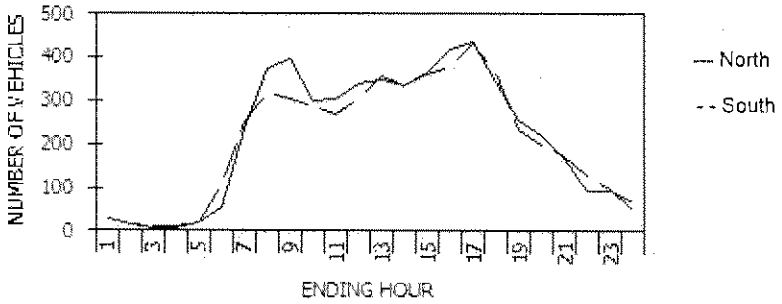
Hour	0.0-30.0	30.1-35.0	35.1-40.0	40.1-45.0	45.1-50.0	50.1-55.0	55.1-60.0	60.1-65.0	65.1-70.0	70.1-75.0	75.1-80.0	80.1-85.0	85.1-115.0	% Exc 55.0	% Exc 60.0	% Exc 65.0	% Exc 70.0	% Exc 75.0	Avg	50th%	85th%	Total
1:00	1	0	4	7	12	4	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	43.1	45.9	50.0	28
2:00	0	1	3	4	4	1	1	0	0	0	0	0	0	7.1	0.0	0.0	0.0	0.0	43.0	43.8	49.9	14
3:00	1	0	1	2	2	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	37.9	43.8	49.9	7
4:00	0	0	0	2	2	2	1	0	0	0	0	0	0	14.3	0.0	0.0	0.0	0.0	48.4	48.8	54.9	7
5:00	0	0	1	6	7	3	2	0	0	0	0	0	0	10.5	0.0	0.0	0.0	0.0	46.7	46.8	53.6	19
6:00	0	0	2	12	28	8	3	0	0	0	0	0	0	5.7	0.0	0.0	0.0	0.0	46.9	47.3	52.0	53
7:00	2	5	16	55	96	44	14	1	0	0	0	0	0	6.4	0.4	0.0	0.0	0.0	45.7	47.1	52.8	233
8:00	2	7	40	115	158	46	7	1	0	0	0	0	0	2.1	0.3	0.0	0.0	0.0	44.6	45.8	50.0	376
9:00	4	16	50	137	144	40	5	0	0	0	0	0	0	1.3	0.0	0.0	0.0	0.0	43.4	44.7	49.6	396
10:00	5	11	38	104	104	32	6	1	0	0	0	0	0	2.3	0.3	0.0	0.0	0.0	43.2	44.7	49.8	301
11:00	2	14	56	102	99	26	4	0	0	0	0	0	0	1.3	0.0	0.0	0.0	0.0	42.8	43.9	49.3	303
12:00	3	15	62	133	98	24	4	0	0	0	0	0	0	1.2	0.0	0.0	0.0	0.0	42.5	43.4	48.9	339
13:00	6	18	69	134	94	24	5	0	0	0	0	0	0	1.4	0.0	0.0	0.0	0.0	41.8	43.1	48.6	350
14:00	5	18	70	119	96	23	4	0	0	0	0	0	0	1.2	0.0	0.0	0.0	0.0	41.9	43.2	48.8	335
15:00	11	29	72	139	88	23	4	0	0	0	0	0	0	1.1	0.0	0.0	0.0	0.0	40.7	42.6	48.5	366
16:00	4	29	90	154	110	27	3	0	0	0	0	0	0	0.7	0.0	0.0	0.0	0.0	41.7	42.8	48.6	417
17:00	4	24	76	169	133	27	4	1	0	0	0	0	0	1.1	0.2	0.0	0.0	0.0	42.4	43.5	48.8	438
18:00	6	10	45	124	111	40	9	1	0	0	0	0	0	2.9	0.3	0.0	0.0	0.0	43.3	44.6	50.0	346
19:00	2	5	33	85	92	36	5	0	0	0	0	0	0	1.9	0.0	0.0	0.0	0.0	44.2	45.3	50.4	258
20:00	4	6	30	87	64	22	6	0	0	0	0	0	0	2.7	0.0	0.0	0.0	0.0	42.9	44.0	49.7	219
21:00	3	6	36	76	40	6	1	0	0	0	0	0	0	0.6	0.0	0.0	0.0	0.0	41.4	42.6	47.8	168
22:00	1	2	18	38	28	8	1	0	0	0	0	0	0	1.0	0.0	0.0	0.0	0.0	42.8	43.6	49.1	96
23:00	3	10	16	28	27	9	2	0	0	0	0	0	0	2.1	0.0	0.0	0.0	0.0	41.0	43.4	49.4	95
24:00	1	4	10	19	26	6	2	1	0	0	0	0	0	4.3	1.4	0.0	0.0	0.0	43.1	45.1	49.8	69
Avg. Daily Total	70	230	838	1851	1663	482	93	6	0	0	0	0	0	1.9	0.1	0.0	0.0	0.0	42.8	44.0	49.4	5233
Percent	1.3%	4.4%	16.0%	35.4%	31.8%	9.2%	1.8%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%									
Cum. Percent	1.3%	5.7%	21.7%	57.1%	88.9%	98.1%	99.9%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%									
Average hour	3	10	35	77	69	20	4	0	0	0	0	0	0									218

	Avg. Speed	50th% Speed	85th% Speed
North	42.8	44.0	49.4
South	43.4	44.5	49.6

Peak Hour Data

Direction	Hour	Count	2-way	Hour	Count
North	17	438	A.M.	9	701
South	17	430	P.M.	17	868

TRAFFIC FLOW BY DIRECTION



New York State Department of Transportation
Speed Count Average Weekday Report

Station: 260319
Route #: NY 12B Road name: 12B
From: END 5B OLAP
To: RT 5 END 12B
Direction: South

Start date: Thu 08/10/2006 12:00
End date: Thu 08/17/2006 07:45
County: Oneida
Town: NEW HARTFORD
Speed limit: 50

Count duration: 164 hours
Functional class: 14
Factor group: 30
Batch ID: DOT-r2ww32
Count taken by: Org: TST Init: JSV
Processed by: Org: DOT Init: SJW

Speeds, mph

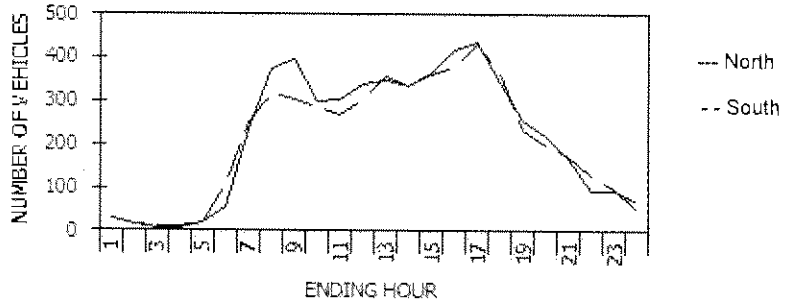
Hour	0.0-30.0	30.1-35.0	35.1-40.0	40.1-45.0	45.1-50.0	50.1-55.0	55.1-60.0	60.1-65.0	65.1-70.0	70.1-75.0	75.1-80.0	80.1-85.0	85.1-115.0	% Exc 55.0	% Exc 60.0	% Exc 65.0	% Exc 70.0	% Exc 75.0	Avg	50th%	85th%	Total
1:00	0	0	1	8	10	5	2	0	0	0	0	0	0	7.7	0.0	0.0	0.0	0.0	46.8	47.0	53.2	26
2:00	0	0	1	4	7	4	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	46.5	47.2	52.0	16
3:00	0	0	2	2	4	3	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	45.5	46.9	52.3	11
4:00	0	1	1	3	3	2	1	0	0	0	0	0	0	9.1	0.0	0.0	0.0	0.0	44.6	45.9	53.4	11
5:00	0	0	0	4	8	6	1	0	0	0	0	0	0	5.3	0.0	0.0	0.0	0.0	46.2	48.5	53.5	19
6:00	1	2	8	26	46	17	6	1	0	0	0	0	0	6.5	0.9	0.0	0.0	0.0	45.5	46.8	52.4	107
7:00	2	4	22	69	96	47	10	1	0	0	0	0	0	4.4	0.4	0.0	0.0	0.0	45.3	46.5	52.2	251
8:00	2	4	30	90	124	50	16	2	0	0	0	0	0	5.7	0.6	0.0	0.0	0.0	45.3	46.4	52.1	318
9:00	4	6	27	113	108	36	10	1	0	0	0	0	0	3.6	0.3	0.0	0.0	0.0	44.1	45.2	50.2	305
10:00	4	3	32	109	104	28	8	1	0	0	0	0	0	3.1	0.3	0.0	0.0	0.0	43.9	44.9	49.7	289
11:00	1	6	37	114	88	20	5	0	0	0	0	0	0	1.8	0.0	0.0	0.0	0.0	43.5	44.1	49.2	271
12:00	3	11	48	126	92	20	3	0	0	0	0	0	0	1.0	0.0	0.0	0.0	0.0	42.7	43.6	48.8	303
13:00	6	9	56	146	110	26	4	0	0	0	0	0	0	1.1	0.0	0.0	0.0	0.0	42.6	43.7	49.0	357
14:00	4	15	51	130	106	26	2	0	0	0	0	0	0	0.6	0.0	0.0	0.0	0.0	42.6	43.8	49.0	334
15:00	18	21	75	132	96	15	4	0	0	0	0	0	0	1.1	0.0	0.0	0.0	0.0	40.0	42.6	48.2	361
16:00	3	12	46	165	124	20	6	1	0	0	0	0	0	1.9	0.3	0.0	0.0	0.0	43.1	43.9	48.9	377
17:00	4	10	55	192	137	24	8	0	0	0	0	0	0	1.9	0.0	0.0	0.0	0.0	43.1	43.9	48.9	430
18:00	3	7	38	145	128	38	6	0	0	0	0	0	0	1.6	0.0	0.0	0.0	0.0	43.9	44.7	49.6	365
19:00	2	4	24	84	88	26	6	0	0	0	0	0	0	2.6	0.0	0.0	0.0	0.0	44.2	45.2	49.9	234
20:00	2	5	28	85	61	16	3	0	0	0	0	0	0	1.5	0.0	0.0	0.0	0.0	43.1	43.9	49.1	200
21:00	1	2	23	71	58	14	2	0	0	0	0	0	0	1.2	0.0	0.0	0.0	0.0	43.6	44.2	49.2	171
22:00	1	3	16	46	48	13	3	0	0	0	0	0	0	2.3	0.0	0.0	0.0	0.0	43.9	44.9	49.7	130
23:00	1	2	12	33	34	12	5	0	0	0	0	0	0	5.1	0.0	0.0	0.0	0.0	44.2	45.3	50.9	99
24:00	0	0	3	16	22	8	2	0	0	0	0	0	0	3.9	0.0	0.0	0.0	0.0	46.1	46.5	51.5	51
Avg. Daily Total	62	127	636	1913	1702	476	113	7	0	0	0	0	0	2.4	0.1	0.0	0.0	0.0	43.4	44.5	49.6	5036
Percent	1.2%	2.5%	12.6%	38.0%	33.8%	9.5%	2.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%									
Cum. Percent	1.2%	3.8%	16.4%	54.4%	88.2%	97.6%	99.9%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%									
Average hour	3	5	26	80	71	20	5	0	0	0	0	0	0									210

	Avg. Speed	50th% Speed	85th% Speed
North	42.8	44.0	49.4
South	43.4	44.5	49.6

Peak Hour Data

Direction	Hour	Count	2-way	Hour	Count
North	17	438	A.M.	9	701
South	17	430	P.M.	17	868

TRAFFIC FLOW BY DIRECTION



STATION: **260319**

New York State Department of Transportation

Traffic Count Hourly Report

ROUTE #: **NY 12B** ROAD NAME:
DIRECTION: Northbound
STATE DIR CODE: 1
DATE OF COUNT: 08/25/2003
NOTES:

FACTOR GROUP: 30
WK OF YR: 35

FROM: **END 5B OLAP**
REC. SERIAL #: 2106
PLACEMENT: 500' N. OF END 5B OLAP
@ REF MARKER: 12B26031124
COUNT TYPE: VEHICLES ADDL DATA:

TO: **RT 5 END 12B**
FUNC. CLASS: 14
NHS: no
JURIS: Other
COUNT TAKEN BY:

COUNTY: **Oneida**
TOWN: **KIRKLAND**
BIN:
RR CROSSING:
HPMS SAMPLE:

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	F																											
2	S																											
3	S																											
4	M																											
5	T																											
6	W																											
7	T																											
8	F																											
9	S																											
10	S																											
11	M																											
12	T																											
13	W																											
14	T																											
15	F																											
16	S																											
17	S																											
18	M																											
19	T																											
20	W																											
21	T																											
22	F																											
23	S																											
24	S																											
25	M																457	445	390	222	204	170	129	86	76			
26	T	20	14	17	9	18	72	208	391	444	355	349	330	373	337	385	484	471	388	274	236	183	160	79	84	5681	484	15
27	W	17	11	14	13	22	66	200	425	417	363	312	323	360	369	451	477	442	384	279	255	209	102	91	71	5673	477	15
28	T	23	21	10	16	13	77	188	396	416	332	358	347															
29	F																											
30	S																											
31	S																											

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)

12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	ADT
20	15	14	13	18	72	199	404	426	350	340	333	366	353	418	473	453	387	258	232	187	130	85	77	5623

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
4	69	4	69	473	8%	1.000	1.063

ESTIMATED (one way)

AADT
5290

New York State Department of Transportation

Traffic Count Hourly Report

ROUTE #: **NY 12B** ROAD NAME:
DIRECTION: Southbound FACTOR GROUP: 30
STATE DIR CODE: 2 WK OF YR: 35
DATE OF COUNT: 08/25/2003
NOTES:

FROM: **END 5B OLAP**
REC. SERIAL #: 2031
PLACEMENT: 500' N. OF END RTE 5B OLAP
@ REF MARKER: 12B26031124
COUNT TYPE: VEHICLES ADDL DATA:

TO: **RT 5 END 12B**
FUNC. CLASS: **14**
NHS: no
JURIS: Other
COUNT TAKEN BY:

COUNTY: **Oneida**
TOWN: **KIRKLAND**
BIN:
RR CROSSING:
HPMS SAMPLE:

DATE	DAY	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
		AM												PM														
1	F																											
2	S																											
3	S																											
4	M																											
5	T																											
6	W																											
7	T																											
8	F																											
9	S																											
10	S																											
11	M																											
12	T																											
13	W																											
14	T																											
15	F																											
16	S																											
17	S																											
18	M																											
19	T																											
20	W																											
21	T																											
22	F																											
23	S																											
24	S																											
25	M																											
26	T	**23**	**20**	**11**	**15**	**26**	**78**	**258**	**326**	**397**	**314**	**300**	**313**	**390**	**336**	**404**	**410**	**471**	**414**	**263**	**215**	**177**	**138**	**92**	**53**			
27	W	**26**	**14**	**16**	**9**	**28**	**89**	**245**	**326**	**367**	**278**	**284**	**322**	**393**	**339**	**368**	**401**	**388**	**407**	**297**	**224**	**199**	**140**	**110**	**45**	5422	407	17
28	T	**29**	**20**	**13**	**12**	**25**	**86**	**243**	**313**	**342**	**276**	**309**	**357**				**453**	**439**	**408**	**265**	**234**	**235**	**130**	**119**	**51**	5438	453	15
29	F																											
30	S																											
31	S																											

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)

																								ADT
26	**18**	**13**	**12**	**26**	**84**	**249**	**322**	**369**	**289**	**298**	**331**	**392**	**338**	**386**	**421**	**433**	**410**	**275**	**224**	**204**	**136**	**107**	**50**	5413

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
4	69	4	69	433	8%	1.000	1.063

ESTIMATED (one way)

AADT
5092

New York State Department of Transportation
Classification Count Average Weekday Data Report

ROUTE #: NY 12B
COUNTY NAME: Oneida
REGION CODE: 2
FROM: END 5B OLAP
TO: RT 5 END 12B
REF-MARKER: 12B26031124
END MILEPOINT: 0311416
FUNC-CLASS: 14
STATION NO: 0319

ROAD NAME:

NO. OF LANES: 2
HPMS NO:

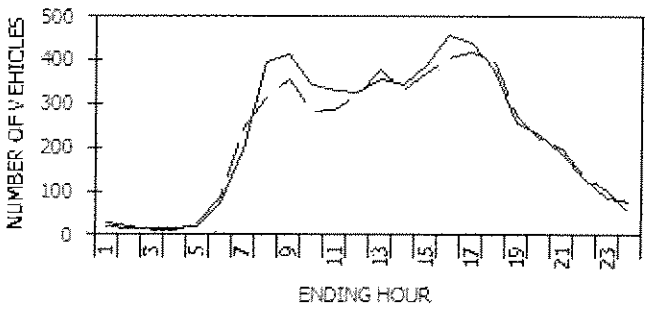
YEAR: 2003
MONTH: August

STATION: 260319

DIRECTION	North	South	TOTAL
NUMBER OF VEHICLES	5486	5257	10743
NUMBER OF AXLES	11371	10807	22178
% HEAVY VEHICLES (F4-F13)	4.85%	4.79%	4.82%
% TRUCKS AND BUSES (F3-F13)	22.82%	21.19%	22.02%
AXLE CORRECTION FACTOR	0.96	0.97	0.97

	VEHICLE CLASS	F1	F2	F3	F4	F5	F6	F7	F8	F9	F10	F11	F12	F13	TOTAL
	NO. OF AXLES	2	2	2	2.5	2	3	4	3.5	5	6	5	6	8.75	
ENDING HOUR	1:00	0	16	3	0	1	0	0	0	1	0	0	0	0	21
	2:00	0	13	2	0	0	0	0	0	0	0	0	0	0	15
	3:00	0	11	1	0	0	0	0	0	1	0	0	0	0	13
	4:00	0	10	2	0	0	0	0	0	1	0	0	0	0	13
	5:00	0	9	5	0	2	1	0	0	1	0	0	0	0	18
	6:00	0	42	19	0	0	1	7	0	3	0	0	0	0	72
	7:00	0	132	50	0	2	2	8	0	1	1	0	0	0	196
	8:00	0	324	59	2	4	1	4	0	1	1	0	0	0	396
	9:00	1	316	69	1	10	3	8	2	2	3	0	0	0	415
	10:00	0	251	72	0	6	3	7	0	1	3	0	0	0	343
DIRECTION	11:00	1	245	60	0	8	3	9	1	2	1	0	0	0	330
North	12:00	1	236	72	1	7	1	6	1	2	1	0	0	0	328
	13:00	1	260	73	1	4	2	8	2	2	3	0	0	0	356
	14:00	1	253	68	0	6	4	8	2	2	0	0	0	0	344
	15:00	2	296	64	0	10	5	4	2	4	2	0	0	0	389
	16:00	1	347	93	0	5	2	9	1	1	1	0	0	0	460
	17:00	2	347	75	1	3	2	6	0	3	1	0	0	0	440
	18:00	1	311	56	0	3	2	3	1	1	1	0	0	0	379
	19:00	1	202	47	1	0	3	0	1	1	0	0	0	0	256
	20:00	2	184	40	0	1	0	0	1	1	0	0	0	0	229
	21:00	2	157	24	1	0	0	0	0	0	0	0	0	0	184
	22:00	3	111	14	0	1	0	0	0	0	0	0	0	0	129
	23:00	1	74	10	0	0	0	0	0	0	0	0	0	0	85
	24:00	0	67	8	0	0	0	0	0	0	0	0	0	0	75
	TOTAL VEHICLES	**20**	**4214**	**986**	**8**	**73**	**35**	**87**	**14**	**31**	**18**	**0**	**0**	**0**	**5486**
	TOTAL AXLES	40	8428	1972	20	146	105	348	49	155	108	0	0	0	11371
	1:00	0	23	3	0	0	0	0	0	0	0	0	0	0	26
ENDING HOUR	2:00	0	15	3	0	0	0	0	0	0	0	0	0	0	18
	3:00	0	12	0	0	0	0	0	0	0	0	0	0	0	12
	4:00	0	7	3	0	0	1	0	0	1	0	0	0	0	12
	5:00	0	10	9	0	1	4	0	0	2	0	0	0	0	26
	6:00	0	56	19	0	0	6	0	0	1	1	0	0	0	83
	7:00	1	179	50	0	5	4	0	1	2	0	0	0	0	242
	8:00	2	244	43	0	6	14	0	2	4	0	0	0	0	315
	9:00	1	279	58	1	7	7	1	2	3	0	0	0	0	359
	10:00	1	200	59	0	5	11	0	1	4	0	0	0	0	281
	11:00	1	218	52	0	5	9	0	1	2	0	0	0	0	288
DIRECTION	12:00	0	233	62	1	7	9	0	2	5	1	0	0	0	320
South	13:00	2	284	70	0	8	8	1	3	2	0	0	0	0	378
	14:00	0	250	59	1	7	6	2	0	4	0	0	0	0	329
	15:00	0	295	50	1	5	10	1	2	4	0	0	0	0	368
	16:00	0	318	68	1	5	6	2	1	4	0	0	0	0	405
	17:00	1	340	70	0	2	4	0	0	3	0	0	0	0	420
	18:00	2	326	61	1	4	1	0	0	2	0	0	0	0	399
	19:00	0	230	36	1	2	1	0	1	1	0	0	0	0	272
	20:00	1	183	33	0	0	1	0	0	2	0	0	0	0	220
	21:00	0	177	22	0	0	0	0	0	1	0	0	0	0	200
	22:00	0	117	15	0	1	0	0	0	0	0	0	0	0	133
	23:00	0	91	11	1	0	0	0	0	0	0	0	0	0	103
	24:00	0	42	6	0	0	0	0	0	0	0	0	0	0	48
	TOTAL VEHICLES	**12**	**4131**	**882**	**8**	**70**	**102**	**7**	**16**	**47**	**2**	**0**	**0**	**0**	**5257**
	TOTAL AXLES	24	8262	1724	20	140	306	28	56	235	12	0	0	0	10807
	GRAND TOTAL VEHICLES	**32**	**8345**	**1848**	**16**	**143**	**137**	**94**	**30**	**78**	**20**	**0**	**0**	**0**	**10743**
	GRAND TOTAL AXLES	64	16690	3696	40	286	411	376	105	390	120	0	0	0	22178

TRAFFIC FLOW BY DIRECTION



--- North - -South

PEAK HOUR DATA

DIRECTION	HOUR	COUNT	2-WAY	HOUR	COUNT
North	**16**	**460**	**A.M.**	**9**	**774**
South	**17**	**420**	**P.M.**	**16**	**865**

VEHICLE CLASSIFICATION CODES:

F1. Motorcycles
F2. Autos*
F3. 2 Axle, 4-Tire Pickups, Vans, Motorhomes*
F4. Buses
F5. 2 Axle, 6-Tire Single Unit Trucks
F6. 3 Axle Single Unit Trucks
F7. 4 or More Axle Single Unit Trucks
F8. 4 or Less Axle Vehicles, One Unit is a Truck
F9. 5 Axle Double Unit Vehicles, One Unit is a Truck
F10. 6 or More Double Unit Vehicles, One Unit is a Truck
F11. 5 or Less Axle Multi-Unit Trucks
F12. 6 Axle Multi-Unit Trucks
F13. 7 or More Axle Multi-Unit Trucks

* INCLUDING THOSE HAULING TRAILERS

FUNCTIONAL CLASS CODES:

RURAL	URBAN	SYSTEM
01	11	PRINCIPAL ARTERIAL-INTERSTATE
02	12	PRINCIPAL ARTERIAL-EXPRESSWAY
02	14	PRINCIPAL ARTERIAL-OTHER
06	16	MINOR ARTERIAL
07	17	MAJOR COLLECTOR
08	17	MINOR COLLECTOR
09	19	LOCAL SYSTEM

SOURCE: NYSDOT DATA SERVICES BUREAU

STATION: **260318**

New York State Department of Transportation

Traffic Count Hourly Report

ROUTE #: **NY 5B** ROAD NAME:
DIRECTION: Eastbound FACTOR GROUP: 30
STATE DIR CODE: 1 WK OF YR: 31
DATE OF COUNT: 08/01/2005
NOTES LANE 1:

FROM: **END 12B OLAP**
REC. SERIAL #: 2009
PLACEMENT: 500' W. OF ENT/EXT HARTFORD
@ REF MARKER: 5B26011020
ADDL DATA:
COUNT TYPE: AXLE PAIRS

TO: **ENT / EXIT HARTFORD INSURANC**
FUNC. CLASS: 16
NHS: no
JURIS: State
CC Stn:
BATCH ID: DOT-R02r2ww31-05

COUNTY: **Oneida**
TOWN: **NEW HARTFORD**
BIN:
RR CROSSING:
HPMS SAMPLE:

COUNT TAKEN BY: ORG CODE: R02 INITIALS: RU
PROCESSED BY: ORG CODE: R02 INITIALS: MED

		AM												PM														
		12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
DATE	DAY																											
1	M																											
2	T	**12**	**5**	**5**	**6**	**8**	**40**	**117**	**227**	**246**	**227**	**220**	**266**	**331**	**289**	**256**	**309**	**332**	**235**	**225**	**190**	**103**	**80**	**40**	**51**	3820	332	16
3	W	**14**	**5**	**3**	**8**	**12**	**44**	**118**	**246**	**244**	**247**	**246**	**268**	**345**	**278**	**304**	**306**	**324**	**255**	**205**	**198**	**137**	**94**	**41**	**61**	4003	345	12
4	T	**19**	**8**	**7**	**6**	**15**	**34**	**119**	**259**	**228**	**261**																	
5	F																											
6	S																											
7	S																											
8	M																											
9	T																											
10	W																											
11	T																											
12	F																											
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14	S																											
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16	T																											
17	W																											
18	T																											
19	F																											
20	S																											
21	S																											
22	M																											
23	T																											
24	W																											
25	T																											
26	F																											
27	S																											
28	S																											
29	M																											
30	T																											
31	W																											

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)

																							ADT
15	**6**	**5**	**7**	**12**	**38**	**116**	**239**	**234**	**240**	**228**	**261**	**331**	**278**	**279**	**302**	**322**	**242**	**199**	**180**	**118**	**79**	**39**	**51**	**3821**

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
4	68	**4**	68	331	9%	0.979	1.064

ESTIMATED (one way)

AADT
3591

New York State Department of Transportation

Traffic Count Hourly Report

ROUTE #: **NY 5B** ROAD NAME:
DIRECTION: Westbound FACTOR GROUP: 30
STATE DIR CODE: 2 WK OF YR: 31
DATE OF COUNT: 08/01/2005
NOTES LANE 1:

COUNT TAKEN BY: ORG CODE: R02 INITIALS: RU

FROM: **END 12B OLAP**
REC. SERIAL #: 2009
PLACEMENT: 500' W. OF ENT/EXT HARTFORD
@ REF MARKER: 5B26011020
ADDL DATA:
COUNT TYPE: AXLE PAIRS
PROCESSED BY: ORG CODE: R02 INITIALS: MED

TO: **ENT / EXIT HARTFORD INSURANC**
FUNC. CLASS: 16
NHS: no
JURIS: State
CC Stn:
BATCH ID: DOT-R02r2ww31-05

COUNTY: **Oneida**
TOWN: **NEW HARTFORD**
BIN:
RR CROSSING:
HPMS SAMPLE:

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	M																											
2	T	19	5	5	9	6	32	77	151	162	184	200	248	315	293	325	348	368	366	260	205	201	138	64	62	4043	368	16
3	W	18	6	6	13	10	31	89	165	183	202	225	251	315	314	316	367	384	318	248	219	209	149	88	69	4195	384	16
4	T	23	4	6	12	13	37	74	177	154	185					298	352	360	338	238	180	170	156	91	54			
5	F																											
6	S																											
7	S																											
8	M																											
9	T																											
10	W																											
11	T																											
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21	S																											
22	M																											
23	T																											
24	W																											
25	T																											
26	F																											
27	S																											
28	S																											
29	M																											
30	T																											
31	W																											

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)

12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	ADT
20	5	6	11	10	32	78	161	163	186	208	245	308	298	306	349	363	334	244	197	189	145	79	61	3998

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
4	68	4	68	363	9%	0.979	1.064

ESTIMATED (one way)

AADT
3758

STATION: **260318**

New York State Department of Transportation

Traffic Count Hourly Report

ROUTE #: **NY 5B** ROAD NAME:
DIRECTION: Eastbound FACTOR GROUP: 30
STATE DIR CODE: 1 WK OF YR: 16
DATE OF COUNT: 04/15/2008
NOTES LANE 1:

FROM: **END 12B OLAP**
REC. SERIAL #: 2089
PLACEMENT: 500' E. OF RTE 12B
@ REF MARKER: 12B26011020
ADDL DATA:
COUNT TYPE: VEHICLES
PROCESSED BY: ORG CODE: DOT INITIALS: MED

TO: **ENT / EXIT HARTFORD INSURANC** COUNTY: **Oneida**
FUNC. CLASS: 16 TOWN: **NEW HARTFORD**
NHS: no BIN:
JURIS: NYSDOT RR CROSSING:
CC Stn: HPMS SAMPLE:
BATCH ID: DOT-R2-ww16-08

COUNT TAKEN BY: ORG CODE: R02 INITIALS: RU

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	T																											
2	W																											
3	T																											
4	F																											
5	S																											
6	S																											
7	M																											
8	T																											
9	W																											
10	T																											
11	F																											
12	S																											
13	S																											
14	M																											
15	T																											
16	W	**11**	**6**	**4**	**7**	**5**	**32**	**110**	**207**	**214**	**183**	**247** **220**	**227** **227**	**320** **293**	**236** **248**	**259** **248**	**328** **301**	**265** **250**	**229** **242**	**194** **215**	**146** **167**	**74** **93**	**65** **54**	**46** **37**	**45** **58**	3432	301	15
17	T	**18**	**5**	**7**	**8**	**12**	**38**	**100**	**208**	**197**	**205**	**200**	**263**	**315**	**342**	**303**	**318**	**325**	**262**	**202**	**166**	**100**	**66**	**38**	**46**	3744	342	13
18	F	**10**	**4**	**7**	**13**	**5**	**30**	**107**	**245**	**222**																		
19	S																											
20	S																											
21	M																											
22	T																											
23	W																											
24	T																											
25	F																											
26	S																											
27	S																											
28	M																											
29	T																											
30	W																											

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)

13	5	6	9	7	33	106	220	211	194	222	239	309	275	270	316	280	244	204	160	89	62	40	50	ADT 3564

DAYS Counted	HOURS Counted	WEEKDAYS WEEKDAY Counted	WEEKDAYS WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
4	71	4	71	316	9%	1.000	1.052

ESTIMATED (one way)

AADT

3388

ROUTE #**NY 5B** ROAD NAME:
STATION: **260318** STATE DIR CODE: **1**

FROM: **END 12B OLAP**
PLACEMENT: **500' E. OF RTE 12B**

TO: **ENT / EXIT HARTFORD INSURANC** COUNTY: **Oneida**
DATE OF COUNT: 04/15/2008

STATION: **260318**

New York State Department of Transportation

Traffic Count Hourly Report

ROUTE #: **NY 5B** ROAD NAME:
DIRECTION: Westbound FACTOR GROUP: 30
STATE DIR CODE: 2 WK OF YR: 16
DATE OF COUNT: 04/15/2008
NOTES LANE 1:

COUNT TAKEN BY: ORG CODE: R02 INITIALS: RU

FROM: **END 12B OLAP**
REC. SERIAL #: 2089
PLACEMENT: 500' E. OF RTE 12B
@ REF MARKER: 12B26011020
ADDL DATA:
COUNT TYPE: VEHICLES
PROCESSED BY: ORG CODE: DOT INITIALS: MED

TO: **ENT / EXIT HARTFORD INSURANC** COUNTY: **Oneida**
FUNC. CLASS: 16 TOWN: **NEW HARTFORD**
NHS: no BIN:
JURIS: NYSDOT RR CROSSING:
CC Stn: HPMS SAMPLE:
BATCH ID: DOT-R2-ww16-08

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	T																											
2	W																											
3	T																											
4	F																											
5	S																											
6	S																											
7	M																											
8	T																											
9	W																											
10	T																											
11	F																											
12	S																											
13	S																											
14	M																											
15	T																											
16	W	**15**	**6**	**2**	**2**	**6**	**23**	**95**	**136**	**113**	**147**	**207**	**269**	**305**	**315**	**277**	**332**	**359**	**329**	**234**	**204**	**146**	**95**	**51**	**51**			
17	T	**23**	**14**	**4**	**6**	**7**	**27**	**70**	**125**	**117**	**167**	**184**	**222**	**271**	**262**	**296**	**307**	**361**	**323**	**221**	**186**	**159**	**111**	**50**	**51**	3549	361	16
18	F	**17**	**8**	**6**	**5**	**7**	**20**	**76**	**131**	**152**		**189**	**207**	**327**	**292**	**323**	**358**	**373**	**317**	**246**	**203**	**185**	**115**	**57**	**58**	3810	373	16
19	S																											
20	S																											
21	M																											
22	T																											
23	W																											
24	T																											
25	F																											
26	S																											
27	S																											
28	M																											
29	T																											
30	W																											

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)

																							ADT
18	**9**	**4**	**4**	**7**	**23**	**80**	**131**	**127**	**157**	**193**	**233**	**301**	**290**	**299**	**332**	**364**	**323**	**234**	**198**	**163**	**107**	**53**	**53**	**3703**

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor	ESTIMATED (one way)
4	71	4	71	364	10%	1.000	1.052	**AADT 3520**

ROUTE #:**NY 5B** ROAD NAME:
STATION: **260318** STATE DIR CODE: **2**

FROM: **END 12B OLAP**
PLACEMENT: **500' E. OF RTE 12B**

TO: **ENT / EXIT HARTFORD INSURANC** COUNTY: **Oneida**
DATE OF COUNT: 04/15/2008

STATION: **260316**

New York State Department of Transportation

Traffic Count Hourly Report

ROUTE #: **NY 12B** ROAD NAME:
DIRECTION: Northbound FACTOR GROUP: 30
STATE DIR CODE: 1 WK OF YR: 33
DATE OF COUNT: 08/13/2007
NOTES LANE 1: 260316

COUNT TAKEN BY: ORG CODE: TST INITIALS: AEC

FROM: **CR 15 BRIMFIELD ST**
REC. SERIAL #: 0715
PLACEMENT: .3 S OF LIMBERLOST RD
@ REF MARKER: 12B 26031117
ADDL DATA:
COUNT TYPE: AXLE PAIRS

PROCESSED BY: ORG CODE: DOT INITIALS: MED

TO: **START 5B OLAP**
FUNC. CLASS: 14
NHS: no
JURIS: NYSDOT
CC Stn:
BATCH ID: DOT-DOTr2con-ww33-07

COUNTY: **Oneida**
TOWN: **KIRKLAND**
BIN:
RR CROSSING:
HPMS SAMPLE:

DATE	DAY	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
		AM												PM														
1	W																											
2	T																											
3	F																											
4	S																											
5	S																											
6	M																											
7	T																											
8	W																											
9	T																											
10	F																											
11	S																											
12	S																											
13	M													470	443	506	486	446	490	340	276	205	136	94	76			
14	T	37	29	24	38	65	124	308	531	498	411	396	429	502	466	455	529	478	451	342	266	238	155	89	77	6938	531	7
15	W	37	37	27	33	24	93	298	506	532	439	400	399	471	457	450	564	512	467	342	301	236	133	68	92	6918	564	15
16	T	52	40	36	14	26	87	276	494	520	400	408	463	459	466	478	532	506	501	388	277	178	109	82	74	6866	532	15
17	F	24	23	12	10	19	90	279	536	474																		
18	S																											
19	S																											
20	M																											
21	T																											
22	W																											
23	T																											
24	F																											
25	S																											
26	S																											
27	M																											
28	T																											
29	W																											
30	T																											
31	F																											

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)

																								ADT
37	**31**	**24**	**23**	**33**	**95**	**282**	**503**	**492**	**405**	**390**	**418**	**463**	**445**	**459**	**513**	**472**	**464**	**343**	**272**	**208**	**129**	**81**	**78**	**6660**

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor	ESTIMATED (one way)
5	93	5	93	513	8%	0.972	1.111	**AADT 5995**

ROUTE #:**NY 12B** ROAD NAME:
STATION: **260316** STATE DIR CODE: **1**

FROM: **CR 15 BRIMFIELD ST**
PLACEMENT: **.3 S OF LIMBERLOST RD**

TO: **START 5B OLAP**

COUNTY: **Oneida**
DATE OF COUNT: 08/13/2007

New York State Department of Transportation

Traffic Count Hourly Report

ROUTE #: **NY 12B** ROAD NAME:
DIRECTION: Southbound FACTOR GROUP: 30
STATE DIR CODE: 2 WK OF YR: 33
DATE OF COUNT: 08/13/2007
NOTES LANE 1: 260316

COUNT TAKEN BY: ORG CODE: TST INITIALS: AEC

FROM: **CR 15 BRIMFIELD ST**
REC. SERIAL #: 0715
PLACEMENT: .3 S OF LIMBERLOST RD
@ REF MARKER: 12B 26031117
ADDL DATA:
COUNT TYPE: AXLE PAIRS

PROCESSED BY: ORG CODE: DOT INITIALS: MED

TO: **START 5B OLAP**
FUNC. CLASS: 14
NHS: no
JURIS: NYSDOT
CC Stn:
BATCH ID: DOT-DOTr2con-ww33-07

COUNTY: **Oneida**
TOWN: **KIRKLAND**
BIN:
RR CROSSING:
HPMS SAMPLE:

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	W																											
2	T																											
3	F																											
4	S																											
5	S																											
6	M																											
7	T																											
8	W																											
9	T																											
10	F																											
11	S																											
12	S																											
13	M													449	397	474	525	582	513	359	331	295	187	118	76			
14	T	28	20	4	9	18	85	202	270	310	322	345	420	415	432	458	529	610	568	405	286	306	172	109	83	6406	610	16
15	W	37	15	16	11	16	96	207	269	332	315	403	382	425	456	474	564	642	524	377	318	306	185	136	88	6594	642	16
16	T	37	24	13	12	14	75	197	295	311	336	418	429	505	504	485	526	593	548	364	314	260	178	112	100	6650	593	16
17	F	44	39	14	18	23	75	185	265	318																		
18	S																											
19	S																											
20	M																											
21	T																											
22	W																											
23	T																											
24	F																											
25	S																											
26	S																											
27	M																											
28	T																											
29	W																											
30	T																											
31	F																											

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)

35	23	12	12	17	81	192	267	309	315	378	399	435	434	460	521	590	523	365	303	284	175	116	85	ADT 6331

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
5	93	5	93	590	9%	0.972	1.111

ESTIMATED (one way)

AADT

5698

STATION: **260316**

New York State Department of Transportation

Traffic Count Hourly Report

ROUTE #: **NY 12B** ROAD NAME:
DIRECTION: Northbound FACTOR GROUP: 30
STATE DIR CODE: 1 WK OF YR: 29
DATE OF COUNT: 07/12/2004
NOTES LANE 1:

FROM: **CR 15 BRIMFIELD ST**
REC. SERIAL #: 2031
PLACEMENT: 500' N OF BRIMFIELD
@ REF MARKER: 12B26031117
ADDL DATA:
COUNT TYPE: AXLE PAIRS

TO: **START 5B OLAP**
FUNC. CLASS: 14
NHS: no
JURIS: State
CC Stn:
BATCH ID: DOT-R02r2 ww29-04

COUNTY: **Oneida**
TOWN: **KIRKLAND**
BIN:
RR CROSSING:
HPMS SAMPLE:

COUNT TAKEN BY: ORG CODE: R02 INITIALS: RU
PROCESSED BY: ORG CODE: R02 INITIALS: MED

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	T																											
2	F																											
3	S																											
4	S																											
5	M																											
6	T																											
7	W																											
8	T																											
9	F																											
10	S																											
11	S																											
12	M																527	507	534	353	263	170	120	86	74			
13	T	27	19	10	17	26	95	294	559	564	535	388	502	495	514	462	554	543	539	380	310	267	167	115	72	7454	564	8
14	W	29	15	7	18	22	94	289	593	555	493	441	511	549	512	539	525	574	492	371	312	199	141	86	77	7444	593	7
15	T	21	19	9	11	21	78	286	597	573	524	464																
16	F																											
17	S																											
18	S																											
19	M																											
20	T																											
21	W																											
22	T																											
23	F																											
24	S																											
25	S																											
26	M																											
27	T																											
28	W																											
29	T																											
30	F																											
31	S																											

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)

12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	ADT
25	18	9	15	22	87	282	568	549	504	420	493	508	500	487	521	527	508	358	287	206	139	94	72	7199

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
4	68	4	68	583	8%	0.974	1.059

ESTIMATED (one way)

AADT
6798

New York State Department of Transportation

Traffic Count Hourly Report

ROUTE #: **NY 12B** ROAD NAME:
DIRECTION: Southbound FACTOR GROUP: 30
STATE DIR CODE: 2 WK OF YR: 29
DATE OF COUNT: 07/12/2004
NOTES LANE 1:

COUNT TAKEN BY: ORG CODE: R02 INITIALS: RU

FROM: **CR 15 BRIMFIELD ST**
REC. SERIAL #: 2106
PLACEMENT: 500' N OF BRIMFIELD ST
@ REF MARKER: 12B26031117
ADDL DATA:
COUNT TYPE: AXLE PAIRS
PROCESSED BY: ORG CODE: R02 INITIALS: MED

TO: **START 5B OLAP**
FUNC. CLASS: 14
NHS: no
JURIS: State
CC Stn:
BATCH ID: DOT-R02r2 ww29-04

COUNTY: **Oneida**
TOWN: **KIRKLAND**
BIN:
RR CROSSING:
HPMS SAMPLE:

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	T																											
2	F																											
3	S																											
4	S																											
5	M																											
6	T																											
7	W																											
8	T																											
9	F																											
10	S																											
11	S																											
12	M																565	684	610	386	349	307	247	148	93			
13	T	34	13	19	13	23	86	183	309	346	333	370	450	510	482	524	617	703	660	430	347	361	285	147	107	7352	703	16
14	W	40	17	22	7	24	83	204	313	371	310	363	474	499	501	536	640	701	594	412	328	290	294	136	93	7252	701	16
15	T	44	21	19	12	18	90	176	349	380	322	421																
16	F																											
17	S																											
18	S																											
19	M																											
20	T																											
21	W																											
22	T																											
23	F																											
24	S																											
25	S																											
26	M																											
27	T																											
28	W																											
29	T																											
30	F																											
31	S																											

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)

12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	ADT
38	**17**	**19**	**11**	**21**	**84**	**183**	**316**	**356**	**314**	**375**	**450**	**491**	**479**	**516**	**591**	**678**	**605**	**398**	**332**	**311**	**268**	**140**	**95**	**7088**

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
4	68	4	68	696	10%	0.974	1.059

ESTIMATED (one way)

AADT
6693

New York State Department of Transportation

PGM. VERSION 3.5 / 4.0

RC/STATION **260315** COVERAGE AND SPECIAL COUNT HOURLY REPORT

ST. TOURING RTE : **412** ROAD NAME : MILEPOINT **0110075** NHS **9** COUNTY : **ONEIDA**

SECTION FROM : **RT 233 & REF RTE 922C** TO : **RT 12B END 412** TOWN : **KIRKLAND**

FEDERAL DIR. **3** FACTOR GRP **30** FUNCTIONAL CLASS **16** HPMS NUMBER: BIN NUMBER:

COUNT DATE : **8/ 5/ 2** WEEK OF YR **32** RECORDER PLACEMENT: **200' E. OF RTE 233** REFERENCE MKR: **412 26011002**

RECORDER SERIAL #: **1683**

NOTES: **EAST BOUND** **AXLE/2 COUNT** ADDITIONAL DATA:

DY MO	D W	D R	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAY TOTAL	HI COUNT	HI HOUR
5	1	1													225	155	157	203	285	191	145	110	93	60	37	18			
6	2	1	9	9	7	1	2	11	62	97	154	153	143	160	259	183	193	277	288	191	162	112	72	61	38	28	2692	288	17
7	3	1	18	2	7	2				101	169	149	151	186	233	175	175	236	277	214	172	123	106	56	46	23			
8	4	1	10	13	6	2	6	8	56	118	178																		

AVERAGE WEEKDAY HOUR (MON 6AM THRU FRI 12 NOON)

12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	ADT
12	8	7	2	4	10	59	105	167	151	147	163	239	171	175	239	283	199	160	115	90	59	40	23	2648

AXLE - FACTORED (VEHICLES) AVG WEEKDAY HOUR (FACTOR USED = 0.966)

12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	ADT
12	8	7	2	4	10	57	101	161	146	142	177	231	165	169	231	273	192	155	111	87	57	39	22	2559

HRS COUNTED	DAYS COUNTED	AVG HI HR	% AVG DAY	FACTORED HI HOUR	% FACTORED DAY	SEASONAL FACTOR
66	4	283	10.7%	273	10.7%	1.113

SEASONALLY FACTORED

ESTIMATED AADT 1-WAY COUNT

2299

ST. TOURING RTE **412** ON FROM **RT 233 & REF RTE 922C** TO **RT 12B END 412**

STATION: **260315** COUNT DATE: **8/ 5/ 2** ST. DIR: **1** RECORDER PLACEMENT: **200' E. OF RTE 233**

New York State Department of Transportation

PGM. VERSION 3.5 / 4.0

RC/STATION **260315**

COVERAGE AND SPECIAL COUNT HOURLY REPORT

ST. TOURING RTE : **412** ROAD NAME : MILEPOINT **0110075** NHS **9** COUNTY : **ONEIDA**

SECTION FROM : **RT 233 & REF RTE 922C** TO : **RT 12B END 412** TOWN : **KIRKLAND**

FEDERAL DIR. **7** FACTOR GRP **30** FUNCTIONAL CLASS **16** HPMS NUMBER: BIN NUMBER:

COUNT DATE : **8/ 5/ 2** WEEK OF YR **32** RECORDER PLACEMENT: **200' E. OF RTE 233** REFERENCE MKR: **412 26011002**

RECORDER SERIAL #: **1683**

NOTES: **WEST BOUND** **AXLE/2 COUNT** ADDITIONAL DATA:

DY MO	D W	D R	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAY TOTAL	HI COUNT	HI HOUR
5	1	2													244	216	159	205	222	183	146	108	106	57	44	35			
6	2	2	8	7	2	0	9	42	107	181	231	181	145	176	284	223	169	229	268	184	125	148	123	79	65	36	3022	284	13
7	3	2	17	7	4	2					222	192	151	184	250	237	200	235	248	221	177	129	139	66	36	33			
8	4	2	22	8	5	2	7	36	109	179	242																		

AVERAGE WEEKDAY HOUR (MON 6AM THRU FRI 12 NOON)

12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	ADT
16	7	4	1	8	39	108	180	232	187	148	180	259	225	176	223	246	196	149	128	123	67	48	35	2985

AXLE - FACTORED (VEHICLES) AVG WEEKDAY HOUR (FACTOR USED = 0.966)

12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	ADT
15	7	4	1	8	38	104	174	224	181	143	174	250	217	170	215	238	189	144	124	119	65	46	34	2884

HRS COUNTED	DAYS COUNTED	AVG HI HR	% AVG DAY	FACTORED HI HOUR	% FACTORED DAY	SEASONAL FACTOR
65	4	259	8.7%	250	8.7%	1.113

SEASONALLY FACTORED
ESTIMATED AADT 1-WAY COUNT
2591

ST. TOURING RTE **412** ON FROM **RT 233 & REF RTE 922C** TO **RT 12B END 412**

STATION: **260315** COUNT DATE: **8/ 5/ 2** ST. DIR: **2** RECORDER PLACEMENT: **200' E. OF RTE 233**

STATION: **260315**

New York State Department of Transportation

Traffic Count Hourly Report

ROUTE #: **NY 412** ROAD NAME: **412**
DIRECTION: Eastbound FACTOR GROUP: 30
STATE DIR CODE: 1 WK OF YR: 42
DATE OF COUNT: 10/17/2006
NOTES LANE 1: Week 42-Eb

COUNT TAKEN BY: ORG CODE: TST INITIALS: JSV

FROM: **RT 233 & REF RTE 922C**
REC. SERIAL #: 3360
PLACEMENT: 412
@ REF MARKER: 412 26011002
ADDL DATA: Class Speed
COUNT TYPE: VEHICLES
PROCESSED BY: ORG CODE: DOT INITIALS: SJW

TO: **RT 12B END 412**
FUNC. CLASS: 16
NHS: no
JURIS: State
CC Stn:
BATCH ID: DOT-r2ww42

COUNTY: **Oneida**
VILLAGE: **CLINTON**
BIN: 1047960
RR CROSSING:
HPMS SAMPLE:

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	S																											
2	M																											
3	T																											
4	W																											
5	T																											
6	F																											
7	S																											
8	S																											
9	M																											
10	T																											
11	W																											
12	T																											
13	F																											
14	S																											
15	S																											
16	M																											
17	T																											
18	W	**18**	**11**	**8**	**6**	**5**	**8**	**32**	**104**	**140**	**149**	**131**	**128**	**212**	**143**	**175**	**209**	**278**	**286**	**206**	**140**	**116**	**79**	**53**	**36**			
19	T	**19**	**10**	**11**	**7**	**6**	**12**	**36**	**93**	**178**	**114**	**140**	**130**	**216**	**159**	**166**	**217**	**284**	**293**	**231**	**135**	**125**	**107**	**75**	**35**	2767	293	17
20	F	**30**	**18**	**10**	**7**	**2**	**16**	**46**	**103**	**160**	**110**			**200**	**175**	**202**	**260**	**307**	**295**	**209**	**166**	**126**	**126**	**60**	**42**	2940	307	16
21	S																											
22	S																											
23	M																											
24	T																											
25	W																											
26	T																											
27	F																											
28	S																											
29	S																											
30	M																											
31	T																											

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)

12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	ADT
22	**13**	**10**	**7**	**4**	**12**	**38**	**100**	**159**	**124**	**136**	**129**	**209**	**159**	**181**	**229**	**290**	**291**	**215**	**147**	**122**	**104**	**63**	**38**	**2802**

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
4	70	4	70	291	10%	1.000	1.074

ESTIMATED (one way)

AADT
2609

STATION: **260315**

New York State Department of Transportation

Traffic Count Hourly Report

ROUTE #: **NY 412** ROAD NAME: **412**
DIRECTION: Westbound FACTOR GROUP: 30
STATE DIR CODE: 2 WK OF YR: 42
DATE OF COUNT: 10/17/2006
NOTES LANE 1: Week 42-Wb

FROM: **RT 233 & REF RTE 922C**
REC. SERIAL #: 3360
PLACEMENT: **412**
@ REF MARKER: 412 26011002
ADDL DATA: Class Speed
COUNT TYPE: VEHICLES

TO: **RT 12B END 412**
FUNC. CLASS: 16
NHS: no
JURIS: State
CC Stn:
BATCH ID: DOT-r2ww42

COUNTY: **Oneida**
VILLAGE: **CLINTON**
BIN: 1047960
RR CROSSING:
HPMS SAMPLE:

COUNT TAKEN BY: ORG CODE: TST INITIALS: JSV
PROCESSED BY: ORG CODE: DOT INITIALS: SJW

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	S																											
2	M																											
3	T																											
4	W																											
5	T																											
6	F																											
7	S																											
8	S																											
9	M																											
10	T																											
11	W																											
12	T																											
13	F																											
14	S																											
15	S																											
16	M																											
17	T																											
18	W	**13**	**6**	**5**	**4**	**2**	**34**	**56**	**170**	**249**	**218**	**157**	**165**	**196** 175	**182** 180	**164** 170	**184** 187	**226** 226	**247** 252	**188** 206	**138** 165	**110** 132	**99** 100	**35** 60	**44** 38	2970	252	17
19	T	**22**	**11**	**6**	**4**	**10**	**20**	**60**	**136**	**292**	**200**	**155**	**159**	194	**225**	**168**	**189**	**252**	**279**	**205**	**149**	**122**	**100**	**51**	**41**	3050	292	8
20	F	**34**	**21**	**9**	**8**	**5**	**26**	**63**	**149**	**253**	**168**																	
21	S																											
22	S																											
23	M																											
24	T																											
25	W																											
26	T																											
27	F																											
28	S																											
29	S																											
30	M																											
31	T																											

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)

12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	ADT
23	**13**	**7**	**5**	**6**	**27**	**60**	**152**	**265**	**195**	**156**	**162**	**188**	**196**	**167**	**187**	**235**	**259**	**200**	**151**	**121**	**100**	**49**	**41**	**2965**

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
4	70	4	70	265	9%	1.000	1.074

ESTIMATED (one way)

AADT
2761

ROUTE #: **NY 412** ROAD NAME: **412**
STATION: **260315** STATE DIR CODE: **2**
FROM: **RT 233 & REF RTE 922C**
PLACEMENT: **412**
TO: **RT 12B END 412**
COUNTY: **Oneida**
DATE OF COUNT: **10/17/2006**

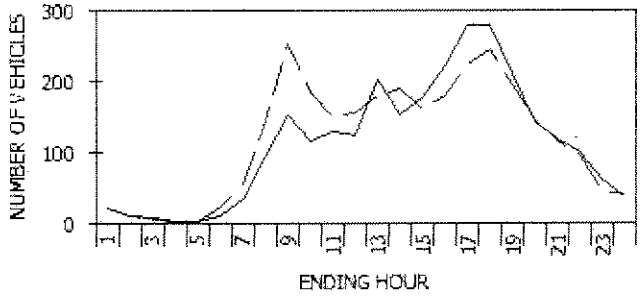
New York State Department of Transportation
Classification Count Average Weekday Data Report

ROUTE #: NY 412 ROAD NAME: 412 YEAR: 2006 STATION: 260315
COUNTY NAME: Oneida MONTH: October
REGION CODE: 2
FROM: RT 233 & REF RTE 922C
TO: RT 12B END 412
REF-MARKER: 412 26011002
END MILEPOINT: 0110075 NO. OF LANES: 2
FUNC-CLASS: 16 HPMS NO:
STATION NO: 0315
COUNT TAKEN BY: ORG CODE: TST INITIALS: JSV
PROCESSED BY: ORG CODE: DOT INITIALS: SJW BATCH ID: DOT-r2ww42

DIRECTION	East	West	TOTAL
NUMBER OF VEHICLES	2706	2848	5554
NUMBER OF AXLES	5443	5742	11185
% HEAVY VEHICLES (F4-F13)	6.43%	6.78%	6.61%
% TRUCKS AND BUSES (F3-F13)	28.90%	29.11%	29.49%
AXLE CORRECTION FACTOR	0.99	0.99	0.99

	VEHICLE CLASS	F1	F2	F3	F4	F5	F6	F7	F8	F9	F10	F11	F12	F13	TOTAL
	NO. OF AXLES	2	2	2	2.5	2	3	4	3.5	5	6	5	6	8.75	
ENDING HOUR	1:00	0	13	6	0	3	0	0	0	0	0	0	0	0	22
	2:00	0	8	2	0	2	0	0	0	0	0	0	0	0	12
	3:00	0	5	3	0	1	0	0	0	0	0	0	0	0	9
	4:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
	5:00	0	1	3	0	0	0	0	0	0	0	0	0	0	4
	6:00	0	3	4	0	3	0	0	1	0	0	0	0	0	11
	7:00	0	18	13	1	3	0	0	0	0	0	0	0	0	35
	8:00	0	59	28	0	8	0	0	0	0	0	0	0	0	95
	9:00	0	81	54	3	14	0	0	1	0	0	0	0	0	153
	10:00	3	56	42	1	12	0	0	0	0	0	0	0	0	117
DIRECTION	11:00	2	85	34	0	6	0	0	2	1	0	0	0	0	130
East	12:00	2	84	30	1	8	0	0	0	0	0	0	0	0	125
	13:00	1	148	40	1	11	1	0	1	0	0	0	0	0	203
	14:00	1	112	30	0	9	1	0	1	0	0	0	0	0	154
	15:00	0	135	33	1	7	1	0	0	0	0	0	0	0	177
	16:00	2	150	51	3	13	1	0	1	0	0	0	0	0	221
	17:00	3	217	47	1	10	1	0	1	0	0	0	0	0	280
	18:00	1	201	65	1	10	1	0	1	0	0	0	0	0	280
	19:00	2	154	43	1	11	0	0	0	0	0	0	0	0	211
	20:00	1	104	32	1	4	0	0	0	0	0	0	0	0	142
	21:00	0	94	22	0	3	0	0	0	0	0	0	0	0	119
	22:00	0	73	27	0	2	0	0	0	0	0	0	0	0	102
	23:00	0	46	15	0	1	0	0	0	0	0	0	0	0	62
	24:00	0	26	9	0	2	0	0	0	0	0	0	0	0	37
	TOTAL VEHICLES	**18**	**1879**	**635**	**15**	**143**	**6**	**0**	**9**	**1**	**0**	**0**	**0**	**0**	**2706**
	TOTAL AXLES	36	3758	1270	38	286	18	0	32	5	0	0	0	0	5443
	1:00	0	16	5	0	0	0	0	0	0	0	0	0	0	21
ENDING HOUR	2:00	0	9	3	0	0	0	0	0	0	0	0	0	0	12
	3:00	0	3	2	0	1	0	0	0	0	0	0	0	0	6
	4:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
	5:00	0	2	2	0	1	0	0	0	0	0	0	0	0	5
	6:00	0	18	7	0	0	0	0	0	0	0	0	0	0	25
	7:00	0	38	14	0	3	1	0	0	0	0	0	0	0	56
	8:00	1	85	39	7	13	1	0	0	0	0	0	0	0	146
	9:00	0	174	59	6	15	0	0	0	0	0	0	0	0	254
	10:00	1	131	40	2	11	0	0	1	0	0	0	0	0	186
	11:00	0	104	34	2	10	1	0	1	0	0	0	0	0	152
DIRECTION	12:00	0	110	30	2	13	0	0	0	2	0	0	0	0	157
West	13:00	0	121	47	1	8	1	1	1	0	0	0	0	0	180
	14:00	0	137	39	2	10	1	0	1	0	0	0	0	0	190
	15:00	0	116	35	2	7	1	1	0	0	0	0	0	0	162
	16:00	0	120	42	5	10	0	1	1	0	0	0	0	0	179
	17:00	1	153	47	0	10	1	1	1	0	0	0	0	0	224
	18:00	1	174	57	0	14	1	0	0	0	0	0	0	0	247
	19:00	0	146	43	0	6	0	0	0	0	0	0	0	0	195
	20:00	0	106	34	0	5	1	0	0	0	0	0	0	0	146
	21:00	0	92	23	0	3	0	0	0	0	0	0	0	0	118
	22:00	0	78	17	0	1	0	0	0	0	0	0	0	0	96
	23:00	0	37	9	0	1	0	0	0	0	0	0	0	0	47
	24:00	0	33	6	0	1	0	0	0	0	0	0	0	0	40
	TOTAL VEHICLES	**4**	**2015**	**636**	**29**	**143**	**9**	**4**	**8**	**2**	**0**	**0**	**0**	**0**	**2848**
	TOTAL AXLES	**8**	4030	1272	72	286	27	16	21	10	0	0	0	0	5742
	GRAND TOTAL VEHICLES	**22**	**3894**	**1271**	**44**	**286**	**15**	**4**	**15**	**3**	**0**	**0**	**0**	**0**	**5554**
	GRAND TOTAL AXLES	44	7788	2542	110	572	45	16	52	15	0	0	0	0	11185

TRAFFIC FLOW BY DIRECTION



— East - -West

PEAK HOUR DATA

DIRECTION	HOUR	COUNT	2-WAY	HOUR	COUNT
East	**17**	**280**	**A.M.**	**9**	**407**
West	**9**	**254**	**P.M.**	**18**	**527**

VEHICLE CLASSIFICATION CODES:

F1. Motorcycles
F2. Autos*
F3. 2 Axle, 4-Tire Pickups, Vans, Motorhomes*
F4. Buses
F5. 2 Axle, 6-Tire Single Unit Trucks
F6. 3 Axle Single Unit Trucks
F7. 4 or More Axle Single Unit Trucks
F8. 4 or Less Axle Vehicles, One Unit is a Truck
F9. 5 Axle Double Unit Vehicles, One Unit is a Truck
F10. 6 or More Double Unit Vehicles, One Unit is a Truck
F11. 5 or Less Axle Multi-Unit Trucks
F12. 6 Axle Multi-Unit Trucks
F13. 7 or More Axle Multi-Unit Trucks

* INCLUDING THOSE HAULING TRAILERS

FUNCTIONAL CLASS CODES:

RURAL	URBAN	SYSTEM
01	11	PRINCIPAL ARTERIAL-INTERSTATE
02	12	PRINCIPAL ARTERIAL-EXPRESSWAY
02	14	PRINCIPAL ARTERIAL-OTHER
06	16	MINOR ARTERIAL
07	17	MAJOR COLLECTOR
08	17	MINOR COLLECTOR
09	19	LOCAL SYSTEM

SOURCE: NYSDOT DATA SERVICES BUREAU

New York State Department of Transportation
Speed Count Average Weekday Report

Station: 260315
Route #: NY 412 Road name: 412
From: RT 233 & REF RTE 922C
To: RT 12B END 412
Direction: West

Start date: Tue 10/17/2006 12:00
End date: Tue 10/24/2006 11:45
County: Oneida
Town: CLINTON
Speed limit: 30

Count duration: 168 hours
Functional class: 16
Factor group: 30
Batch ID: DOT-r2ww42
Count taken by: Org: TST Init: JSV
Processed by: Org: DOT Init: SJW

Speeds, mph

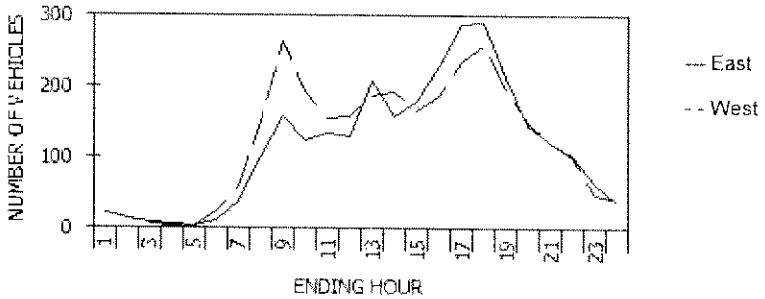
Hour	0.0-20.0	20.1-25.0	25.1-30.0	30.1-35.0	35.1-40.0	40.1-45.0	45.1-50.0	50.1-55.0	55.1-60.0	60.1-65.0	65.1-70.0	70.1-75.0	75.1-95.0	% Exc 45.0	% Exc 50.0	% Exc 55.0	% Exc 60.0	% Exc 65.0	Avg	50th%	85th%	Total
1:00	1	0	0	6	8	6	2	0	0	0	0	0	0	8.7	0.0	0.0	0.0	0.0	35.0	37.9	43.8	23
2:00	0	0	0	2	6	4	1	0	0	0	0	0	0	7.7	0.0	0.0	0.0	0.0	38.6	38.8	43.9	13
3:00	0	0	0	2	3	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	36.3	36.7	40.6	6
4:00	1	0	0	1	2	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	27.4	36.3	41.3	5
5:00	0	0	0	1	2	1	1	0	0	0	0	0	0	20.0	0.0	0.0	0.0	0.0	38.9	38.8	46.3	5
6:00	0	0	1	3	10	10	2	0	0	0	0	0	0	7.7	0.0	0.0	0.0	0.0	38.6	39.6	44.1	26
7:00	3	0	0	12	18	21	5	1	0	0	0	0	0	10.0	1.7	0.0	0.0	0.0	35.4	39.2	44.3	60
8:00	5	0	1	13	52	60	19	1	0	0	0	0	0	13.2	0.7	0.0	0.0	0.0	37.5	40.4	44.8	151
9:00	11	0	1	17	103	104	22	6	0	0	0	0	0	10.6	2.3	0.0	0.0	0.0	36.9	40.0	44.5	264
10:00	11	1	3	17	75	68	17	2	0	0	0	0	0	9.8	1.0	0.0	0.0	0.0	35.3	39.4	44.3	194
11:00	6	0	2	18	54	61	13	2	0	1	0	0	0	10.2	1.9	0.6	0.6	0.0	36.7	39.9	44.4	157
12:00	7	0	3	18	62	58	10	2	0	0	0	0	0	7.5	1.3	0.0	0.0	0.0	35.9	39.2	44.0	160
13:00	8	1	3	25	82	52	14	2	2	0	0	0	0	9.5	2.1	1.1	0.0	0.0	35.7	38.6	44.1	189
14:00	9	1	3	23	62	74	19	3	0	0	0	0	0	11.3	1.5	0.0	0.0	0.0	36.0	40.0	44.6	194
15:00	8	0	4	19	53	60	19	4	1	0	0	0	0	14.3	3.0	0.6	0.0	0.0	36.1	40.0	45.0	168
16:00	10	0	2	18	69	68	18	2	0	0	0	0	0	10.7	1.1	0.0	0.0	0.0	35.7	39.7	44.5	187
17:00	14	2	6	29	88	73	18	3	1	0	0	0	0	9.4	1.7	0.4	0.0	0.0	34.6	38.8	44.2	234
18:00	15	1	4	23	85	98	29	4	0	0	0	0	0	12.7	1.5	0.0	0.0	0.0	35.6	40.1	44.8	259
19:00	7	0	2	21	72	74	19	3	1	0	0	0	0	11.6	2.0	0.5	0.0	0.0	37.0	39.9	44.6	199
20:00	5	1	2	25	68	44	6	0	0	0	0	0	0	4.0	0.0	0.0	0.0	0.0	35.6	38.2	43.2	151
21:00	3	0	3	18	55	34	8	0	1	0	0	0	0	7.4	0.8	0.8	0.0	0.0	36.5	38.4	43.7	122
22:00	3	0	1	15	42	33	5	1	0	0	0	0	0	6.0	1.0	0.0	0.0	0.0	36.4	38.7	43.7	100
23:00	1	0	1	8	17	18	4	0	0	0	0	0	0	8.2	0.0	0.0	0.0	0.0	37.2	39.3	44.1	49
24:00	0	0	0	4	15	16	6	0	0	0	0	0	0	14.6	0.0	0.0	0.0	0.0	40.0	40.5	45.0	41
Avg. Daily Total	128	7	42	338	1103	1039	257	36	6	1	0	0	0	10.1	1.5	0.2	0.0	0.0	36.1	39.4	44.4	2957
Percent	4.3%	0.2%	1.4%	11.4%	37.3%	35.1%	8.7%	1.2%	0.2%	0.0%	0.0%	0.0%	0.0%									
Cum. Percent	4.3%	4.6%	6.0%	17.4%	54.7%	89.9%	98.5%	99.8%	100.0%	100.0%	100.0%	100.0%	100.0%									
Average hour	5	0	2	14	46	43	11	2	0	0	0	0	0									123

	Avg. Speed	50th% Speed	85th% Speed
East	34.3	37.2	42.9
West	36.1	39.4	44.4

Peak Hour Data

Direction	Hour	Count	2-way	Hour	Count
East	18	291	A.M.	9	423
West	9	264	P.M.	18	550

TRAFFIC FLOW BY DIRECTION



STATION: **260315**

New York State Department of Transportation

Traffic Count Hourly Report

ROUTE #: **NY 412** ROAD NAME:
DIRECTION: Eastbound FACTOR GROUP: 30
STATE DIR CODE: 1 WK OF YR: 38
DATE OF COUNT: 09/13/2005
NOTES LANE 1: Week 37-Eb

FROM: **RT 233 & REF RTE 922C**
REC. SERIAL #: 0457
PLACEMENT: 412
@ REF MARKER: 412 26011006
ADDL DATA:
COUNT TYPE: VEHICLES

TO: **RT 12B END 412**
FUNC. CLASS: 16
NHS: no
JURIS: State
CC Stn:
BATCH ID: DOT-MJLr2ww37

COUNTY: **Oneida**
VILLAGE: **CLINTON**
BIN: 1047960
RR CROSSING:
HPMS SAMPLE:

COUNT TAKEN BY: ORG CODE: TST INITIALS: JSV
PROCESSED BY: ORG CODE: MJL INITIALS: JML

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	T																											
2	F																											
3	S																											
4	S																											
5	M																											
6	T																											
7	W																											
8	T																											
9	F																											
10	S																											
11	S																											
12	M																											
13	T																											
14	W	22	16	8	5	5	13	39	167	192	161	153	160	240	157	226	241	284	316	216	165	135	107	75	37	3140	316	17
15	T	20	5	5	7	6	6	36	159	188	151	134	158	237	192	217	238	296	305	238	195	120	97	68	35	3113	305	17
16	F	22	22	15	12	5	11	36	160	207	165	164	160	286	188	246	263	332	310	219	223	124	101	73	47	3391	332	16
17	S	35	25	14	11	7	6	35	61	72	142	191	167	202	193	187	240	202	196	163	148	111	81	67	65	2621	240	15
18	S	50	33	26	10	3	5	13	24	53	97	120	114	175	207	194	145	166	152	178	152	98	117	42	32	2206	207	13
19	M	30	10	6	9	9	15	43	167	211	156	146	154	206	177	226	225	296	288	216	154	107	93	43	22	3009	296	16
20	T	22	12	6	6	9	16	31	146	209	157	149	141															
21	W																											
22	T																											
23	F																											
24	S																											
25	S																											
26	M																											
27	T																											
28	W																											
29	T																											
30	F																											

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)

12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	ADT
22	14	8	8	6	12	37	160	201	158	149	155	228	175	223	235	292	303	223	171	121	99	62	31	3093

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
7	156	4	90	303	10%	1.000	1.016

ESTIMATED (one way)

AADT
3044

STATION: **260315**

New York State Department of Transportation

Traffic Count Hourly Report

ROUTE #: **NY 412** ROAD NAME:
DIRECTION: Westbound FACTOR GROUP: 30
STATE DIR CODE: 2 WK OF YR: 38
DATE OF COUNT: 09/13/2005
NOTES LANE 1: Week 37-Wb

COUNT TAKEN BY: ORG CODE: TST INITIALS: JSV

FROM: RT **233 & REF RTE 922C**
REC. SERIAL #: 0457
PLACEMENT: 412
@ REF MARKER: 412 26011006
ADDL DATA:
COUNT TYPE: VEHICLES
PROCESSED BY: ORG CODE: MJL INITIALS: JML

TO: RT **12B END 412**
FUNC. CLASS: 16
NHS: no
JURIS: State
CC Stn:
BATCH ID: DOT-MJLr2ww37

COUNTY: **Oneida**
VILLAGE: **CLINTON**
BIN: 1047960
RR CROSSING:
HPMS SAMPLE:

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	T																											
2	F																											
3	S																											
4	S																											
5	M																											
6	T																											
7	W																											
8	T																											
9	F																											
10	S																											
11	S																											
12	M																											
13	T																											
14	W	20	7	8	5	4	28	73	185	242	210	174	188	247	174	205	211	270	275	210	202	143	110	49	44	3284	275	17
15	T	22	4	4	8	7	17	77	165	243	231	159	165	196	206	209	206	285	272	206	206	158	105	64	41	3256	285	16
16	F	34	18	23	5	5	21	67	161	265	217	154	172	254	242	235	304	272	285	235	188	164	139	91	71	3622	304	15
17	S	42	21	15	12	4	9	33	57	86	141	158	164	220	206	208	191	181	196	204	165	154	115	73	63	2718	220	12
18	S	51	39	17	6	4	8	11	38	62	75	89	149	167	183	203	196	167	170	166	175	132	89	50	34	2281	203	14
19	M	26	10	2	8	5	32	72	157	254	191	172	147	219	201	172	231	274	272	225	177	124	81	66	32	3150	274	16
20	T	13	8	3	5	3	21	62	144	275	231	154	146															
21	W																											
22	T																											
23	F																											
24	S																											
25	S																											
26	M																											
27	T																											
28	W																											
29	T																											
30	F																											

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)

12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	ADT
22	9	10	6	5	22	70	162	256	216	163	164	221	194	195	216	276	273	214	195	142	99	60	39	3229

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
7	156	4	90	276	9%	1.000	1.016

ESTIMATED (one way)

AADT
3178

New York State Department of Transportation
Classification Count Average Weekday Data Report

ROUTE #: NY 412 ROAD NAME:
COUNTY NAME: Oneida
REGION CODE: 2
FROM: RT 233 & REF RTE 922C
TO: RT 12B END 412
REF-MARKER: 412 26011006
END MILEPOINT: 0110075 NO. OF LANES: 2
FUNC-CLASS: 16 HPMS NO:
STATION NO: 0315
COUNT TAKEN BY: ORG CODE: TST INITIALS: JSV
PROCESSED BY: ORG CODE: MJL INITIALS: JML

YEAR: 2005
MONTH: September

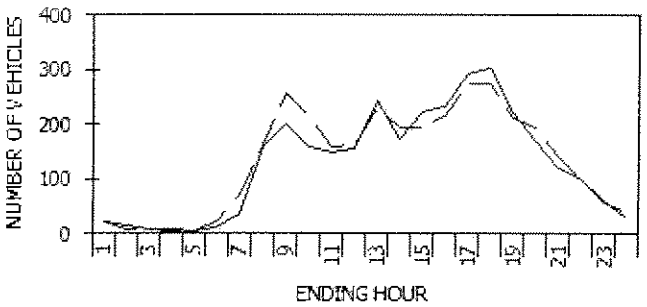
STATION: 260315

BATCH ID: DOT-MJLr2ww37

DIRECTION	East	West	TOTAL
NUMBER OF VEHICLES	3109	3229	6338
NUMBER OF AXLES	6284	6525	12808
% HEAVY VEHICLES (F4-F13)	5.56%	5.05%	5.30%
% TRUCKS AND BUSES (F3-F13)	25.02%	23.26%	24.12%
AXLE CORRECTION FACTOR	0.99	0.99	0.99

VEHICLE CLASS		F1	F2	F3	F4	F5	F6	F7	F8	F9	F10	F11	F12	F13	TOTAL
NO. OF AXLES		2	2	2	2.5	2	3	4	3.5	5	6	5	6	8.75	
ENDING HOUR	1:00	0	18	4	0	0	0	0	0	0	0	0	0	0	22
	2:00	0	10	4	0	0	0	0	0	0	0	0	0	0	14
	3:00	0	6	3	0	0	0	0	0	0	0	0	0	0	9
	4:00	0	4	3	0	1	0	0	0	0	0	0	0	0	8
	5:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
	6:00	0	8	4	0	0	0	0	0	0	0	0	0	0	12
	7:00	0	21	13	0	2	0	0	0	0	0	0	0	0	36
	8:00	2	111	31	7	8	1	0	0	0	0	0	0	0	160
	9:00	3	145	35	7	10	1	0	0	1	0	0	0	0	202
	10:00	2	105	40	3	7	1	0	1	0	0	0	0	0	159
DIRECTION	11:00	2	103	32	1	8	1	0	1	1	0	0	0	0	149
East	12:00	2	107	33	1	7	2	0	2	1	0	0	0	0	155
	13:00	5	176	53	0	7	1	0	1	0	0	0	0	0	243
	14:00	3	124	33	1	11	2	0	1	0	0	0	0	0	175
	15:00	4	143	43	17	13	2	0	1	0	0	0	0	0	223
	16:00	4	162	56	2	7	2	0	1	0	0	0	0	0	234
	17:00	5	225	52	1	6	2	0	1	0	0	0	0	0	292
	18:00	5	236	54	2	3	3	0	0	0	0	0	0	0	303
	19:00	6	168	42	1	4	2	0	1	0	0	0	0	0	224
	20:00	3	140	26	0	1	0	0	0	0	0	0	0	0	170
	21:00	2	99	19	0	1	0	0	0	0	0	0	0	0	121
	22:00	1	83	14	0	1	0	0	0	0	0	0	0	0	99
	23:00	0	56	6	0	0	0	0	0	0	0	0	0	0	62
	24:00	0	27	4	0	0	0	0	0	0	0	0	0	0	31
TOTAL VEHICLES		**49**	**2282**	**605**	**43**	**97**	**20**	**0**	**10**	**3**	**0**	**0**	**0**	**0**	**3109**
TOTAL AXLES		98	4564	1210	108	194	60	0	35	15	0	0	0	0	6284
ENDING HOUR	1:00	0	16	6	0	0	0	0	0	0	0	0	0	0	22
	2:00	0	6	3	0	0	0	0	0	0	0	0	0	0	9
	3:00	0	5	4	0	0	0	0	0	0	0	0	0	0	9
	4:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
	5:00	0	4	0	0	1	0	0	0	0	0	0	0	0	5
	6:00	0	15	6	1	0	0	0	0	0	0	0	0	0	22
	7:00	1	45	23	0	0	0	1	0	0	0	0	0	0	70
	8:00	2	108	38	4	8	2	0	0	1	0	0	0	0	163
	9:00	3	189	45	5	10	2	0	2	0	0	0	0	0	256
	10:00	3	149	41	10	11	1	0	2	0	0	0	0	0	217
	11:00	1	117	32	1	7	1	0	2	0	0	0	0	0	161
DIRECTION	12:00	1	120	31	2	8	1	0	0	1	0	0	0	0	164
West	13:00	2	163	50	1	8	2	0	1	1	0	0	0	0	228
	14:00	3	143	39	1	6	0	0	1	0	0	0	0	0	193
	15:00	4	144	36	2	6	1	0	2	0	0	0	0	0	195
	16:00	3	159	37	6	9	2	0	0	0	0	0	0	0	216
	17:00	6	210	44	3	8	4	0	1	0	0	0	0	0	276
	18:00	6	221	42	1	2	1	0	1	0	0	0	0	0	274
	19:00	6	170	35	1	1	0	0	0	0	0	0	0	0	213
	20:00	3	153	34	0	3	1	0	0	0	0	0	0	0	194
	21:00	1	121	18	0	1	0	0	0	0	0	0	0	0	141
	22:00	1	84	12	1	1	0	0	0	0	0	0	0	0	99
	23:00	0	54	4	0	0	0	0	0	0	0	0	0	0	58
	24:00	0	32	7	0	0	0	0	0	0	0	0	0	0	39
TOTAL VEHICLES		**46**	**2432**	**588**	**39**	**90**	**18**	**1**	**12**	**3**	**0**	**0**	**0**	**0**	**3229**
TOTAL AXLES		92	4864	1176	98	180	54	4	42	15	0	0	0	0	6525
GRAND TOTAL VEHICLES		**95**	**4714**	**1193**	**82**	**187**	**38**	**1**	**22**	**6**	**0**	**0**	**0**	**0**	**6338**
GRAND TOTAL AXLES		190	9428	2386	205	374	114	4	77	30	0	0	0	0	12809

TRAFFIC FLOW BY DIRECTION



--- East -·-West

PEAK HOUR DATA

DIRECTION	HOUR	COUNT	2-WAY	HOUR	COUNT
East	**18**	**303**	**A.M.**	**9**	**458**
West	**17**	**276**	**P.M.**	**18**	**577**

VEHICLE CLASSIFICATION CODES:

F1. Motorcycles
F2. Autos*
F3. 2 Axle, 4-Tire Pickups, Vans, Motorhomes*
F4. Buses
F5. 2 Axle, 6-Tire Single Unit Trucks
F6. 3 Axle Single Unit Trucks
F7. 4 or More Axle Single Unit Trucks
F8. 4 or Less Axle Vehicles, One Unit is a Truck
F9. 5 Axle Double Unit Vehicles, One Unit is a Truck
F10. 6 or More Double Unit Vehicles, One Unit is a Truck
F11. 5 or Less Axle Multi-Unit Trucks
F12. 6 Axle Multi-Unit Trucks
F13. 7 or More Axle Multi-Unit Trucks

* INCLUDING THOSE HAULING TRAILERS

FUNCTIONAL CLASS CODES:

RURAL	URBAN	SYSTEM
01	11	PRINCIPAL ARTERIAL-INTERSTATE
02	12	PRINCIPAL ARTERIAL-EXPRESSWAY
02	14	PRINCIPAL ARTERIAL-OTHER
06	16	MINOR ARTERIAL
07	17	MAJOR COLLECTOR
08	17	MINOR COLLECTOR
09	19	LOCAL SYSTEM

SOURCE: NYSDOT DATA SERVICES BUREAU

New York State Department of Transportation
Speed Count Average Weekday Report

Station: 260315
Route #: NY 412 Road name:
From: RT 233 & REF RTE 922C
To: RT 12B END 412
Direction: East

Start date: Tue 09/13/2005 00:00
End date: Tue 09/20/2005 11:45
County: Oneida
Town: CLINTON
Speed limit: 30

Count duration: 180 hours
Functional class: 16
Factor group: 30
Batch ID: DOT-MJLr2ww37
Count taken by: Org: TST Init: JSV
Processed by: Org: MJL Init: JML

Speeds, mph

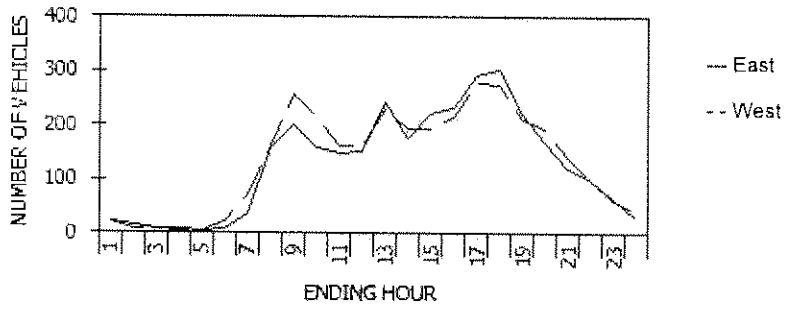
Hour	0.0-20.0	20.1-25.0	25.1-30.0	30.1-35.0	35.1-40.0	40.1-45.0	45.1-50.0	50.1-55.0	55.1-60.0	60.1-65.0	65.1-70.0	70.1-75.0	75.1-95.0	% Exc 45.0	% Exc 50.0	% Exc 55.0	% Exc 60.0	% Exc 65.0	Avg	50th%	85th%	Total
1:00	0	0	3	11	6	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	33.3	33.5	38.3	21
2:00	1	0	1	6	5	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	30.9	34.2	39.0	14
3:00	0	0	1	4	2	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	33.9	33.8	39.6	8
4:00	1	0	1	2	2	2	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	29.3	35.0	42.0	8
5:00	1	0	0	2	2	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	26.3	33.8	38.2	5
6:00	3	0	0	4	2	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	23.5	32.6	36.8	10
7:00	7	3	5	13	7	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	24.8	31.2	36.9	36
8:00	47	17	23	41	26	5	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	22.1	28.4	36.4	159
9:00	48	17	34	65	31	6	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	23.5	30.2	36.2	201
10:00	39	10	23	54	26	5	1	0	0	0	0	0	0	0.6	0.0	0.0	0.0	0.0	23.6	30.7	36.6	158
11:00	30	10	30	50	23	5	1	0	0	0	0	0	0	0.7	0.0	0.0	0.0	0.0	24.5	30.5	36.5	149
12:00	25	11	32	55	27	4	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	25.5	30.9	36.5	154
13:00	25	14	45	98	52	7	2	0	0	0	0	0	0	0.8	0.0	0.0	0.0	0.0	27.8	32.0	37.4	243
14:00	30	10	30	64	34	7	0	1	0	0	0	0	0	0.6	0.6	0.0	0.0	0.0	25.7	31.5	37.3	176
15:00	41	17	45	74	40	4	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	24.8	30.6	36.4	221
16:00	31	21	49	85	37	10	1	0	0	0	0	0	0	0.4	0.0	0.0	0.0	0.0	26.3	31.0	36.8	234
17:00	43	21	59	105	52	11	1	0	0	0	0	0	0	0.3	0.0	0.0	0.0	0.0	26.1	31.1	37.0	292
18:00	39	21	51	120	62	9	1	0	0	0	0	0	0	0.3	0.0	0.0	0.0	0.0	26.8	31.7	37.2	303
19:00	27	15	44	87	41	8	1	0	0	0	0	0	0	0.4	0.0	0.0	0.0	0.0	27.0	31.5	37.1	223
20:00	24	11	32	67	32	4	1	0	0	0	0	0	0	0.6	0.0	0.0	0.0	0.0	26.4	31.4	36.8	171
21:00	11	5	22	54	24	4	1	0	0	0	0	0	0	0.8	0.0	0.0	0.0	0.0	28.4	32.1	37.3	121
22:00	11	4	20	41	19	2	1	0	0	0	0	0	0	1.0	0.0	0.0	0.0	0.0	27.5	31.8	37.0	98
23:00	4	1	15	27	12	4	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	29.5	32.2	37.8	63
24:00	1	1	5	14	7	3	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	31.3	33.1	38.9	31
Avg. Daily Total	489	209	570	1143	571	105	11	1	0	0	0	0	0	0.4	0.0	0.0	0.0	0.0	25.9	31.3	37.0	3099
Percent	15.8%	6.7%	18.4%	36.9%	18.4%	3.4%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%									
Cum. Percent	15.8%	22.5%	40.9%	77.8%	96.2%	99.6%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%									
Average hour	20	9	24	48	24	4	0	0	0	0	0	0	0									129

TRAFFIC FLOW BY DIRECTION

	Avg. Speed	50th% Speed	85th% Speed
East	25.9	31.3	37.0
West	26.5	31.7	37.9

Peak Hour Data

Direction	Hour	Count	2-way	Hour	Count
East	18	303	A.M.	9	457
West	17	277	P.M.	18	577



New York State Department of Transportation
Speed Count Average Weekday Report

Station: 260315
Route #: NY 412 Road name:
From: RT 233 & REF RTE 922C
To: RT 12B END 412
Direction: West

Start date: Tue 09/13/2005 00:00
End date: Tue 09/20/2005 11:45
County: Oneida
Town: CLINTON
Speed limit: 30

Count duration: 180 hours
Functional class: 16
Factor group: 30
Batch ID: DOT-MJLr2ww37
Count taken by: Org: TST Init: JSV
Processed by: Org: MJL Init: JML

Speeds, mph

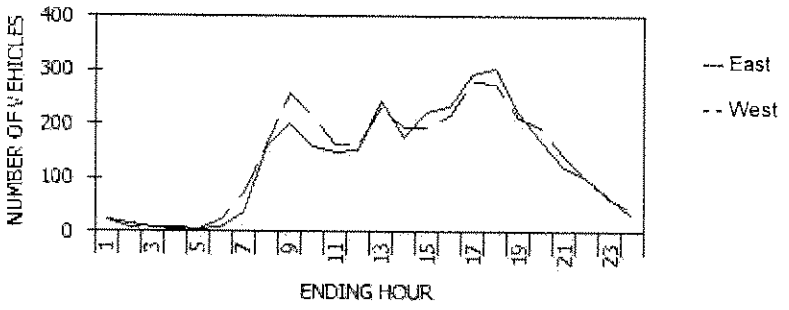
Hour	0.0-20.0	20.1-25.0	25.1-30.0	30.1-35.0	35.1-40.0	40.1-45.0	45.1-50.0	50.1-55.0	55.1-60.0	60.1-65.0	65.1-70.0	70.1-75.0	75.1-95.0	% Exc 45.0	% Exc 50.0	% Exc 55.0	% Exc 60.0	% Exc 65.0	Avg	50th%	85th%	Total
1:00	1	2	4	8	6	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	29.8	32.6	38.1	22
2:00	0	1	1	3	3	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	31.6	33.4	38.0	8
3:00	0	0	0	3	3	2	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	36.5	36.7	42.0	8
4:00	0	1	0	2	1	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	32.0	33.8	41.3	5
5:00	1	0	1	1	1	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	26.0	32.6	41.3	5
6:00	0	1	2	10	7	1	1	0	0	0	0	0	0	4.5	0.0	0.0	0.0	0.0	33.5	34.0	39.1	22
7:00	3	3	9	27	22	5	1	0	0	0	0	0	0	1.4	0.0	0.0	0.0	0.0	31.2	33.8	39.0	70
8:00	18	13	18	58	39	14	3	0	0	0	0	0	0	1.8	0.0	0.0	0.0	0.0	28.1	32.9	39.1	163
9:00	28	19	42	106	52	8	1	0	0	0	0	0	0	0.4	0.0	0.0	0.0	0.0	27.4	31.9	37.2	256
10:00	46	16	27	74	43	9	1	0	0	0	0	0	0	0.5	0.0	0.0	0.0	0.0	24.5	31.3	37.4	216
11:00	22	20	32	52	29	6	1	0	0	0	0	0	0	0.6	0.0	0.0	0.0	0.0	26.0	30.7	37.1	162
12:00	19	24	26	56	31	5	1	0	0	0	0	0	0	0.6	0.0	0.0	0.0	0.0	26.5	31.2	37.0	164
13:00	24	22	30	77	61	13	1	0	0	0	0	0	0	0.4	0.0	0.0	0.0	0.0	27.8	32.5	38.4	228
14:00	20	19	31	71	42	8	2	1	0	0	0	0	0	1.5	0.5	0.0	0.0	0.0	27.6	32.0	37.9	194
15:00	27	24	30	66	36	12	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	26.2	31.3	37.7	195
16:00	40	26	33	68	37	11	1	0	0	0	0	0	0	0.5	0.0	0.0	0.0	0.0	24.8	30.7	37.3	216
17:00	65	39	34	79	45	14	1	0	0	0	0	0	0	0.4	0.0	0.0	0.0	0.0	23.4	30.1	37.1	277
18:00	50	30	36	81	61	14	2	0	0	0	0	0	0	0.7	0.0	0.0	0.0	0.0	25.2	31.3	38.0	274
19:00	31	16	25	76	54	10	1	0	0	0	0	0	0	0.5	0.0	0.0	0.0	0.0	26.7	32.3	38.1	213
20:00	25	22	31	70	37	8	0	1	0	0	0	0	0	0.5	0.5	0.0	0.0	0.0	26.5	31.4	37.3	194
21:00	16	15	24	50	30	6	1	0	0	0	0	0	0	0.7	0.0	0.0	0.0	0.0	27.1	31.6	37.7	142
22:00	7	12	12	37	24	6	1	0	0	0	0	0	0	1.0	0.0	0.0	0.0	0.0	28.8	32.6	38.4	99
23:00	2	4	10	22	17	4	1	0	0	0	0	0	0	1.7	0.0	0.0	0.0	0.0	31.0	33.2	38.9	60
24:00	2	2	3	15	15	2	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	31.0	34.2	38.8	39
Avg. Daily Total	447	331	461	1114	696	161	20	2	0	0	0	0	0	0.7	0.1	0.0	0.0	0.0	26.5	31.7	37.9	3232
Percent	13.8%	10.2%	14.3%	34.5%	21.5%	5.0%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%									
Cum. Percent	13.8%	24.1%	38.3%	72.8%	94.3%	99.3%	99.9%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%									
Average hour	19	14	19	46	29	7	1	0	0	0	0	0	0									135

TRAFFIC FLOW BY DIRECTION

	Avg. Speed	50th% Speed	85th% Speed
East	25.9	31.3	37.0
West	26.5	31.7	37.9

Peak Hour Data

Direction	Hour	Count	2-way	Hour	Count
East	18	303	A.M.	9	457
West	17	277	P.M.	18	577



STATION: **260313**

New York State Department of Transportation

Traffic Count Hourly Report

ROUTE #: **NY 315** ROAD NAME:
DIRECTION: Northbound FACTOR GROUP: 30
STATE DIR CODE: 1 WK OF YR: 38
DATE OF COUNT: 09/14/2005
NOTES LANE 1: Week 37-Nb

FROM: **CR 9 SHANLEY RD**
REC. SERIAL #: 0446
PLACEMENT: 315
@ REF MARKER: 315 26011050
ADDL DATA:
COUNT TYPE: VEHICLES

TO: **RT 12B END 315**
FUNC. CLASS: 06
NHS: no
JURIS: State
CC Stn:
BATCH ID: DOT-MJLr2ww37

COUNTY: **Oneida**
TOWN: **MARSHALL**
BIN: 1045630
RR CROSSING:
HPMS SAMPLE:

COUNT TAKEN BY: ORG CODE: TST INITIALS: JSV
PROCESSED BY: ORG CODE: MJL INITIALS: JML

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	T																											
2	F																											
3	S																											
4	S																											
5	M																											
6	T																											
7	W																											
8	T																											
9	F																											
10	S																											
11	S																											
12	M																											
13	T																											
14	W		1	2	5	9	24	63	92	91	62	48	54	54	51	57	64	59	69	54	50	42	42	18	5			
15	T	7	2	3	6	9	32	68	100	100	51	44	60	49	46	54	55	79	68	65	55	33	23	17	8	1034	100	7
16	F	3	3	3	5	9	33	61	83	88	63	57	60	54	58	47	78	78	91	60	48	35	37	21	13	1088	91	17
17	S	12	6	5	2	10	12	29	31	61	60	68	80	73	55	53	53	56	42	50	35	31	33	32	50	939	80	11
18	S	9	9	2	8	2	8	17	24	32	34	47	58	65	70	46	60	59	54	67	58	37	19	16	5	806	70	13
19	M	4	1	5	2	8	28	70	95	73	52	49	48	50	42	53	78	81	72	63	63	38	33	13	11	1032	95	7
20	T	3	0	2	2	7	30	71	88	77	59	51	43															
21	W																											
22	T																											
23	F																											
24	S																											
25	S																											
26	M																											
27	T																											
28	W																											
29	T																											
30	F																											

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)

																								ADT
4	**2**	**2**	**4**	**8**	**30**	**67**	**92**	**86**	**57**	**50**	**53**	**51**	**46**	**55**	**66**	**73**	**70**	**61**	**56**	**38**	**33**	**16**	**8**	**1028**

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
7	155	4	89	92	9%	1.000	1.016

ESTIMATED (one way)

AADT
1012

New York State Department of Transportation

Traffic Count Hourly Report

ROUTE #: **NY 315** ROAD NAME:
DIRECTION: Southbound FACTOR GROUP: 30
STATE DIR CODE: 2 WK OF YR: 38
DATE OF COUNT: 09/14/2005
NOTES LANE 1: Week 37-Sb

FROM: **CR 9 SHANLEY RD**
REC. SERIAL #: 0446
PLACEMENT: 315
@ REF MARKER: 315 26011050
ADDL DATA:
COUNT TYPE: VEHICLES

TO: **RT 12B END 315**
FUNC. CLASS: 06
NHS: no
JURIS: State
CC Stn:
BATCH ID: DOT-MJLr2ww37

COUNTY: **Oneida**
TOWN: **MARSHALL**
BIN: 1045630
RR CROSSING:
HPMS SAMPLE:

COUNT TAKEN BY: ORG CODE: TST INITIALS: JSV

PROCESSED BY: ORG CODE: MJL INITIALS: JML

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	T																											
2	F																											
3	S																											
4	S																											
5	M																											
6	T																											
7	W																											
8	T																											
9	F																											
10	S																											
11	S																											
12	M																											
13	T																											
14	W		1	5	5	1	14	29	67	61	66	57	55	51	63	75	92	105	125	93	70	42	36	18	15			
15	T	11	7	1	5	1	11	33	57	56	44	45	51	52	61	72	71	113	123	77	67	61	39	21	15	1094	123	17
16	F	11	6	3	5	1	14	33	70	63	41	55	72	50	64	79	91	116	108	75	58	53	37	37	24	1166	116	16
17	S	20	5	6	3	0	7	11	16	34	56	63	69	78	74	71	59	67	75	48	68	45	25	26	17	943	78	12
18	S	20	9	11	7	3	2	5	10	33	48	62	67	80	73	57	68	62	50	63	40	35	23	14	14	856	80	12
19	M	6	5	1	5	2	13	32	56	55	47	48	45	57	62	65	70	94	104	89	59	51	36	29	15	1046	104	17
20	T	12	4	3	1	1	9	35	61	44	57	40	39															
21	W																											
22	T																											
23	F																											
24	S																											
25	S																											
26	M																											
27	T																											
28	W																											
29	T																											
30	F																											

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)

11	4	3	4	1	12	32	62	56	51	49	52	53	62	71	78	104	117	86	65	51	37	23	15	ADT 1099

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor	ESTIMATED (one way)
7	155	4	89	117	11%	1.000	1.016	**AADT 1082**

New York State Department of Transportation
Classification Count Average Weekday Data Report

ROUTE #: NY 315 ROAD NAME:
COUNTY NAME: Oneida
REGION CODE: 2
FROM: CR 9 SHANLEY RD
TO: RT 12B END 315
REF-MARKER: 315 26011050
END MILEPOINT: 0116527 NO. OF LANES: 2
FUNC-CLASS: 06 HPMS NO:
STATION NO: 0313
COUNT TAKEN BY: ORG CODE: TST INITIALS: JSV
PROCESSED BY: ORG CODE: MJL INITIALS: JML

YEAR: 2005
MONTH: September

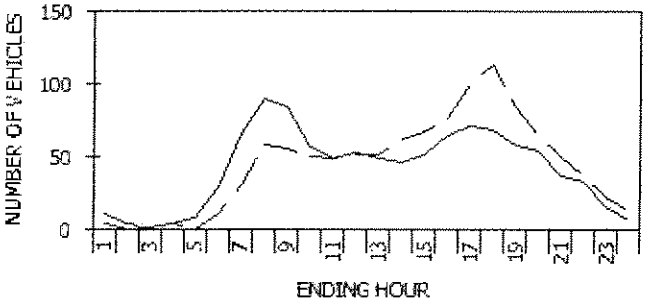
STATION: 260313

BATCH ID: DOT-MJLr2ww37

DIRECTION	North	South	TOTAL
NUMBER OF VEHICLES	1009	1078	2087
NUMBER OF AXLES	2043	2197	4240
% HEAVY VEHICLES (F4-F13)	6.74%	6.96%	6.85%
% TRUCKS AND BUSES (F3-F13)	32.90%	32.93%	32.92%
AXLE CORRECTION FACTOR	0.99	0.98	0.98

	VEHICLE CLASS	F1	F2	F3	F4	F5	F6	F7	F8	F9	F10	F11	F12	F13	TOTAL
	NO. OF AXLES	2	2	2	2.5	2	3	4	3.5	5	6	5	6	8.75	
ENDING HOUR	1:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
	2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	4:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
	5:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
	6:00	0	21	8	0	1	0	0	0	0	0	0	0	0	30
	7:00	0	39	27	0	0	0	0	0	0	0	0	0	0	66
	8:00	0	59	21	2	6	0	0	2	0	0	0	0	0	90
	9:00	0	54	24	0	5	0	0	1	1	0	0	0	0	85
	10:00	1	36	15	1	2	1	0	1	0	0	0	0	0	57
DIRECTION	11:00	0	33	12	1	2	0	0	1	0	0	0	0	0	49
North	12:00	1	35	13	1	2	0	0	1	0	0	0	0	0	53
	13:00	0	30	15	0	3	0	0	1	0	0	0	0	0	49
	14:00	0	25	13	1	5	0	0	2	0	0	0	0	0	46
	15:00	0	32	15	0	5	0	0	0	0	0	0	0	0	52
	16:00	1	42	16	3	2	0	0	1	0	0	0	0	0	65
	17:00	2	48	17	1	4	0	0	0	0	0	0	0	0	72
	18:00	2	50	14	0	2	0	0	1	0	0	0	0	0	69
	19:00	1	44	12	0	2	0	0	0	0	0	0	0	0	59
	20:00	2	38	14	0	1	0	0	0	0	0	0	0	0	55
	21:00	1	25	10	0	1	0	0	0	0	0	0	0	0	37
	22:00	0	25	7	0	1	0	0	0	0	0	0	0	0	33
	23:00	0	11	4	0	1	0	0	0	0	0	0	0	0	16
	24:00	0	4	3	0	0	0	0	0	0	0	0	0	0	7
	TOTAL VEHICLES	**11**	**666**	**264**	**10**	**45**	**1**	**0**	**11**	**1**	**0**	**0**	**0**	**0**	**1009**
	TOTAL AXLES	22	1332	528	25	90	3	0	38	5	0	0	0	0	2043
	1:00	0	6	5	0	0	0	0	0	0	0	0	0	0	11
ENDING HOUR	2:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
	3:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	4:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
	5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:00	1	8	2	0	0	0	0	0	0	0	0	0	0	11
	7:00	0	23	8	0	0	0	0	0	0	0	0	0	0	31
	8:00	0	38	15	3	3	0	0	0	0	0	0	0	0	59
	9:00	0	29	19	0	4	0	1	2	1	0	0	0	0	56
	10:00	0	26	16	2	3	0	1	2	0	0	0	0	0	50
	11:00	0	30	12	1	3	1	0	1	1	0	0	0	0	49
DIRECTION	12:00	1	32	12	1	4	0	0	1	1	0	0	0	0	52
South	13:00	1	29	16	1	3	0	0	2	0	0	0	0	0	52
	14:00	0	37	18	1	4	0	1	1	0	0	0	0	0	62
	15:00	1	45	16	1	4	0	0	1	0	0	0	0	0	68
	16:00	2	47	19	2	5	1	0	1	0	0	0	0	0	77
	17:00	2	72	25	0	2	0	0	0	0	0	0	0	0	101
	18:00	2	78	33	0	1	0	0	0	0	0	0	0	0	114
	19:00	2	57	23	1	2	0	0	0	0	0	0	0	0	85
	20:00	2	48	13	0	2	0	0	0	0	0	0	0	0	65
	21:00	0	40	10	0	1	0	0	0	0	0	0	0	0	51
	22:00	0	27	8	1	1	0	0	0	0	0	0	0	0	37
	23:00	0	16	5	0	0	0	0	0	0	0	0	0	0	23
	24:00	0	12	2	0	0	0	0	0	0	0	0	0	0	14
	TOTAL VEHICLES	**14**	**709**	**280**	**14**	**42**	**2**	**3**	**11**	**3**	**0**	**0**	**0**	**0**	**1078**
	TOTAL AXLES	28	1418	560	35	84	6	12	38	15	0	0	0	0	2197
	GRAND TOTAL VEHICLES	**25**	**1375**	**544**	**24**	**87**	**3**	**3**	**22**	**4**	**0**	**0**	**0**	**0**	**2087**
	GRAND TOTAL AXLES	50	2750	1088	60	174	9	12	77	20	0	0	0	0	4240

TRAFFIC FLOW BY DIRECTION



--- North - -South

PEAK HOUR DATA

DIRECTION	HOUR	COUNT	2-WAY	HOUR	COUNT
North	**8**	**90**	**A.M.**	**8**	**149**
South	**16**	**114**	**P.M.**	**16**	**183**

VEHICLE CLASSIFICATION CODES:

F1. Motorcycles
F2. Autos*
F3. 2 Axle, 4-Tire Pickups, Vans, Motorhomes*
F4. Buses
F5. 2 Axle, 6-Tire Single Unit Trucks
F6. 3 Axle Single Unit Trucks
F7. 4 or More Axle Single Unit Trucks
F8. 4 or Less Axle Vehicles, One Unit is a Truck
F9. 5 Axle Double Unit Vehicles, One Unit is a Truck
F10. 6 or More Double Unit Vehicles, One Unit is a Truck
F11. 5 or Less Axle Multi-Unit Trucks
F12. 6 Axle Multi-Unit Trucks
F13. 7 or More Axle Multi-Unit Trucks

* INCLUDING THOSE HAULING TRAILERS

FUNCTIONAL CLASS CODES:

RURAL	URBAN	SYSTEM
01	11	PRINCIPAL ARTERIAL-INTERSTATE
02	12	PRINCIPAL ARTERIAL-EXPRESSWAY
02	14	PRINCIPAL ARTERIAL-OTHER
06	16	MINOR ARTERIAL
07	17	MAJOR COLLECTOR
08	17	MINOR COLLECTOR
09	19	LOCAL SYSTEM

SOURCE: NYSDOT DATA SERVICES BUREAU

New York State Department of Transportation
Speed Count Average Weekday Report

Station: 260313
Route #: NY 315 Road name:
From: CR 9 SHANLEY RD
To: RT 12B END 315
Direction: North

Start date: Wed 09/14/2005 01:00
End date: Tue 09/20/2005 11:45
County: Oneida
Town: MARSHALL
Speed limit: 55

Count duration: 155 hours
Functional class: 6
Factor group: 30
Batch ID: DOT-MJLr2ww37
Count taken by: Org: TST Init: JSV
Processed by: Org: MJL Init: JML

Speeds, mph

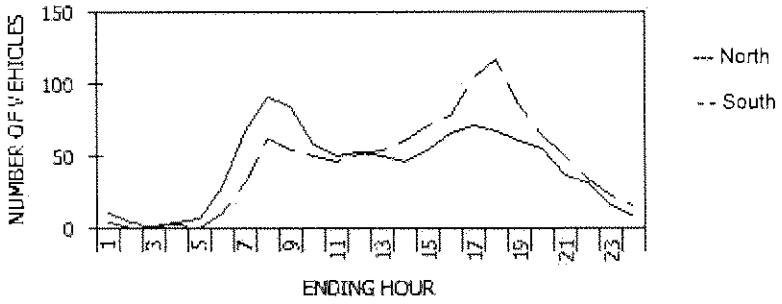
Hour	0.0-30.0	30.1-35.0	35.1-40.0	40.1-45.0	45.1-50.0	50.1-55.0	55.1-60.0	60.1-65.0	65.1-70.0	70.1-75.0	75.1-80.0	80.1-85.0	85.1-115.0	% Exc 55.0	% Exc 60.0	% Exc 65.0	% Exc 70.0	% Exc 75.0	Avg	50th%	85th%	Total
1:00	0	0	0	1	0	1	2	0	0	0	0	0	0	50.0	0.0	0.0	0.0	0.0	51.7	55.0	58.6	4
2:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	42.5	42.6	44.3	1
3:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	49.9	50.0	53.6	2
4:00	0	0	0	0	0	2	2	0	0	0	0	0	0	50.0	0.0	0.0	0.0	0.0	54.9	55.0	58.6	4
5:00	0	0	1	2	2	2	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	45.5	46.3	52.4	7
6:00	0	0	1	2	3	10	9	4	1	0	0	0	0	46.7	16.7	3.3	0.0	0.0	53.3	54.6	60.7	30
7:00	0	1	1	6	11	21	18	7	2	0	0	0	0	40.3	13.4	3.0	0.0	0.0	52.1	53.5	59.8	67
8:00	1	1	3	7	13	27	27	9	3	0	0	0	0	42.9	13.2	3.3	0.0	0.0	51.4	53.8	59.7	91
9:00	0	1	1	6	17	33	17	9	1	0	0	0	0	31.8	11.8	1.2	0.0	0.0	51.8	52.7	59.2	85
10:00	2	0	1	5	11	19	12	7	1	0	0	0	0	34.5	13.8	1.7	0.0	0.0	49.4	52.7	59.8	58
11:00	1	0	1	5	13	14	10	5	1	0	0	0	0	32.0	12.0	2.0	0.0	0.0	49.8	51.8	59.3	50
12:00	1	1	3	5	12	15	12	3	1	0	0	0	0	30.2	7.5	1.9	0.0	0.0	48.7	51.6	58.4	53
13:00	1	1	1	4	10	14	14	4	2	0	0	0	0	39.2	11.8	3.9	0.0	0.0	50.2	53.1	59.5	51
14:00	2	1	2	3	10	13	10	4	1	0	0	0	0	32.6	10.9	2.2	0.0	0.0	47.6	52.0	59.1	46
15:00	2	1	2	4	10	21	11	3	1	0	0	0	0	27.3	7.3	1.8	0.0	0.0	48.1	52.1	58.1	55
16:00	1	0	1	3	13	27	15	5	1	0	0	0	0	31.8	9.1	1.5	0.0	0.0	51.1	52.8	58.8	66
17:00	0	1	2	5	12	23	21	8	0	0	0	0	0	40.3	11.1	0.0	0.0	0.0	52.0	53.5	59.4	72
18:00	1	0	1	6	5	27	19	7	1	0	0	0	0	40.3	11.9	1.5	0.0	0.0	51.8	53.8	59.5	67
19:00	2	0	0	4	8	22	17	7	1	0	0	0	0	41.0	13.1	1.6	0.0	0.0	50.7	53.8	59.7	61
20:00	1	0	2	4	10	20	13	4	2	0	0	0	0	33.9	10.7	3.6	0.0	0.0	50.5	52.8	59.1	56
21:00	0	0	0	2	10	12	9	3	1	0	0	0	0	35.1	10.8	2.7	0.0	0.0	52.4	52.8	59.2	37
22:00	0	0	0	1	8	13	6	3	0	1	0	0	0	31.3	12.5	3.1	3.1	0.0	52.8	52.7	59.4	32
23:00	0	0	0	0	3	5	5	2	1	0	0	0	0	50.0	18.8	6.3	0.0	0.0	54.8	55.0	61.6	16
24:00	0	0	0	0	3	2	2	1	0	0	0	0	0	37.5	12.5	0.0	0.0	0.0	52.6	52.6	59.6	8
Avg. Daily Total	15	8	23	76	185	344	251	95	21	1	0	0	0	36.1	11.5	2.2	0.1	0.0	50.8	53.0	59.3	1019
Percent	1.5%	0.8%	2.3%	7.5%	18.2%	33.8%	24.6%	9.3%	2.1%	0.1%	0.0%	0.0%	0.0%									
Cum. Percent	1.5%	2.3%	4.5%	12.0%	30.1%	63.9%	88.5%	97.8%	99.9%	100.0%	100.0%	100.0%	100.0%									
Average hour	1	0	1	3	8	14	10	4	1	0	0	0	0									42

	Avg. Speed	50th% Speed	85th% Speed
North	50.8	53.0	59.3
South	48.1	50.6	57.3

Peak Hour Data

Direction	Hour	Count	2-way	Hour	Count
North	8	91	A.M.	8	154
South	18	117	P.M.	18	184

TRAFFIC FLOW BY DIRECTION



New York State Department of Transportation
Speed Count Average Weekday Report

Station:	260313		Start date:	Wed 09/14/2005 01:00	Count duration:	155 hours
Route #: NY 315	Road name:		End date:	Tue 09/20/2005 11:45	Functional class:	6
From:	CR 9 SHANLEY RD		County:	Oneida	Factor group:	30
To:	RT 12B END 315		Town:	MARSHALL	Batch ID:	DOT-MJLr2ww37
Direction:	South		Speed limit:	55	Count taken by:	Org: TST Init: JSV
					Processed by:	Org: MJL Init: JML

Speeds, mph

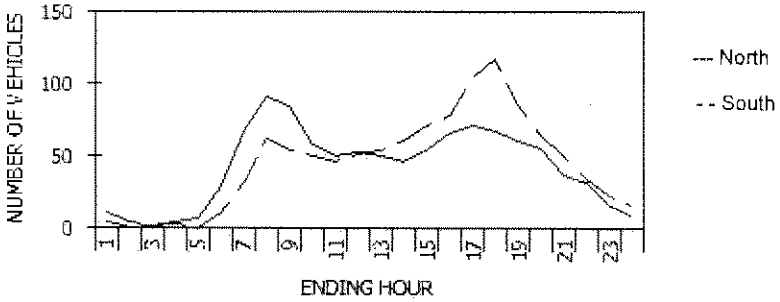
Hour	0.0-30.0	30.1-35.0	35.1-40.0	40.1-45.0	45.1-50.0	50.1-55.0	55.1-60.0	60.1-65.0	65.1-70.0	70.1-75.0	75.1-80.0	80.1-85.0	85.1-115.0	% Exc 55.0	% Exc 60.0	% Exc 65.0	% Exc 70.0	% Exc 75.0	Avg	50th%	85th%	Total
1:00	0	0	1	1	3	3	2	0	0	1	0	0	0	27.3	9.1	9.1	9.1	0.0	50.2	50.9	58.4	11
2:00	0	0	0	1	1	1	1	0	0	0	0	0	0	25.0	0.0	0.0	0.0	0.0	49.4	50.0	57.0	4
3:00	0	0	0	0	0	1	1	0	0	0	0	0	0	50.0	0.0	0.0	0.0	0.0	54.9	55.0	58.6	2
4:00	0	0	0	1	1	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	47.1	47.6	52.8	3
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
6:00	0	0	1	2	2	3	3	0	0	0	0	0	0	27.3	0.0	0.0	0.0	0.0	48.9	50.9	57.3	11
7:00	0	1	2	7	8	8	4	1	1	0	0	0	0	18.8	6.3	3.1	0.0	0.0	47.8	48.8	56.6	32
8:00	4	1	2	8	16	19	9	3	1	0	0	0	0	20.6	6.3	1.6	0.0	0.0	45.3	50.2	57.0	63
9:00	1	0	4	9	16	15	7	2	0	0	0	0	0	16.7	3.7	0.0	0.0	0.0	47.2	49.1	55.7	54
10:00	2	1	3	11	16	11	5	1	0	0	0	0	0	12.0	2.0	0.0	0.0	0.0	44.7	47.6	54.4	50
11:00	1	1	4	7	14	13	6	1	0	0	0	0	0	14.9	2.1	0.0	0.0	0.0	46.3	48.8	55.0	47
12:00	1	0	2	8	16	15	7	2	1	0	0	0	0	19.2	5.8	1.9	0.0	0.0	48.0	49.7	56.6	52
13:00	1	1	4	6	17	15	8	2	0	0	0	0	0	18.5	3.7	0.0	0.0	0.0	47.2	49.5	56.2	54
14:00	0	1	4	8	16	20	10	2	0	0	0	0	0	19.7	3.3	0.0	0.0	0.0	48.8	50.4	56.5	61
15:00	2	1	4	10	20	18	11	5	0	0	0	0	0	22.5	7.0	0.0	0.0	0.0	47.1	49.7	57.5	71
16:00	3	2	4	7	19	24	14	4	1	0	0	0	0	24.4	6.4	1.3	0.0	0.0	46.9	50.9	57.7	78
17:00	2	1	2	9	24	34	21	9	1	1	0	0	0	30.8	10.6	1.9	1.0	0.0	49.8	52.1	59.0	104
18:00	2	1	2	10	21	49	25	5	2	0	0	0	0	27.4	6.0	1.7	0.0	0.0	50.0	52.3	57.9	117
19:00	1	0	5	6	27	27	14	5	1	0	0	0	0	23.3	7.0	1.2	0.0	0.0	49.3	50.8	57.6	86
20:00	1	2	2	11	15	21	10	2	1	0	0	0	0	20.0	4.6	1.5	0.0	0.0	47.8	50.4	56.7	65
21:00	1	0	2	6	17	15	8	1	1	0	0	0	0	19.6	3.9	2.0	0.0	0.0	48.2	49.9	56.5	51
22:00	0	0	1	5	11	8	7	3	0	0	0	0	0	28.6	8.6	0.0	0.0	0.0	50.1	50.4	58.4	35
23:00	0	0	0	3	6	9	4	1	0	0	0	0	0	21.7	4.3	0.0	0.0	0.0	50.7	51.4	57.0	23
24:00	1	0	0	1	3	5	4	1	1	0	0	0	0	37.5	12.5	6.3	0.0	0.0	48.1	53.0	59.6	16
Avg. Daily Total	23	13	49	137	289	335	181	50	11	2	0	0	0	22.4	5.8	1.2	0.2	0.0	48.1	50.6	57.3	1090
Percent	2.1%	1.2%	4.5%	12.6%	26.5%	30.7%	16.6%	4.6%	1.0%	0.2%	0.0%	0.0%	0.0%									
Cum. Percent	2.1%	3.3%	7.8%	20.4%	46.9%	77.6%	94.2%	98.8%	99.8%	100.0%	100.0%	100.0%	100.0%									
Average hour	1	1	2	6	12	14	8	2	0	0	0	0	0									45

	Avg. Speed	50th% Speed	85th% Speed
North	50.8	53.0	59.3
South	48.1	50.6	57.3

Peak Hour Data

Direction	Hour	Count	2-way	Hour	Count
North	8	91	A.M.	8	154
South	18	117	P.M.	18	184

TRAFFIC FLOW BY DIRECTION



STATION: **260313**

New York State Department of Transportation
Traffic Count Hourly Report

ROUTE #: **NY 315** ROAD NAME:
DIRECTION: Northbound FACTOR GROUP: 30
STATE DIR CODE: 1 WK OF YR: 21
DATE OF COUNT: 05/20/2008
NOTES LANE 1:

COUNT TAKEN BY: ORG CODE: R02 INITIALS: RU

FROM: **CR 9 SHANLEY RD**
REC. SERIAL #: 2003
PLACEMENT: 500' S. OF RTE 12B
@ REF MARKER: 315 26011050
ADDL DATA:
COUNT TYPE: VEHICLES
PROCESSED BY: ORG CODE: DOT INITIALS: MED

TO: **RT 12B END 315**
FUNC. CLASS: 06
NHS: no
JURIS: NYSDOT
CC Stn:
BATCH ID: DOT-DOTR2-ww21-08

COUNTY: **Oneida**
TOWN: **MARSHALL**
BIN: 1045630
RR CROSSING:
HPMS SAMPLE:

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	T																											
2	F																											
3	S																											
4	S																											
5	M																											
6	T																											
7	W																											
8	T																											
9	F																											
10	S																											
11	S																											
12	M																											
13	T																											
14	W																											
15	T																											
16	F																											
17	S																											
18	S																											
19	M																											
20	T															77	84	89	70	63	57	40	34	22	8			
21	W	2	1	2	2	13	34	95	115	87	62	50	46	57	57	56	71	91	76	64	40	33	24	12	6	1096	115	7
22	T	7	1	5	5	20	32	97	113	78	66	42	62	65	47	64	68	74	78	55	43	44	42	22	7	1137	113	7
23	F	5	9	4	4	13	36	76	102	73	64																	
24	S																											
25	S																											
26	M																											
27	T																											
28	W																											
29	T																											
30	F																											
31	S																											

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)

5	4	4	4	15	34	89	110	79	64	46	54	61	52	66	74	85	75	61	47	39	33	19	7	ADT 1127

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
4	68	4	68	110	10%	1.000	1.080

ESTIMATED (one way)

AADT
1044

New York State Department of Transportation
Traffic Count Hourly Report

ROUTE #: **NY 315** ROAD NAME:
DIRECTION: Southbound FACTOR GROUP: 30
STATE DIR CODE: 2 WK OF YR: 21
DATE OF COUNT: 05/20/2008
NOTES LANE 1:

COUNT TAKEN BY: ORG CODE: R02 INITIALS: RU

FROM: **CR 9 SHANLEY RD**
REC. SERIAL #: 2003
PLACEMENT: 500' S. OF RTE 12B
@ REF MARKER: 315 26011050
ADDL DATA:
COUNT TYPE: VEHICLES
PROCESSED BY: ORG CODE: DOT INITIALS: MED

TO: **RT 12B END 315**
FUNC. CLASS: 06
NHS: no
JURIS: NYSDOT
CC Stn:
BATCH ID: DOT-DOTR2-ww21-08

COUNTY: **Oneida**
TOWN: **MARSHALL**
BIN: 1045630
RR CROSSING:
HPMS SAMPLE:

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	T																											
2	F																											
3	S																											
4	S																											
5	M																											
6	T																											
7	W																											
8	T																											
9	F																											
10	S																											
11	S																											
12	M																											
13	T																											
14	W																											
15	T																											
16	F																											
17	S																											
18	S																											
19	M																											
20	T																											
21	W	9	5	4	2	1	10	42	77	52	51	64	41	47	62	75	136	132	124	90	53	42	31	29	16			
22	T	7	9	4	2	3	8	42	61	60	57	43	60	47	71	74	109	143	108	91	56	40	37	19	19	1163	143	16
23	F	13	6	7	2	8	3	36	61	50	53					88	116	123	121	72	63	47	42	31	21	1198	123	16
24	S																											
25	S																											
26	M																											
27	T																											
28	W																											
29	T																											
30	F																											
31	S																											

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)

12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	ADT
10	7	5	2	4	7	40	66	54	54	54	50	47	66	79	120	133	118	84	57	43	37	26	19	1182

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
4	68	4	68	133	11%	1.000	1.080

ESTIMATED (one way)

AADT

1094

STATION: **260312**

New York State Department of Transportation

Traffic Count Hourly Report

ROUTE #: **NY 12B** ROAD NAME: **12B**
DIRECTION: Northbound FACTOR GROUP: 40
STATE DIR CODE: 1 WK OF YR: 29
DATE OF COUNT: 07/19/2006
NOTES LANE 1: Week 29-Nb

FROM: **RT 233 FRANKLIN SPRINGS**
REC. SERIAL #: 8400
PLACEMENT: 200' S of Furnace St
@ REF MARKER: 12B26031080
ADDL DATA: Class Speed
COUNT TYPE: VEHICLES

TO: **CR 16 POST ST**
FUNC. CLASS: 14
NHS: no
JURIS: State
CC Stn:
BATCH ID: DOT-r2ww29B

COUNTY: **Oneida**
TOWN: **KIRKLAND**
BIN: 1009890
RR CROSSING:
HPMS SAMPLE:

COUNT TAKEN BY: ORG CODE: TST INITIALS: JSV
PROCESSED BY: ORG CODE: DOT INITIALS: SJW

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	S																											
2	S																											
3	M																											
4	T																											
5	W																											
6	T																											
7	F																											
8	S																											
9	S																											
10	M																											
11	T																											
12	W																											
13	T																											
14	F																											
15	S																											
16	S																											
17	M																											
18	T																											
19	W													156	190	182	178	200	123	110	81	60	41	20				
20	T	10	12	7	6	31	70	167	239	213	206	167	156	155	150	164	209	187	203	133	114	92	72	40	30	2833	239	7
21	F	16	14	5	7	20	66	175	224	190	187	195	182	172	180	180	188	203	211	162	119	108	77	58	40	2979	224	7
22	S	17	6	7	9	11	35	63	121	159	152	200	181	175	150	142	137	158	152	137	79	62	48	42	15	2258	200	10
23	S	16	8	2	5	9	25	36	57	87	147	167	185	175	143	135	150	142	142	126	101	79	65	31	24	2057	185	11
24	M	7	7	3	9	20	64	166	267	176	174	182	151	166	149	182	198	180	153	149	98	102	68	33	14	2718	267	7
25	T	16	1	5	8	19	65	179	257	199	183	149	144	159	146													
26	W																											
27	T																											
28	F																											
29	S																											
30	S																											
31	M																											

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)

12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	ADT
14	9	6	7	23	67	172	247	194	188	173	158	160	150	179	196	182	185	135	107	92	67	38	21	2770

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
6	145	3	79	247	9%	1.000	1.207

ESTIMATED (one way)

AADT
2295

New York State Department of Transportation

Traffic Count Hourly Report

ROUTE #: **NY 12B** ROAD NAME: **12B**
DIRECTION: Southbound FACTOR GROUP: 40
STATE DIR CODE: 2 WK OF YR: 29
DATE OF COUNT: 07/19/2006
NOTES LANE 1: Week 29-Sb

FROM: **RT 233 FRANKLIN SPRINGS**
REC. SERIAL #: 8400
PLACEMENT: 200' S of Furnace St
@ REF MARKER: 12B26031080
ADDL DATA: Class Speed
COUNT TYPE: VEHICLES

TO: **CR 16 POST ST**
FUNC. CLASS: 14
NHS: no
JURIS: State
CC Stn:
BATCH ID: DOT-r2ww29B

COUNTY: **Oneida**
TOWN: **KIRKLAND**
BIN: 1009890
RR CROSSING:
HPMS SAMPLE:

COUNT TAKEN BY: ORG CODE: TST INITIALS: JSV
PROCESSED BY: ORG CODE: DOT INITIALS: SJW

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	S																											
2	S																											
3	M																											
4	T																											
5	W																											
6	T																											
7	F																											
8	S																											
9	S																											
10	M																											
11	T																											
12	W																											
13	T																											
14	F																											
15	S																											
16	S																											
17	M																											
18	T																											
19	W													176	170	222	271	209	175	146	146	116	47	39				
20	T	21	6	6	2	8	38	94	131	96	121	122	161	178	170	194	249	281	245	159	134	154	111	63	61	2805	281	16
21	F	11	5	9	6	9	32	82	120	90	124	127	178	188	190	206	242	267	233	197	146	139	128	69	71	2869	267	16
22	S	25	15	10	3	9	18	38	71	77	102	126	130	168	170	190	158	145	146	129	118	100	90	83	58	2179	190	14
23	S	23	13	8	5	7	11	28	40	59	85	118	150	138	166	172	171	141	168	127	113	109	88	36	28	2004	172	14
24	M	13	8	2	5	9	34	78	122	93	73	138	148	157	168	173	210	271	279	177	127	114	104	51	39	2593	279	17
25	T	15	8	3	3	15	40	87	103	90	95	117	147	145	153													
26	W																											
27	T																											
28	F																											
29	S																											
30	S																											
31	M																											

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)

16	6	6	4	11	37	85	119	92	103	126	158	160	167	179	227	274	244	170	136	138	110	54	46	ADT 2668

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
6	145	3	79	274	10%	1.000	1.207

ESTIMATED (one way)

AADT
2210

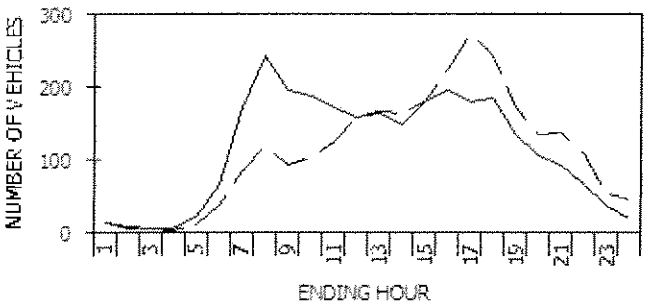
New York State Department of Transportation
Classification Count Average Weekday Data Report

ROUTE #: NY 12B ROAD NAME: 12B YEAR: 2006 STATION: 260312
COUNTY NAME: Oneida MONTH: July
REGION CODE: 2
FROM: RT 233 FRANKLIN SPRINGS
TO: CR 16 POST ST
REF-MARKER: 12B26031080
END MILEPOINT: 0310375 NO. OF LANES: 2
FUNC-CLASS: 14 HPMS NO:
STATION NO: 0312
COUNT TAKEN BY: ORG CODE: TST INITIALS: JSV
PROCESSED BY: ORG CODE: DOT INITIALS: SJW BATCH ID: DOT-r2ww29B

DIRECTION	North	South	TOTAL
NUMBER OF VEHICLES	2761	2671	5432
NUMBER OF AXLES	5834	5581	11416
% HEAVY VEHICLES (F4-F13)	8.51%	9.14%	8.82%
% TRUCKS AND BUSES (F3-F13)	25.21%	29.43%	27.28%
AXLE CORRECTION FACTOR	0.95	0.96	0.95

	VEHICLE CLASS	F1	F2	F3	F4	F5	F6	F7	F8	F9	F10	F11	F12	F13	TOTAL
	NO. OF AXLES	2	2	2	2.5	2	3	4	3.5	5	6	5	6	8.75	
ENDING HOUR	1:00	0	12	1	0	0	0	0	0	0	0	0	0	0	13
	2:00	0	7	1	0	0	0	0	0	1	0	0	0	0	9
	3:00	0	4	1	0	1	0	0	0	0	0	0	0	0	6
	4:00	0	5	1	0	0	0	0	0	1	0	0	0	0	7
	5:00	1	14	6	0	2	0	0	0	0	0	0	0	0	23
	6:00	1	50	13	0	1	0	0	0	1	0	0	0	0	66
	7:00	4	121	33	0	3	2	2	1	2	0	0	0	0	173
	8:00	1	190	40	0	6	2	2	2	1	0	0	0	0	244
	9:00	4	137	30	0	9	3	5	2	4	1	0	0	0	195
	10:00	3	133	31	1	7	3	3	2	3	1	0	0	0	187
DIRECTION	11:00	2	116	31	1	7	3	4	3	2	2	0	0	1	172
North	12:00	2	104	31	1	6	4	4	3	2	1	0	0	0	156
	13:00	2	117	29	1	4	2	3	2	2	1	0	0	0	163
	14:00	4	106	22	1	5	3	2	2	2	1	0	0	0	148
	15:00	2	127	30	1	7	3	3	2	1	2	0	0	1	179
	16:00	5	136	30	0	8	3	5	4	1	2	0	0	0	196
	17:00	3	132	30	3	5	1	4	2	1	0	0	0	0	181
	18:00	9	137	31	1	4	0	0	1	1	0	0	0	0	184
	19:00	4	102	19	0	3	1	2	2	1	0	0	0	1	135
	20:00	3	84	16	0	1	0	0	1	0	0	0	0	1	106
	21:00	6	66	15	1	2	0	0	1	1	0	0	0	0	92
	22:00	2	52	11	0	1	0	0	0	0	0	0	0	0	66
	23:00	0	34	3	0	0	0	0	1	0	0	0	0	0	38
	24:00	1	18	1	0	0	0	0	0	0	0	0	0	0	20
	TOTAL VEHICLES	**59**	**2006**	**481**	**11**	**82**	**30**	**39**	**31**	**27**	**11**	**0**	**0**	**4**	**2761**
	TOTAL AXLES	118	4012	922	28	164	90	156	108	135	66	0	0	35	5834
ENDING HOUR	1:00	0	13	2	0	0	0	0	0	0	0	0	0	0	15
	2:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
	3:00	0	4	1	0	1	0	0	0	0	0	0	0	0	6
	4:00	0	2	1	1	0	0	0	0	0	0	0	0	0	4
	5:00	0	4	5	1	0	0	0	0	1	0	0	0	0	11
	6:00	0	17	10	2	4	1	0	1	2	0	0	0	0	37
	7:00	1	44	26	3	5	3	1	0	2	1	0	0	0	85
	8:00	1	72	25	3	8	2	1	4	3	0	0	0	0	119
	9:00	0	56	22	2	8	1	0	2	1	0	0	0	0	92
	10:00	1	60	22	3	8	2	0	2	4	1	0	0	0	103
	11:00	1	78	26	2	10	2	0	3	2	0	0	0	0	124
DIRECTION	12:00	1	101	31	4	10	3	1	4	4	0	0	0	1	160
South	13:00	2	115	32	1	8	1	0	2	4	1	0	0	0	166
	14:00	2	112	34	1	8	2	0	3	3	0	0	0	0	165
	15:00	2	120	36	2	9	2	1	4	3	0	0	0	0	179
	16:00	6	155	50	1	7	0	1	2	3	1	0	0	0	226
	17:00	7	204	51	1	5	0	1	3	2	1	0	0	0	275
	18:00	4	182	50	1	5	0	0	1	0	0	0	0	0	243
	19:00	5	125	33	0	4	0	0	3	1	0	0	0	0	171
	20:00	6	99	24	0	4	0	0	1	1	1	0	0	0	136
	21:00	2	103	28	1	3	0	0	1	0	0	0	0	0	138
	22:00	3	89	16	0	1	0	0	1	0	0	0	0	0	110
	23:00	1	42	10	0	1	0	0	0	0	0	0	0	0	54
	24:00	1	37	7	0	1	0	0	0	0	0	0	0	0	46
	TOTAL VEHICLES	**46**	**1839**	**542**	**29**	**110**	**19**	**6**	**37**	**36**	**6**	**0**	**0**	**1**	**2671**
	TOTAL AXLES	92	3678	1084	72	220	57	24	130	180	36	0	0	9	5581
	GRAND TOTAL VEHICLES	**105**	**3845**	**1003**	**40**	**192**	**49**	**45**	**68**	**63**	**17**	**0**	**0**	**5**	**5432**
	GRAND TOTAL AXLES	210	7690	2006	100	384	147	180	238	315	102	0	0	44	11415

TRAFFIC FLOW BY DIRECTION



--- North - -South

PEAK HOUR DATA

DIRECTION	HOUR	COUNT	2-WAY	HOUR	COUNT
North	**8**	**244**	**A.M.**	**8**	**363**
South	**17**	**275**	**P.M.**	**17**	**456**

VEHICLE CLASSIFICATION CODES:

F1. Motorcycles
F2. Autos*
F3. 2 Axle, 4-Tire Pickups, Vans, Motorhomes*
F4. Buses
F5. 2 Axle, 6-Tire Single Unit Trucks
F6. 3 Axle Single Unit Trucks
F7. 4 or More Axle Single Unit Trucks
F8. 4 or Less Axle Vehicles, One Unit is a Truck
F9. 5 Axle Double Unit Vehicles, One Unit is a Truck
F10. 6 or More Double Unit Vehicles, One Unit is a Truck
F11. 5 or Less Axle Multi-Unit Trucks
F12. 6 Axle Multi-Unit Trucks
F13. 7 or More Axle Multi-Unit Trucks

* INCLUDING THOSE HAULING TRAILERS

FUNCTIONAL CLASS CODES:

RURAL	URBAN	SYSTEM
01	11	PRINCIPAL ARTERIAL-INTERSTATE
02	12	PRINCIPAL ARTERIAL-EXPRESSWAY
02	14	PRINCIPAL ARTERIAL-OTHER
06	16	MINOR ARTERIAL
07	17	MAJOR COLLECTOR
08	17	MINOR COLLECTOR
09	19	LOCAL SYSTEM

SOURCE: NYSDOT DATA SERVICES BUREAU

New York State Department of Transportation
Speed Count Average Weekday Report

Station: 260312
Route #: NY 12B Road name: 12B
From: RT 233 FRANKLIN SPRINGS
To: CR 16 POST ST
Direction: North

Start date: Wed 07/19/2006 13:00
End date: Tue 07/25/2006 13:45
County: Oneida
Town: KIRKLAND
Speed limit: 55

Count duration: 145 hours
Functional class: 14
Factor group: 40
Batch ID: DOT-r2ww29B
Count taken by: Org: TST Init: JSV
Processed by: Org: DOT Init: SJW

Speeds, mph

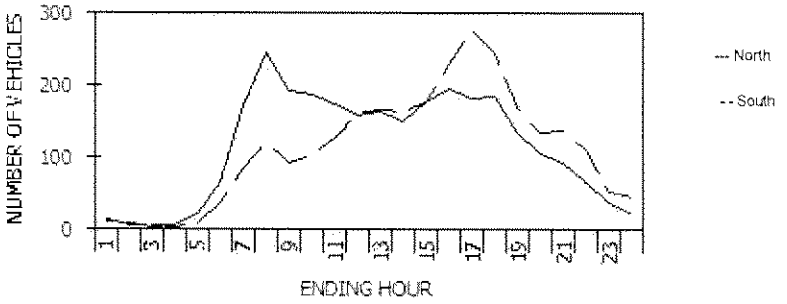
Hour	0.0-30.0	30.1-35.0	35.1-40.0	40.1-45.0	45.1-50.0	50.1-55.0	55.1-60.0	60.1-65.0	65.1-70.0	70.1-75.0	75.1-80.0	80.1-85.0	85.1-115.0	% Exc 55.0	% Exc 60.0	% Exc 65.0	% Exc 70.0	% Exc 75.0	Avg	50th%	85th%	Total
1:00	0	0	0	0	0	1	3	5	1	2	0	0	0	91.7	66.7	25.0	16.7	0.0	62.0	62.0	70.6	12
2:00	0	0	0	0	0	1	4	3	1	0	0	0	0	88.9	44.4	11.1	0.0	0.0	59.4	59.4	64.5	9
3:00	0	0	0	0	0	0	2	2	1	0	0	0	0	100.0	60.0	20.0	0.0	0.0	61.3	61.3	66.3	5
4:00	0	0	0	0	0	0	1	2	3	1	0	0	0	100.0	85.7	57.1	14.3	0.0	65.0	65.9	70.0	7
5:00	0	0	0	0	0	1	6	7	6	3	0	0	0	95.7	69.6	39.1	13.0	0.0	62.9	63.3	69.7	23
6:00	0	0	0	0	1	2	14	30	14	6	1	0	0	95.6	75.0	30.9	10.3	1.5	62.6	62.9	68.9	68
7:00	0	0	0	0	0	4	26	70	53	16	2	0	0	97.7	82.5	41.5	10.5	1.2	63.8	64.0	69.3	171
8:00	0	0	0	0	1	5	59	116	53	12	1	0	0	97.6	73.7	26.7	5.3	0.4	62.3	62.6	67.8	247
9:00	1	0	0	0	4	9	50	84	35	10	1	0	0	92.8	67.0	23.7	5.7	0.5	60.8	62.0	67.5	194
10:00	0	0	2	2	3	10	53	79	29	11	0	0	0	91.0	63.0	21.2	5.8	0.0	60.6	61.6	67.1	189
11:00	0	1	1	2	4	15	55	64	26	6	1	0	0	86.9	55.4	18.9	4.0	0.6	59.6	60.8	66.3	175
12:00	0	1	1	1	2	12	50	60	28	5	0	0	0	89.4	58.1	20.6	3.1	0.0	60.0	61.1	66.7	160
13:00	0	0	1	1	2	8	41	73	28	9	1	0	0	92.7	67.7	23.2	6.1	0.6	61.2	62.0	67.4	164
14:00	0	0	1	1	3	11	39	62	25	7	1	0	0	89.3	63.3	22.0	5.3	0.7	60.7	61.7	67.2	150
15:00	1	0	1	2	3	13	45	79	28	5	1	0	0	88.8	63.5	19.1	3.4	0.6	59.8	61.6	66.4	178
16:00	2	0	1	2	2	17	55	72	37	7	1	0	0	87.8	59.7	23.0	4.1	0.5	59.3	61.4	67.2	196
17:00	0	0	1	1	3	10	45	75	33	11	3	0	0	91.8	67.0	25.8	7.7	1.6	61.4	62.1	68.0	182
18:00	0	0	1	0	1	8	34	84	41	14	2	0	0	94.6	76.2	30.8	8.6	1.1	62.5	62.9	68.6	185
19:00	0	0	0	0	2	9	27	51	36	10	1	0	0	91.9	72.1	34.6	8.1	0.7	62.3	63.0	68.7	136
20:00	1	0	0	0	2	7	26	38	25	7	1	0	0	90.7	66.4	30.8	7.5	0.9	60.6	62.4	68.4	107
21:00	0	0	0	1	4	9	26	32	14	5	0	1	0	84.8	56.5	21.7	6.5	1.1	60.1	61.0	67.3	92
22:00	0	0	0	0	1	10	23	20	8	3	1	0	0	83.3	48.5	18.2	6.1	1.5	59.8	59.8	66.4	66
23:00	0	0	0	0	1	3	11	12	7	3	0	0	0	89.2	59.5	27.0	8.1	0.0	61.0	61.5	68.2	37
24:00	0	0	0	0	0	2	6	6	5	2	0	0	0	90.5	61.9	33.3	9.5	0.0	61.7	62.1	68.9	21
Avg. Daily Total	5	2	10	13	39	167	701	1126	537	155	18	1	0	91.5	66.2	25.6	6.3	0.7	61.1	62.0	67.8	2774
Percent	0.2%	0.1%	0.4%	0.5%	1.4%	6.0%	25.3%	40.6%	19.4%	5.6%	0.6%	0.0%	0.0%									
Cum. Percent	0.2%	0.3%	0.6%	1.1%	2.5%	8.5%	33.8%	74.4%	93.7%	99.3%	100.0%	100.0%	100.0%									
Average hour	0	0	0	1	2	7	29	47	22	6	1	0	0									116

	Avg. Speed	50th% Speed	85th% Speed
North	61.1	62.0	67.8
South	62.9	63.6	69.8

Peak Hour Data

Direction	Hour	Count	2-way	Hour	Count
North	8	247	A.M.	8	368
South	17	277	P.M.	17	459

TRAFFIC FLOW BY DIRECTION



New York State Department of Transportation
Speed Count Average Weekday Report

Station:	260312	Start date:	Wed 07/19/2006 13:00	Count duration:	145 hours
Route #: NY 12B	Road name: 12B	End date:	Tue 07/25/2006 13:45	Functional class:	14
From:	RT 233 FRANKLIN SPRINGS	County:	Oneida	Factor group:	40
To:	CR 16 POST ST	Town:	KIRKLAND	Batch ID:	DOT-r2ww29B
Direction:	South	Speed limit:	55	Count taken by:	Org: TST Init: JSV
				Processed by:	Org: DOT Init: SJW

Speeds, mph

Hour	0.0-30.0	30.1-35.0	35.1-40.0	40.1-45.0	45.1-50.0	50.1-55.0	55.1-60.0	60.1-65.0	65.1-70.0	70.1-75.0	75.1-80.0	80.1-85.0	85.1-115.0	% Exc 55.0	% Exc 60.0	% Exc 65.0	% Exc 70.0	% Exc 75.0	Avg	50th%	85th%	Total
1:00	0	0	0	0	0	0	2	4	5	3	1	0	0	100.0	86.7	60.0	26.7	6.7	66.0	66.6	73.0	15
2:00	0	0	0	0	0	0	1	3	1	1	0	0	0	100.0	83.3	33.3	16.7	0.0	63.8	63.4	70.6	6
3:00	0	0	0	0	0	1	0	3	2	0	0	0	0	83.3	83.3	33.3	0.0	0.0	62.1	63.4	67.8	6
4:00	0	0	0	0	0	1	1	0	0	0	1	0	0	66.7	33.3	33.3	33.3	33.3	60.8	57.6	77.8	3
5:00	0	0	0	1	0	1	1	2	4	1	0	0	0	80.0	70.0	50.0	10.0	0.0	60.6	65.0	69.4	10
6:00	0	0	0	0	1	2	5	14	11	3	1	0	0	91.9	78.4	40.5	10.8	2.7	63.0	63.8	69.3	37
7:00	0	0	0	1	2	4	16	26	21	14	2	0	0	91.9	73.3	43.0	18.6	2.3	63.0	63.9	71.2	86
8:00	0	0	0	1	2	3	16	40	32	22	5	0	0	95.0	81.8	48.8	22.3	4.1	64.3	64.9	72.1	121
9:00	0	0	0	0	1	3	16	32	26	13	2	0	0	95.7	78.5	44.1	16.1	2.2	63.8	64.2	70.5	93
10:00	0	0	0	0	2	4	18	39	27	10	3	0	0	94.2	76.7	38.8	12.6	2.9	63.1	63.6	69.6	103
11:00	0	1	1	1	2	3	24	48	28	18	2	0	0	93.8	75.0	37.5	15.6	1.6	62.3	63.4	70.3	128
12:00	0	1	2	2	4	7	37	58	31	15	4	0	0	90.1	67.1	31.1	11.8	2.5	61.0	62.4	69.2	161
13:00	0	0	1	1	1	4	37	66	38	16	3	0	0	95.8	73.7	34.1	11.4	1.8	62.6	63.0	69.3	167
14:00	0	1	0	2	3	8	30	61	43	15	2	0	0	91.5	73.3	36.4	10.3	1.2	62.0	63.2	69.1	165
15:00	0	0	0	1	1	7	29	61	51	24	4	0	0	94.9	78.7	44.4	15.7	2.2	63.7	64.2	70.3	178
16:00	0	0	1	1	2	6	37	93	56	29	4	0	0	95.6	79.5	38.9	14.4	1.7	63.3	63.7	69.9	229
17:00	0	0	1	1	2	4	45	112	73	34	5	0	0	97.1	80.9	40.4	14.1	1.8	63.6	63.9	69.9	277
18:00	1	0	1	1	4	6	32	91	73	31	5	0	0	94.7	81.6	44.5	14.7	2.0	63.1	64.3	70.0	245
19:00	0	0	0	1	1	6	30	63	45	18	5	0	0	95.3	77.5	40.2	13.0	3.0	63.3	63.7	69.8	169
20:00	0	0	0	2	0	4	27	52	30	18	3	0	0	95.6	75.7	37.5	15.4	2.2	63.1	63.4	70.2	136
21:00	0	0	0	1	2	4	30	55	34	11	1	0	0	94.9	73.2	33.3	8.7	0.7	62.4	63.0	68.8	138
22:00	0	0	0	1	1	6	22	44	27	8	2	0	0	92.8	73.0	33.3	9.0	1.8	62.3	62.9	68.8	111
23:00	0	0	0	0	0	2	10	20	11	8	2	1	0	96.3	77.8	40.7	20.4	5.6	64.0	63.8	71.9	54
24:00	0	0	0	0	1	4	9	15	13	4	1	0	0	89.4	70.2	38.3	10.6	2.1	62.3	63.2	69.3	47
Avg. Daily Total	1	3	7	18	32	90	475	1002	692	316	58	1	0	94.3	76.6	39.3	13.9	2.2	62.9	63.6	69.8	2685
Percent	0.0%	0.1%	0.3%	0.7%	1.2%	3.4%	17.7%	37.3%	25.4%	11.8%	2.2%	0.0%	0.0%									
Cum. Percent	0.0%	0.1%	0.4%	1.1%	2.3%	5.6%	23.3%	60.6%	86.0%	97.8%	100.0%	100.0%	100.0%									
Average hour	0	0	0	1	1	4	20	42	28	13	2	0	0									112

	Avg. Speed	50th% Speed	85th% Speed
North	61.1	62.0	67.8
South	62.9	63.6	69.8

Peak Hour Data

Direction	Hour	Count	2-way	Hour	Count
North	8	247	A.M.	8	368
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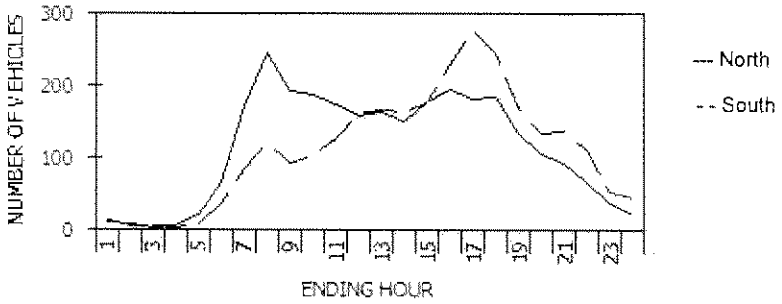
TRAFFIC FLOW BY DIRECTION



STATION: **260312**

New York State Department of Transportation

Traffic Count Hourly Report

ROUTE #: **NY 12B** ROAD NAME:
DIRECTION: Northbound
STATE DIR CODE: 1
DATE OF COUNT: 07/28/2003
NOTES:

FACTOR GROUP: 40
WK OF YR: 31

FROM: **RT 233 FRANKLIN SPRINGS**
REC. SERIAL #: 2035
PLACEMENT: 300' N. OF DUGWAY RD
@ REF MARKER: 12B26031085
COUNT TYPE: VEHICLES ADDL DATA:

TO: **CR 16 POST ST**
FUNC. CLASS: 14
NHS: no
JURIS: Other
COUNT TAKEN BY:

COUNTY: **Oneida**
TOWN: **KIRKLAND**
BIN:
RR CROSSING:
HPMS SAMPLE:

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	T																											
2	W																											
3	T																											
4	F																											
5	S																											
6	S																											
7	M																											
8	T																											
9	W																											
10	T																											
11	F																											
12	S																											
13	S																											
14	M																											
15	T																											
16	W																											
17	T																											
18	F																											
19	S																											
20	S																											
21	M																											
22	T																											
23	W																											
24	T																											
25	F																											
26	S																											
27	S																											
28	M																											
29	T	17	13	9	13	24	70	210	282	268	236	238	196	210	227	211	242	242	163	168	129	102	72	38	24	3447	282	7
30	W	14	5	16	8	21	76	221	321	286	265	191	210	200	224	226	215	186	195	193	141	139	72	66	16	3402	321	7
31	T	15	4	10	11	28	61	201	317	248	235	240	218				197	197	167	157	148	124	72	37	19			
		AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)																								ADT		
		15	7	12	11	24	69	211	307	267	245	223	208	205	226	218	218	208	175	173	139	122	72	47	20	3422		

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
4	69	4	69	307	9%	1.000	1.210

ESTIMATED (one way)

AADT
2828

New York State Department of Transportation

Traffic Count Hourly Report

ROUTE #: **NY 12B** ROAD NAME:
DIRECTION: Southbound FACTOR GROUP: 40
STATE DIR CODE: 2 WK OF YR: 31
DATE OF COUNT: 07/28/2003
NOTES:

FROM: **RT 233 FRANKLIN SPRINGS**
REC. SERIAL #: 2035
PLACEMENT: 300' N. OF DUGWAY RD
@ REF MARKER: 12B26031085
COUNT TYPE: VEHICLES ADDL DATA:

TO: **CR 16 POST ST**
FUNC. CLASS: 14
NHS: no
JURIS: Other
COUNT TAKEN BY:

COUNTY: **Oneida**
TOWN: **KIRKLAND**
BIN:
RR CROSSING:
HPMS SAMPLE:

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	T																											
2	W																											
3	T																											
4	F																											
5	S																											
6	S																											
7	M																											
8	T																											
9	W																											
10	T																											
11	F																											
12	S																											
13	S																											
14	M																											
15	T																											
16	W																											
17	T																											
18	F																											
19	S																											
20	S																											
21	M																											
22	T																											
23	W																											
24	T																											
25	F																											
26	S																											
27	S																											
28	M																											
29	T	**12**	**9**	**8**	**6**	**7**	**36**	**130**	**130**	**139**	**150**	**164**	**202**	**211**	**197**	**204**	**303**	**301**	**317**	**219**	**145**	**144**	**112**	**69**	**38**			
30	W	**20**	**6**	**5**	**2**	**12**	**45**	**123**	**141**	**145**	**152**	**176**	**203**	**262**	**209**	**222**	**302**	**333**	**283**	**202**	**187**	**193**	**172**	**79**	**49**	3405	333	16
31	T	**20**	**15**	**5**	**4**	**9**	**40**	**97**	**133**	**155**	**137**	**163**	**189**				**268**	**313**	**274**	**216**	**163**	**160**	**152**	**73**	**39**	3381	313	16

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)

																									ADT
17	**10**	**6**	**4**	**9**	**40**	**117**	**135**	**146**	**146**	**168**	**198**	**236**	**203**	**213**	**291**	**316**	**291**	**212**	**165**	**166**	**145**	**74**	**42**	**3350**

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
4	69	4	69	316	9%	1.000	1.210

ESTIMATED (one way)

AADT
2769

New York State Department of Transportation

PGM. VERSION 3.5 / 4.0

RC/STATION **260311** COVERAGE AND SPECIAL COUNT HOURLY REPORT

ST. TOURING RTE : **233** ROAD NAME : MILEPOINT **0110121** NHS **9** COUNTY : **ONEIDA**

SECTION FROM : **RT 12B FRANKLIN SPRINGS & NE** TO : **RT 412** TOWN : **KIRKLAND**

FEDERAL DIR. **1** FACTOR GRP **30** FUNCTIONAL CLASS **16** HPMS NUMBER: BIN NUMBER:

COUNT DATE : **5/09/00** WEEK OF YR **20** RECORDER PLACEMENT: **500' SOUTH OF RT 412** REFERENCE MKR: **233 26011009**

RECORDER SERIAL #: **1026**

NOTES: **NORTH CLASS** **VEHICLE COUNT** ADDITIONAL DATA: **CLASS**

DY MO	D W	D R	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAY TOTAL	HI COUNT	HI HOUR
9	2	1													59	61	67	75	82	70	56	36	36	25	22	2			
10	3	1	5	3	2	1	10	40	88	125	89	58	43	55	44	53	57	85	68	41	55	33	31	10	20	7	1023	125	8
11	4	1	5	2	3	3	11	44	85	133	91	46	39	62	67	51	71	82	81	57	59	63	24	28	21	7	1135	133	8
12	5	1	3	3	4	4	12	41	85	118	69	64																	

AVERAGE WEEKDAY HOUR (MON 6AM THRU FRI 12 NOON)

12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	ADT
4	3	3	3	11	42	86	125	83	56	41	59	57	55	65	81	77	56	57	44	30	21	21	5	1085

AXLE - FACTORED (VEHICLES) AVG WEEKDAY HOUR (FACTOR USED = 1.00)

12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	ADT
4	3	3	3	11	42	86	125	83	56	41	59	57	55	65	81	77	56	57	44	30	21	21	5	1085

HRS COUNTED	DAYS COUNTED	AVG HI HR	% AVG DAY	FACTORED HI HOUR	% FACTORED DAY	SEASONAL FACTOR
70	4	125	11.5%	125	11.5%	1.096

SEASONALLY FACTORED

ESTIMATED AADT 1-WAY COUNT **990**

ST. TOURING RTE **233** ON FROM **RT 12B FRANKLIN SPRINGS & NE** TO **RT 412**

STATION: **260311** COUNT DATE: **5/09/00** ST. DIR: **1** RECORDER PLACEMENT: **500' SOUTH OF RT 412**

New York State Department of Transportation

RC/STATION **260311** — COVERAGE AND SPECIAL COUNT HOURLY REPORT — PGM. VERSION 3.5 / 4.0

ST. TOURING RTE: **233** ROAD NAME: MILEPOINT **0110121** NHS **9** COUNTY: **ONEIDA**

SECTION FROM: **RT 12B FRANKLIN SPRINGS & NE** TO: **RT 412** TOWN: **KIRKLAND**

FEDERAL DIR. **5** FACTOR GRP **30** FUNCTIONAL CLASS **16** HPMS NUMBER: BIN NUMBER:

COUNT DATE: **5/09/00** WEEK OF YR **20** RECORDER PLACEMENT: **500' SOUTH OF RT 412** REFERENCE MKR: **233 26011009**

RECORDER SERIAL #: **1026**

NOTES: **SOUTH CLASS** **VEHICLE COUNT** ADDITIONAL DATA: **CLASS**

DY MO	D W	D R	12 TO 1 AM	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	12 TO 1 PM	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	DAY TOTAL	HI COUNT	HI HOUR
9	2	2													71	65	94	140	142	122	77	76	46	54	22	21			
10	3	2	14	4	4	2	6	7	27	67	55	45	61	66	46	53	91	121	117	109	68	47	36	36	34	23	1139	121	16
11	4	2	15	8	6	2	6	7	38	50	50	45	63	49	67	55	81	129	174	108	81	93	51	49	20	19	1266	174	17
12	5	2	13	4	6	4	11	8	34	72	49	61																	

AVERAGE WEEKDAY HOUR (MON 6AM THRU FRI 12 NOON)

12 TO 1 AM	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	12 TO 1 PM	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	ADT
14	5	5	3	8	7	33	63	51	50	62	58	61	58	89	130	144	113	75	72	44	46	25	21	1237

AXLE - FACTORED (VEHICLES) AVG WEEKDAY HOUR (FACTOR USED = 1.00)

12 TO 1 AM	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	12 TO 1 PM	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	ADT
14	5	5	3	8	7	33	63	51	50	62	58	61	58	89	130	144	113	75	72	44	46	25	21	1237

HRS COUNTED	DAYS COUNTED	AVG HI HR	% AVG DAY	FACTORED HI HOUR	% FACTORED DAY	SEASONAL FACTOR
70	4	144	11.6%	144	11.6%	1.096

SEASONALLY FACTORED
ESTIMATED AADT 1-WAY COUNT **1129**

ST. TOURING RTE **233** ON FROM **RT 12B FRANKLIN SPRINGS & NE** TO **RT 412**

STATION: **260311** COUNT DATE: **5/09/00** ST. DIR: **2** RECORDER PLACEMENT: **500' SOUTH OF RT 412**

STATION: **260311**

New York State Department of Transportation

Traffic Count Hourly Report

ROUTE #: **NY 233** ROAD NAME:
DIRECTION: Northbound FACTOR GROUP: 30
STATE DIR CODE: 1 WK OF YR: 23
DATE OF COUNT: 06/05/2006
NOTES LANE 1:

COUNT TAKEN BY: ORG CODE: R02 INITIALS: RU

FROM: **RT 12B FRANKLIN SPRINGS & NE**
REC. SERIAL #: 2304
PLACEMENT: 500' S OF RT 412
@ REF MARKER: 233 26011009
ADDL DATA:
COUNT TYPE: VEHICLES
PROCESSED BY: ORG CODE: R02 INITIALS: MED

TO: **RT 412**
FUNC. CLASS: 16
NHS: no
JURIS: State
CC Stn:
BATCH ID: DOT-R02r2ww23-06

COUNTY: **Oneida**
TOWN: **KIRKLAND**
BIN:
RR CROSSING:
HPMS SAMPLE:

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	T																											
2	F																											
3	S																											
4	S																											
5	M																											
6	T	6	4	3	2	16	38	99	160	109	68	56 51	62 79	75 59	65 62	63 67	54 72	67 65	71 77	55 51	38 38	36 39	24 32	14 11	11 5	1213	160	7
7	W	2	3	3	1	12	39	98	141	104	50	59	47	51	56	65	57	73	63	49	38	30	20	13	9	1083	141	7
8	T	7	2	4	2	12	35	100	131	91	53																	
9	F																											
10	S																											
11	S																											
12	M																											
13	T																											
14	W																											
15	T																											
16	F																											
17	S																											
18	S																											
19	M																											
20	T																											
21	W																											
22	T																											
23	F																											
24	S																											
25	S																											
26	M																											
27	T																											
28	W																											
29	T																											
30	F																											

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)

5	3	3	2	13	37	99	144	101	57	55	63	62	61	65	61	68	70	52	38	35	25	13	8	ADT 1140

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
4	72	4	72	144	13%	1.000	1.127

ESTIMATED (one way)

AADT
1012

ROUTE #: **NY 233** ROAD NAME:
STATION: **260311** STATE DIR CODE: **1**

FROM: **RT 12B FRANKLIN SPRINGS & NE** TO: **RT 412**
PLACEMENT: **500' S OF RT 412**

COUNTY: **Oneida**
DATE OF COUNT: **06/05/2006**

New York State Department of Transportation

Traffic Count Hourly Report

ROUTE #: **NY 233** ROAD NAME:
DIRECTION: Southbound FACTOR GROUP: 30
STATE DIR CODE: 2 WK OF YR: 23
DATE OF COUNT: 06/05/2006
NOTES LANE 1:

COUNT TAKEN BY: ORG CODE: R02 INITIALS: RU

FROM: **RT 12B FRANKLIN SPRINGS & NE**
REC. SERIAL #: 2304
PLACEMENT: 500' S OF RT 412
@ REF MARKER: 233 26011009
ADDL DATA:
COUNT TYPE: VEHICLES
PROCESSED BY: ORG CODE: R02 INITIALS: MED

TO: **RT 412**
FUNC. CLASS: 16
NHS: no
JURIS: State
CC Stn:
BATCH ID: DOT-R02r2ww23-06

COUNTY: **Oneida**
TOWN: **KIRKLAND**
BIN:
RR CROSSING:
HPMS SAMPLE:

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	T																											
2	F																											
3	S																											
4	S																											
5	M																											
6	T	10	3	6	2	3	10	41	59	68	54	70	63	68	75	77	142	148	146	85	63	54	33	31	16			
												55	59	64	63	85	170	173	139	79	51	60	38	19	21	1332	173	16
7	W	13	8	6	3	1	11	50	70	65	41	42	58	72	70	104	157	153	150	74	45	49	36	20	11	1309	157	15
8	T	19	8	3	3	4	7	41	71	57	50																	
9	F																											
10	S																											
11	S																											
12	M																											
13	T																											
14	W																											
15	T																											
16	F																											
17	S																											
18	S																											
19	M																											
20	T																											
21	W																											
22	T																											
23	F																											
24	S																											
25	S																											
26	M																											
27	T																											
28	W																											
29	T																											
30	F																											

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)

14	6	5	3	3	9	44	67	63	48	56	60	68	69	89	156	158	145	79	53	54	36	23	16	ADT 1324

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
4	72	4	72	158	12%	1.000	1.127

ESTIMATED (one way)

AADT
1175

New York State Department of Transportation
Classification Count Average Weekday Data Report

ROUTE #: NY 233 ROAD NAME:
COUNTY NAME: Oneida
REGION CODE: 2
FROM: RT 12B FRANKLIN SPRINGS & NE
TO: RT 412
REF-MARKER: 233 26011009
END MILEPOINT: 0110121 NO. OF LANES: 2
FUNC-CLASS: 16 HPMS NO:
STATION NO: 0311
COUNT TAKEN BY: ORG CODE: R02 INITIALS: RU
PROCESSED BY: ORG CODE: R02 INITIALS: MED

YEAR: 2006
MONTH: June

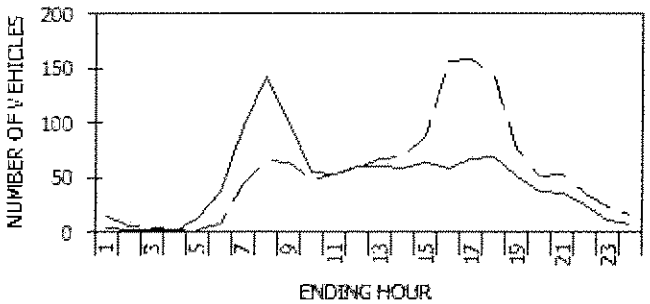
STATION: 260311

BATCH ID: DOT-R02r2ww23-06

DIRECTION	North	South	TOTAL
NUMBER OF VEHICLES	1119	1307	2426
NUMBER OF AXLES	2420	2778	5198
% HEAVY VEHICLES (F4-F13)	9.56%	8.11%	8.78%
% TRUCKS AND BUSES (F3-F13)	36.19%	25.25%	30.30%
AXLE CORRECTION FACTOR	0.92	0.94	0.93

VEHICLE CLASS		F1	F2	F3	F4	F5	F6	F7	F8	F9	F10	F11	F12	F13	TOTAL
NO. OF AXLES		2	2	2	2.5	2	3	4	3.5	5	6	5	6	6.75	
ENDING HOUR	1:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
	2:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	3:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	4:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	5:00	0	11	2	0	0	0	0	0	0	0	0	0	0	13
	6:00	1	20	16	0	0	0	0	0	0	0	0	0	0	37
	7:00	2	60	30	0	2	1	0	0	1	2	0	0	0	98
	8:00	2	94	36	0	1	4	1	1	2	1	1	0	0	143
	9:00	1	61	24	1	2	5	1	2	2	1	0	0	0	100
	10:00	0	31	13	0	2	5	0	0	3	1	0	0	0	55
DIRECTION North	11:00	1	29	12	0	1	4	2	0	3	1	0	0	0	53
	12:00	0	35	15	0	1	3	1	1	3	2	0	0	0	61
	13:00	0	36	12	0	2	7	1	0	1	2	0	0	0	61
	14:00	0	30	17	0	2	6	1	0	1	1	0	0	0	58
	15:00	1	36	19	0	1	2	1	2	1	1	0	0	0	64
	16:00	0	37	21	0	0	0	0	0	0	1	0	0	0	59
	17:00	0	44	20	0	1	0	0	1	0	1	0	0	0	67
	18:00	1	45	20	0	1	1	0	0	1	0	0	0	0	69
	19:00	1	36	13	0	1	0	0	1	0	0	0	0	0	52
	20:00	1	28	7	0	0	0	0	0	1	0	0	0	0	37
	21:00	0	26	9	0	0	0	0	0	0	0	0	0	0	35
	22:00	1	18	6	0	0	0	0	0	0	0	0	0	0	25
	23:00	0	9	3	0	0	0	0	0	0	0	0	0	0	12
	24:00	0	6	1	0	1	0	0	0	0	0	0	0	0	8
TOTAL VEHICLES		**12**	**702**	**298**	**1**	**18**	**38**	**8**	**8**	**19**	**14**	**1**	**0**	**0**	**1119**
TOTAL AXLES		24	1404	596	2	36	114	32	28	95	84	5	0	0	2420
ENDING HOUR	1:00	0	14	0	0	0	0	0	0	0	0	0	0	0	14
	2:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
	3:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
	4:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	5:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	6:00	0	6	1	0	0	0	0	0	1	0	0	0	0	8
	7:00	0	29	9	0	0	4	0	1	1	0	0	0	0	44
	8:00	0	45	10	0	4	3	0	0	3	0	0	0	0	65
	9:00	0	35	14	0	4	6	0	1	2	1	0	0	0	63
	10:00	0	27	12	0	2	3	0	1	3	0	0	0	0	48
	11:00	0	36	8	0	1	6	0	0	2	1	0	0	0	54
DIRECTION South	12:00	0	36	11	0	1	7	0	0	2	2	0	0	0	59
	13:00	1	47	9	0	1	6	0	0	2	1	0	0	0	67
	14:00	0	45	12	0	3	5	0	1	3	0	0	0	0	69
	15:00	1	65	17	0	1	2	0	0	2	0	0	0	0	88
	16:00	3	121	26	0	2	1	0	1	2	0	0	0	0	156
	17:00	3	120	29	0	1	1	0	0	2	2	0	0	0	158
	18:00	1	115	25	0	0	1	0	0	1	0	0	0	0	143
	19:00	0	61	15	0	0	0	0	0	0	0	0	0	0	76
	20:00	1	44	6	0	0	0	0	0	0	0	0	0	0	51
	21:00	2	41	10	0	0	0	0	0	1	0	0	0	0	54
	22:00	1	27	6	0	1	0	0	0	0	0	0	0	0	35
	23:00	1	20	2	0	0	0	0	0	0	0	0	0	0	23
	24:00	0	14	1	0	0	0	0	0	1	0	0	0	0	16
TOTAL VEHICLES		**14**	**963**	**224**	**0**	**21**	**45**	**0**	**5**	**28**	**7**	**0**	**0**	**0**	**1307**
TOTAL AXLES		28	1926	448	0	42	135	0	18	140	42	0	0	0	2778
GRAND TOTAL VEHICLES		**26**	**1665**	**522**	**1**	**39**	**83**	**8**	**13**	**47**	**21**	**1**	**0**	**0**	**2426**
GRAND TOTAL AXLES		52	3330	1044	2	78	249	32	46	235	126	5	0	0	5198

TRAFFIC FLOW BY DIRECTION



— North - - South

PEAK HOUR DATA

DIRECTION	HOUR	COUNT	2-WAY	HOUR	COUNT
North	**8**	**143**	**A.M.**	**8**	**208**
South	**17**	**158**	**P.M.**	**17**	**225**

VEHICLE CLASSIFICATION CODES:

F1. Motorcycles
F2. Autos*
F3. 2 Axle, 4-Tire Pickups, Vans, Motorhomes*
F4. Buses
F5. 2 Axle, 6-Tire Single Unit Trucks
F6. 3 Axle Single Unit Trucks
F7. 4 or More Axle Single Unit Trucks
F8. 4 or Less Axle Vehicles, One Unit is a Truck
F9. 5 Axle Double Unit Vehicles, One Unit is a Truck
F10. 6 or More Double Unit Vehicles, One Unit is a Truck
F11. 5 or Less Axle Multi-Unit Trucks
F12. 6 Axle Multi-Unit Trucks
F13. 7 or More Axle Multi-Unit Trucks

* INCLUDING THOSE HAULING TRAILERS

FUNCTIONAL CLASS CODES:

RURAL	URBAN	SYSTEM
01	11	PRINCIPAL ARTERIAL-INTERSTATE
02	12	PRINCIPAL ARTERIAL-EXPRESSWAY
02	14	PRINCIPAL ARTERIAL-OTHER
06	16	MINOR ARTERIAL
07	17	MAJOR COLLECTOR
08	17	MINOR COLLECTOR
09	19	LOCAL SYSTEM

SOURCE: NYSDOT DATA SERVICES BUREAU

STATION: **260311**

New York State Department of Transportation

Traffic Count Hourly Report

ROUTE #: **NY 233** ROAD NAME: **233**
DIRECTION: Northbound FACTOR GROUP: 30
STATE DIR CODE: 1 WK OF YR: 42
DATE OF COUNT: 10/17/2006
NOTES LANE 1: Week 42-Nb

FROM: **RT 12B FRANKLIN SPRINGS & NE** TO: **RT 412**
REC. SERIAL #: 1074 FUNC. CLASS: 16
PLACEMENT: 233 NHS: no
@ REF MARKER: 233 26011009 JURIS: State
ADDL DATA: Class Speed CC Stn:
COUNT TYPE: VEHICLES BATCH ID: DOT-r2ww42

COUNTY: **Oneida**
TOWN: **KIRKLAND**
BIN:
RR CROSSING:
HPMS SAMPLE:

COUNT TAKEN BY: ORG CODE: TST INITIALS: JSV
PROCESSED BY: ORG CODE: DOT INITIALS: SJW

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	S																											
2	M																											
3	T																											
4	W																											
5	T																											
6	F																											
7	S																											
8	S																											
9	M																											
10	T																											
11	W																											
12	T																											
13	F																											
14	S																											
15	S																											
16	M																											
17	T																											
18	W	13	6	5	2	5	5	47	64	66	64	60	63	65	60	89	109	140	155	86	48	42	35	14	22			
19	T	9	5	4	2	5	9	41	80	75	60	52	50	62	77	88	111	153	135	71	56	41	29	21	21	1265	153	16
20	F	19	4	7	4	6	10	41	61	71	57	52	62	70	79	87	140	142	155	75	38	41	42	16	17	1294	155	17
21	S	26	8	11	4	1	14	12	20	33	39	75	84	64	69	87	115	153	155	89	69	33	48	33	17	1326	155	17
22	S	25	14	7	2	6	5	10	13	17	41	44	55	80	80	74	93	111	77	70	52	34	44	38	41	1121	111	16
23	M	8	2	3	3	2	8	33	65	60	71	46	53	65	83	76	70	63	65	43	50	43	24	21	11	853	83	13
24	T	15	5	6	4	2	10	36	54	59	59	46	64	66	63	88	104	154	124	69	52	44	29	17	9	1173	154	16
25	W																											
26	T																											
27	F																											
28	S																											
29	S																											
30	M																											
31	T																											

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)

																								ADT
14	5	6	3	4	8	40	65	66	62	51	58	66	70	88	116	147	142	75	48	42	34	17	17	1244

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
8	168	5	102	147	12%	1.000	1.074

ESTIMATED (one way)

AADT
1158

New York State Department of Transportation
Traffic Count Hourly Report

ROUTE #: **NY 233** ROAD NAME: **233**
DIRECTION: Southbound FACTOR GROUP: 30
STATE DIR CODE: 2 WK OF YR: 42
DATE OF COUNT: 10/17/2006
NOTES LANE 1: Week 42-Sb

COUNT TAKEN BY: ORG CODE: TST INITIALS: JSV

FROM: **RT 12B FRANKLIN SPRINGS & NE**
REC. SERIAL #: 1074
PLACEMENT: 233
@ REF MARKER: 233 26011009
ADDL DATA: Class Speed
COUNT TYPE: VEHICLES
PROCESSED BY: ORG CODE: DOT INITIALS: SJW

TO: **RT 412**
FUNC. CLASS: 16
NHS: no
JURIS: State
CC Stn:
BATCH ID: DOT-r2ww42

COUNTY: **Oneida**
TOWN: **KIRKLAND**
BIN:
RR CROSSING:
HPMS SAMPLE:

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	S																											
2	M																											
3	T																											
4	W																											
5	T																											
6	F																											
7	S																											
8	S																											
9	M																											
10	T																											
11	W																											
12	T																											
13	F																											
14	S																											
15	S																											
16	M																											
17	T																											
18	W	2	1	4	5	12	30	95	125	111	63	61	54	60	54	81	48	71	65	47	30	25	24	13	12			
19	T	3	0	4	4	13	31	91	126	115	66	56	58	69	70	65	78	82	83	57	30	17	16	10	4	1144	125	7
20	F	2	4	5	3	12	26	80	121	110	76	50	64	62	65	60	75	81	93	64	28	21	24	11	8	1159	126	7
21	S	13	7	5	6	10	11	30	29	49	55	60	70	76	56	63	80	83	53	53	33	18	35	33	12	1148	121	7
22	S	7	9	4	2	6	4	14	16	33	38	45	54	80	68	70	62	66	60	59	42	30	47	33	23	985	80	12
23	M	5	3	4	7	12	24	87	119	123	49	58	51	66	55	61	62	51	46	45	32	27	21	14	3	715	66	12
24	T	7	1	3	6	11	26	84	117	134	68	49	64	57	67	60	59	70	63	67	20	13	18	13	7	1056	123	8
25	W																											
26	T																											
27	F																											
28	S																											
29	S																											
30	M																											
31	T																											

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)

4	2	4	4	12	28	87	122	119	64	55	58	62	64	66	65	76	76	59	27	19	20	12	8	ADT 1113

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
8	168	5	102	122	11%	1.000	1.074

ESTIMATED (one way)

AADT
1036

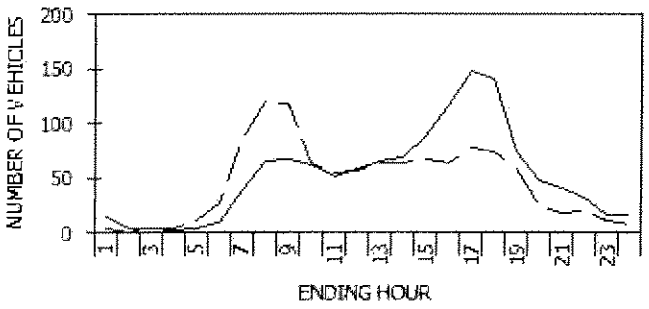
New York State Department of Transportation
Classification Count Average Weekday Data Report

ROUTE #: NY 233 ROAD NAME: 233 YEAR: 2006 STATION: 260311
COUNTY NAME: Oneida MONTH: October
REGION CODE: 2
FROM: RT 12B FRANKLIN SPRINGS & NE
TO: RT 412
REF-MARKER: 233 26011009
END MILEPOINT: 0110121 NO. OF LANES: 2
FUNC-CLASS: 16 HPMS NO:
STATION NO: 0311
COUNT TAKEN BY: ORG CODE: TST INITIALS: JSV
PROCESSED BY: ORG CODE: DOT INITIALS: SJW BATCH ID: DOT-r2ww42

DIRECTION	North	South	TOTAL
NUMBER OF VEHICLES	1241	1108	2349
NUMBER OF AXLES	2619	2323	4943
% HEAVY VEHICLES (F4-F13)	10.72%	16.16%	13.28%
% TRUCKS AND BUSES (F3-F13)	30.22%	43.95%	36.70%
AXLE CORRECTION FACTOR	0.95	0.95	0.95

	VEHICLE CLASS	F1	F2	F3	F4	F5	F6	F7	F8	F9	F10	F11	F12	F13	TOTAL
	NO. OF AXLES	2	2	2	2.5	2	3	4	3.5	5	6	5	6	8.75	
ENDING HOUR	1:00	0	11	3	0	0	0	0	0	0	0	0	0	0	14
	2:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	3:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
	4:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	5:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	6:00	0	6	3	0	0	0	0	0	0	0	0	0	0	9
	7:00	0	25	11	0	1	2	0	1	0	0	0	0	0	40
	8:00	0	47	9	1	2	2	0	1	3	0	0	0	0	65
	9:00	0	41	12	3	5	2	0	1	3	0	0	0	0	67
	10:00	0	34	15	1	5	3	0	2	2	0	0	0	0	82
DIRECTION	11:00	0	30	10	0	6	2	0	1	2	0	0	0	0	51
North	12:00	0	34	12	1	4	3	0	2	3	0	0	0	0	59
	13:00	0	37	14	1	7	2	0	1	3	1	0	0	0	66
	14:00	0	42	13	1	4	3	0	2	4	1	0	0	0	70
	15:00	0	58	16	2	6	2	0	1	3	0	0	0	0	88
	16:00	0	83	23	2	5	1	0	0	2	0	0	0	0	116
	17:00	0	111	30	1	3	1	0	1	1	0	0	0	0	148
	18:00	0	114	24	0	2	0	0	1	0	0	0	0	0	141
	19:00	0	59	14	0	2	0	0	0	0	0	0	0	0	75
	20:00	0	37	10	0	1	0	0	0	0	0	0	0	0	48
	21:00	0	33	8	0	0	0	0	0	0	0	0	0	0	41
	22:00	0	24	7	1	1	0	0	0	0	0	0	0	0	33
	23:00	0	12	4	0	0	0	0	0	0	0	0	0	0	16
	24:00	0	14	3	0	0	0	0	0	0	0	0	0	0	17
	TOTAL VEHICLES	**0**	**866**	**242**	**14**	**54**	**23**	**0**	**14**	**26**	**2**	**0**	**0**	**0**	**1241**
	TOTAL AXLES	0	1732	484	35	108	69	0	49	130	12	0	0	0	2619
	1:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
ENDING HOUR	2:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	3:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
	4:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
	5:00	0	9	2	0	1	0	0	0	0	0	0	0	0	12
	6:00	0	14	10	0	3	0	0	0	0	0	0	0	0	27
	7:00	0	46	31	0	9	0	0	0	0	0	0	0	0	86
	8:00	0	81	27	0	10	0	0	2	0	0	0	0	0	120
	9:00	0	72	32	1	9	2	0	2	0	1	0	0	0	119
	10:00	0	32	18	1	7	1	0	3	1	1	0	0	0	64
	11:00	0	29	10	1	8	1	1	4	1	0	0	0	0	55
DIRECTION	12:00	0	31	13	1	8	1	0	2	0	1	0	0	0	57
South	13:00	0	33	16	0	9	1	0	3	2	1	0	0	0	64
	14:00	0	32	12	1	14	1	0	2	1	1	0	0	0	64
	15:00	0	32	19	2	7	2	1	1	2	1	0	0	0	67
	16:00	0	34	20	1	5	0	1	2	0	0	0	0	0	63
	17:00	0	40	23	1	9	0	1	2	2	0	0	0	0	78
	18:00	0	41	26	0	8	0	0	0	0	0	0	0	0	75
	19:00	0	34	20	0	5	0	0	0	0	0	0	0	0	59
	20:00	0	16	9	0	1	0	0	0	0	0	0	0	0	26
	21:00	0	12	5	0	2	0	0	0	0	0	0	0	0	19
	22:00	0	12	6	0	2	0	0	0	0	0	0	0	0	20
	23:00	0	7	3	0	2	0	0	0	0	0	0	0	0	12
	24:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
	TOTAL VEHICLES	**0**	**621**	**308**	**9**	**119**	**9**	**4**	**23**	**9**	**6**	**0**	**0**	**0**	**1108**
	TOTAL AXLES	0	1242	616	22	238	27	16	80	45	36	0	0	0	2323
	GRAND TOTAL VEHICLES	**0**	**1487**	**550**	**23**	**173**	**32**	**4**	**37**	**35**	**8**	**0**	**0**	**0**	**2349**
	GRAND TOTAL AXLES	0	2974	1100	58	346	96	16	130	175	48	0	0	0	4942

TRAFFIC FLOW BY DIRECTION



--- North -·-South

PEAK HOUR DATA

DIRECTION	HOUR	COUNT	2-WAY	HOUR	COUNT
North	**17**	**148**	**A.M.**	**9**	**186**
South	**8**	**120**	**P.M.**	**17**	**226**

VEHICLE CLASSIFICATION CODES:

F1. Motorcycles
F2. Autos*
F3. 2 Axle, 4-Tire Pickups, Vans, Motorhomes*
F4. Buses
F5. 2 Axle, 6-Tire Single Unit Trucks
F6. 3 Axle Single Unit Trucks
F7. 4 or More Axle Single Unit Trucks
F8. 4 or Less Axle Vehicles, One Unit is a Truck
F9. 5 Axle Double Unit Vehicles, One Unit is a Truck
F10. 6 or More Double Unit Vehicles, One Unit is a Truck
F11. 5 or Less Axle Multi-Unit Trucks
F12. 6 Axle Multi-Unit Trucks
F13. 7 or More Axle Multi-Unit Trucks

* INCLUDING THOSE HAULING TRAILERS

FUNCTIONAL CLASS CODES:

RURAL	URBAN	SYSTEM
01	11	PRINCIPAL ARTERIAL-INTERSTATE
02	12	PRINCIPAL ARTERIAL-EXPRESSWAY
02	14	PRINCIPAL ARTERIAL-OTHER
06	16	MINOR ARTERIAL
07	17	MAJOR COLLECTOR
08	17	MINOR COLLECTOR
09	19	LOCAL SYSTEM

SOURCE: NYSDOT DATA SERVICES BUREAU

New York State Department of Transportation
Speed Count Average Weekday Report

Station: 260311
Route #: NY 233 Road name: 233
From: RT 12B FRANKLIN SPRINGS & NE
To: RT 412
Direction: North

Start date: Tue 10/17/2006 12:00
End date: Tue 10/24/2006 11:45
County: Oneida
Town: KIRKLAND
Speed limit: 55

Count duration: 168 hours
Functional class: 16
Factor group: 30
Batch ID: DOT-r2ww42
Count taken by: Org: TST Init: JSV
Processed by: Org: DOT Init: SJW

Speeds, mph

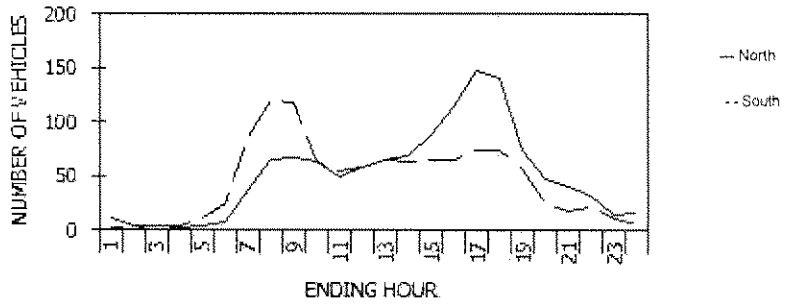
Hour	0.0-30.0	30.1-35.0	35.1-40.0	40.1-45.0	45.1-50.0	50.1-55.0	55.1-60.0	60.1-65.0	65.1-70.0	70.1-75.0	75.1-80.0	80.1-85.0	85.1-115.0	% Exc 55.0	% Exc 60.0	% Exc 65.0	% Exc 70.0	% Exc 75.0	Avg	50th%	85th%	Total
1:00	0	0	1	2	4	3	2	0	0	0	0	0	0	16.7	0.0	0.0	0.0	0.0	48.0	48.8	55.6	12
2:00	0	0	0	2	1	1	1	0	0	0	0	0	0	20.0	0.0	0.0	0.0	0.0	47.8	47.6	56.3	5
3:00	0	0	1	1	2	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	44.9	46.3	51.3	5
4:00	0	0	1	1	1	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	42.1	42.6	47.8	3
5:00	0	0	0	0	2	2	1	0	0	0	0	0	0	20.0	0.0	0.0	0.0	0.0	51.2	51.3	56.3	5
6:00	0	0	0	2	1	2	2	1	0	0	0	0	0	37.5	12.5	0.0	0.0	0.0	51.0	52.6	59.6	8
7:00	0	0	2	7	13	12	3	1	0	0	0	0	0	10.5	2.6	0.0	0.0	0.0	48.2	48.9	54.3	38
8:00	2	0	2	8	20	20	11	3	0	0	0	0	0	21.2	4.5	0.0	0.0	0.0	47.7	50.3	56.9	66
9:00	4	1	4	9	16	21	11	2	0	0	0	0	0	19.1	2.9	0.0	0.0	0.0	45.1	50.0	56.3	68
10:00	4	1	2	8	14	22	9	2	1	0	0	0	0	19.0	4.8	1.6	0.0	0.0	45.3	50.6	56.5	63
11:00	3	0	1	5	16	16	7	2	0	0	0	0	0	18.0	4.0	0.0	0.0	0.0	45.9	50.0	56.1	50
12:00	4	0	1	8	13	20	9	3	0	0	0	0	0	20.3	5.1	0.0	0.0	0.0	45.5	50.7	56.8	59
13:00	5	0	2	7	16	22	9	4	0	0	0	0	0	20.0	6.2	0.0	0.0	0.0	45.0	50.6	56.9	65
14:00	5	1	1	8	15	22	13	3	1	0	0	0	0	24.3	5.7	1.4	0.0	0.0	45.4	51.0	57.6	70
15:00	4	0	1	8	18	32	18	7	0	0	0	0	0	28.4	8.0	0.0	0.0	0.0	48.1	52.1	58.3	88
16:00	2	0	1	7	20	46	31	8	0	0	0	0	0	33.9	7.0	0.0	0.0	0.0	51.0	53.0	58.6	115
17:00	3	0	1	6	33	58	36	10	1	0	0	0	0	31.8	7.4	0.7	0.0	0.0	50.7	52.7	58.5	148
18:00	2	0	1	9	31	54	35	8	1	0	0	0	0	31.2	6.4	0.7	0.0	0.0	50.9	52.6	58.3	141
19:00	0	1	3	9	18	26	13	3	1	0	0	0	0	23.0	5.4	1.4	0.0	0.0	49.8	51.2	57.3	74
20:00	0	0	3	9	14	13	8	1	0	0	0	0	0	18.8	2.1	0.0	0.0	0.0	48.5	49.3	56.2	48
21:00	0	0	4	10	9	13	5	0	0	0	0	0	0	12.2	0.0	0.0	0.0	0.0	47.3	48.7	54.6	41
22:00	0	1	3	7	7	10	5	0	0	0	0	0	0	15.2	0.0	0.0	0.0	0.0	47.1	49.0	55.1	33
23:00	0	0	0	2	4	6	3	0	0	0	0	0	0	20.0	0.0	0.0	0.0	0.0	50.4	51.3	56.3	15
24:00	0	0	0	2	5	6	3	1	0	0	0	0	0	23.5	5.9	0.0	0.0	0.0	50.8	51.3	57.5	17
Avg. Daily Total	38	5	35	138	294	428	235	59	5	0	0	0	0	24.2	5.2	0.4	0.0	0.0	48.2	51.3	57.5	1237
Percent	3.1%	0.4%	2.8%	11.2%	23.8%	34.6%	19.0%	4.8%	0.4%	0.0%	0.0%	0.0%	0.0%									
Cum. Percent	3.1%	3.5%	6.3%	17.5%	41.2%	75.8%	94.8%	99.6%	100.0%	100.0%	100.0%	100.0%	100.0%									
Average hour	2	0	1	6	12	18	10	2	0	0	0	0	0									52

	Avg. Speed	50th% Speed	85th% Speed
North	48.2	51.3	57.5
South	53.6	57.7	64.1

Peak Hour Data

Direction	Hour	Count	2-way	Hour	Count
North	17	148	A.M.	9	187
South	8	120	P.M.	17	223

TRAFFIC FLOW BY DIRECTION



New York State Department of Transportation
Speed Count Average Weekday Report

Station: 260311
Route #: NY 233 Road name: 233
From: RT 12B FRANKLIN SPRINGS & NE
To: RT 412
Direction: South

Start date: Tue 10/17/2006 12:00
End date: Tue 10/24/2006 11:45
County: Oneida
Town: KIRKLAND
Speed limit: 55

Count duration: 168 hours
Functional class: 16
Factor group: 30
Batch ID: DOT-r2ww42
Count taken by: Org: TST Init: JSV
Processed by: Org: DOT Init: SJW

Speeds, mph

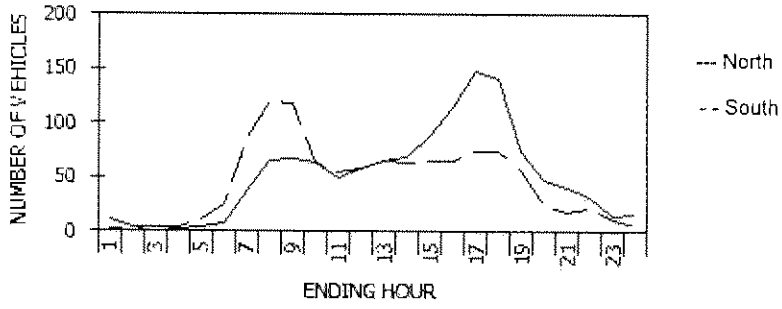
Hour	0.0-30.0	30.1-35.0	35.1-40.0	40.1-45.0	45.1-50.0	50.1-55.0	55.1-60.0	60.1-65.0	65.1-70.0	70.1-75.0	75.1-80.0	80.1-85.0	85.1-115.0	% Exc 55.0	% Exc 60.0	% Exc 65.0	% Exc 70.0	% Exc 75.0	Avg	50th%	85th%	Total
1:00	0	0	0	0	0	1	0	1	0	0	0	0	0	50.0	50.0	0.0	0.0	0.0	57.1	55.0	63.6	2
2:00	0	0	0	0	0	0	1	0	0	0	0	0	0	100.0	0.0	0.0	0.0	0.0	57.5	57.6	59.3	1
3:00	0	0	0	1	0	1	2	0	0	0	0	0	0	50.0	0.0	0.0	0.0	0.0	51.7	55.0	58.6	4
4:00	0	0	0	0	1	1	2	0	0	0	0	0	0	50.0	0.0	0.0	0.0	0.0	53.4	55.0	58.6	4
5:00	0	0	0	0	1	2	3	4	1	0	0	0	0	72.7	45.5	9.1	0.0	0.0	57.9	59.2	64.2	11
6:00	0	0	0	1	4	6	7	6	2	0	0	0	0	57.7	30.8	7.7	0.0	0.0	55.4	56.5	63.5	26
7:00	0	0	0	2	11	22	27	19	4	2	0	0	0	59.8	28.7	6.9	2.3	0.0	55.8	56.6	63.2	87
8:00	1	0	0	1	8	22	41	29	17	1	0	0	0	73.3	39.2	15.0	0.8	0.0	57.0	58.5	65.0	120
9:00	4	0	1	3	9	22	37	30	12	0	1	0	0	67.2	36.1	10.9	0.8	0.8	53.6	57.8	64.2	119
10:00	5	1	0	2	7	14	16	12	5	1	0	0	0	54.0	28.6	9.5	1.6	0.0	48.5	55.8	63.6	63
11:00	4	0	1	1	4	12	16	12	4	1	0	0	0	60.0	30.9	9.1	1.8	0.0	49.7	56.8	63.7	55
12:00	4	0	0	1	3	12	18	17	3	0	0	0	0	65.5	34.5	5.2	0.0	0.0	50.7	57.6	63.4	58
13:00	4	0	0	2	4	14	21	15	5	1	0	0	0	63.6	31.8	9.1	1.5	0.0	51.1	57.2	63.8	66
14:00	7	1	0	1	5	12	23	10	5	0	0	0	0	59.4	23.4	7.8	0.0	0.0	46.6	56.4	62.8	64
15:00	2	0	0	2	4	13	20	15	7	2	0	0	0	67.7	36.9	13.8	3.1	0.0	54.3	57.9	64.8	65
16:00	2	0	0	1	2	11	20	20	6	3	0	0	0	75.4	44.6	13.8	4.6	0.0	55.4	59.2	64.9	65
17:00	0	0	1	2	2	12	23	25	8	2	0	0	0	77.3	46.7	13.3	2.7	0.0	58.1	59.5	64.8	75
18:00	2	0	0	0	4	11	24	26	7	1	0	0	0	77.3	45.3	10.7	1.3	0.0	55.8	59.3	64.4	75
19:00	1	0	0	1	4	12	18	16	5	0	0	0	0	68.4	36.8	8.8	0.0	0.0	55.4	58.0	63.9	57
20:00	0	0	0	1	4	6	5	9	1	0	0	0	0	57.7	38.5	3.8	0.0	0.0	55.6	57.0	63.4	26
21:00	0	0	0	1	3	4	5	3	2	0	0	0	0	55.6	27.8	11.1	0.0	0.0	55.0	56.0	63.9	18
22:00	1	0	0	1	3	4	7	4	1	0	0	0	0	57.1	23.8	4.8	0.0	0.0	50.8	56.1	62.4	21
23:00	0	0	0	0	1	2	3	3	1	1	0	0	0	72.7	45.5	18.2	9.1	0.0	58.5	59.2	66.8	11
24:00	0	0	0	1	0	2	2	1	0	0	0	0	0	50.0	16.7	0.0	0.0	0.0	53.4	55.0	60.6	6
Avg. Daily Total	37	2	3	25	84	218	341	277	96	15	1	0	0	66.4	35.4	10.2	1.5	0.1	53.6	57.7	64.1	1099
Percent	3.4%	0.2%	0.3%	2.3%	7.6%	19.8%	31.0%	25.2%	8.7%	1.4%	0.1%	0.0%	0.0%									
Cum. Percent	3.4%	3.5%	3.8%	6.1%	13.7%	33.6%	64.6%	89.8%	98.5%	99.9%	100.0%	100.0%	100.0%									
Average hour	2	0	0	1	4	9	14	12	4	1	0	0	0									46

	Avg. Speed	50th% Speed	85th% Speed
North	48.2	51.3	57.5
South	53.6	57.7	64.1

Peak Hour Data

Direction	Hour	Count	2-way	Hour	Count
North	17	148	A.M.	9	187
South	8	120	P.M.	17	223

TRAFFIC FLOW BY DIRECTION



STATION: **260308**

New York State Department of Transportation

Traffic Count Hourly Report

ROUTE #: **NY 5B** ROAD NAME:
DIRECTION: Eastbound FACTOR GROUP: 30
STATE DIR CODE: 1 WK OF YR: 24
DATE OF COUNT: 06/09/2005
NOTES LANE 1: Week 23-Eb

COUNT TAKEN BY: ORG CODE: ATI INITIALS: JSV

FROM: **RT 5 KIRKLAND**
REC. SERIAL #: 0316
PLACEMENT: 5B
@ REF MARKER: 5B26011015
ADDL DATA:
COUNT TYPE: VEHICLES
PROCESSED BY: ORG CODE: MJL INITIALS: JML

TO: **START 12B OLAP**
FUNC. CLASS: 19
NHS: no
JURIS: State
CC Stn:
BATCH ID: DOT-MJLr2ww23

COUNTY: **Oneida**
TOWN: **KIRKLAND**
BIN:
RR CROSSING:
HPMS SAMPLE:

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	W																											
2	T																											
3	F																											
4	S																											
5	S																											
6	M																											
7	T																											
8	W																											
9	T													46	78	57	71	72	74	72	47	33	35	38	18	18			
10	F	2	2	4	2	2	8	40	78	75	59	44		66	61	58	60	63	65	51	38	28	29	26	25	17	903	78	7
11	S	5	4	6	3	1	8	18	22	19	33	48		50	41	34	48	50	27	34	19	35	30	23	31	20	609	50	11
12	S	12	5	4	0	3	4	11	13	23	22	34		24	29	45	48	54	40	51	37	50	30	23	9	19	590	54	15
13	M	7	2	1	0	2	10	42	75	79	57	46		27	64	37	73	56	72	74	42	45	43	25	15	16	910	79	8
14	T	3	1	3	2	1	12	42	96	65	78	40		43	54	51	78	76	69	73	46	37	36	34	22	19	981	96	7
15	W	1	0	2	6	1	13	43	90	78	46	49																	
16	T																											
17	F																											
18	S																											
19	S																											
20	M																											
21	T																											
22	W																											
23	T																											
24	F																											
25	S																											
26	S																											
27	M																											
28	T																											
29	W																											
30	T																											

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)

2	1	3	3	1	11	42	85	74	60	45	46	65	48	74	68	72	73	45	38	38	32	18	18	ADT 962

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
7	144	4	78	85	9%	1.000	1.062

ESTIMATED (one way)

AADT 906

STATION: **260308**

New York State Department of Transportation

Traffic Count Hourly Report

ROUTE #: **NY 5B** ROAD NAME:
DIRECTION: Westbound FACTOR GROUP: 30
STATE DIR CODE: 2 WK OF YR: 24
DATE OF COUNT: 06/09/2005
NOTES LANE 1: Week 23-Wb

FROM: **RT 5 KIRKLAND**
REC. SERIAL #: 0316
PLACEMENT: 5B
@ REF MARKER: 5B26011015
ADDL DATA:
COUNT TYPE: VEHICLES

TO: **START 12B OLAP**
FUNC. CLASS: 19
NHS: no
JURIS: State
CC Stn:
BATCH ID: DOT-MJLr2ww23

COUNTY: **Oneida**
TOWN: **KIRKLAND**
BIN:
RR CROSSING:
HPMS SAMPLE:

COUNT TAKEN BY: ORG CODE: ATI INITIALS: JSV
PROCESSED BY: ORG CODE: MJL INITIALS: JML

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	W																											
2	T																											
3	F																											
4	S																											
5	S																											
6	M																											
7	T																											
8	W																											
9	T													43	57	61	42	81	98	63	42	39	28	23	14	38			
10	F	2	3	4	4	4	11	25	63	64	57	52		33	62	35	52	74	87	70	42	33	27	26	12	33	875	87	16
11	S	5	3	4	3	2	4	4	28	29	32	41		52	41	37	31	57	48	34	37	26	18	16	20	33	605	57	15
12	S	8	0	5	1	1	1	5	19	21	21	28		22	56	39	37	41	28	46	31	40	37	17	8	25	537	56	12
13	M	2	2	2	1	1	13	31	60	57	58	45		45	48	53	55	85	87	55	65	41	36	24	5	31	902	87	16
14	T	7	1	5	2	1	11	36	62	64	70	41		44	52	34	43	108	104	44	59	28	29	18	10	30	903	108	15
15	W	3	1	3	1	3	9	30	55	68	99	76																	
16	T																											
17	F																											
18	S																											
19	S																											
20	M																											
21	T																											
22	W																											
23	T																											
24	F																											
25	S																											
26	S																											
27	M																											
28	T																											
29	W																											
30	T																											

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)

4	2	4	2	3	10	30	60	63	71	54	41	52	49	47	91	96	54	55	36	31	22	10	33	ADT 920

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor	ESTIMATED (one way)
7	144	4	78	96	10%	1.000	1.062	**AADT 866**

New York State Department of Transportation
Classification Count Average Weekday Data Report

ROUTE #: NY 5B ROAD NAME:
COUNTY NAME: Oneida
REGION CODE: 2
FROM: RT 5 KIRKLAND
TO: START 12B OLAP
REF-MARKER: 5B26011015
END MILEPOINT: 0110167 NO. OF LANES: 2
FUNC-CLASS: 19 HPMS NO:
STATION NO: 0308
COUNT TAKEN BY: ORG CODE: ATI INITIALS: JSV
PROCESSED BY: ORG CODE: MJL INITIALS: JML BATCH ID: DOT-MJLr2ww23

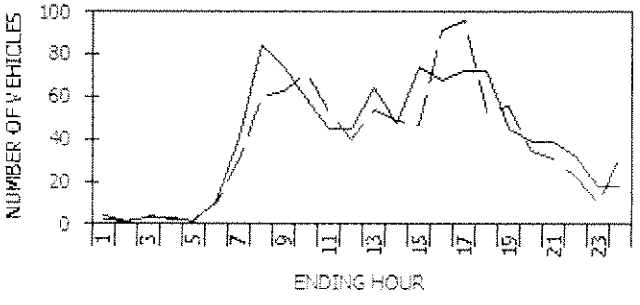
YEAR: 2005
MONTH: June

STATION: 260308

DIRECTION	East	West	TOTAL
NUMBER OF VEHICLES	959	918	1877
NUMBER OF AXLES	1930	1844	3773
% HEAVY VEHICLES (F4-F13)	3.23%	3.70%	3.46%
% TRUCKS AND BUSES (F3-F13)	21.38%	24.18%	22.75%
AXLE CORRECTION FACTOR	0.99	1.00	0.99

VEHICLE CLASS		F1	F2	F3	F4	F5	F6	F7	F8	F9	F10	F11	F12	F13	TOTAL
NO. OF AXLES		2	2	2	2.5	2	3	4	3.5	5	6	5	6	8.75	
ENDING HOUR	1:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	2:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	3:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	4:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	5:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	6:00	0	8	3	0	0	0	0	0	0	0	0	0	0	11
	7:00	0	35	6	0	0	0	0	0	0	0	0	0	0	41
	8:00	0	66	13	2	3	0	0	0	1	0	0	0	0	85
	9:00	0	60	10	0	4	0	0	0	0	0	0	0	0	74
	10:00	0	44	12	0	2	1	0	0	0	0	0	0	0	59
DIRECTION	11:00	0	36	7	0	2	0	0	0	0	0	0	0	0	45
East	12:00	0	34	8	0	2	0	0	1	0	0	0	0	0	45
	13:00	0	46	14	0	1	1	0	0	0	0	0	0	0	64
	14:00	0	37	10	0	1	0	0	0	0	0	0	0	0	48
	15:00	0	50	19	1	2	1	0	1	0	0	0	0	0	74
	16:00	2	51	12	0	2	1	0	0	0	0	0	0	0	68
	17:00	0	59	12	0	1	0	0	0	0	0	0	0	0	72
	18:00	0	60	12	0	0	0	0	0	0	0	0	0	0	72
	19:00	0	40	5	0	0	0	0	0	0	0	0	0	0	45
	20:00	0	30	9	0	0	0	0	0	0	0	0	0	0	39
	21:00	1	29	8	0	1	0	0	0	0	0	0	0	0	39
	22:00	1	26	5	0	0	0	0	0	0	0	0	0	0	32
	23:00	0	15	3	0	0	0	0	0	0	0	0	0	0	18
	24:00	0	15	3	0	0	0	0	0	0	0	0	0	0	18
TOTAL VEHICLES		**4**	**750**	**174**	**3**	**21**	**4**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**959**
TOTAL AXLES		8	1500	348	8	42	12	0	7	5	0	0	0	0	1930
ENDING HOUR	1:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
	2:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	3:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
	4:00	0	1	0	1	0	0	0	0	0	0	0	0	0	2
	5:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	6:00	0	6	4	0	0	0	0	0	0	0	0	0	0	10
	7:00	0	26	4	0	0	0	0	0	0	0	0	0	0	30
	8:00	1	46	11	1	1	0	0	0	0	0	0	0	0	60
	9:00	0	50	8	0	4	1	0	0	0	0	0	0	0	63
	10:00	0	49	16	1	4	1	0	0	0	0	0	0	0	71
	11:00	0	36	14	0	3	0	0	0	0	0	0	0	0	53
DIRECTION	12:00	0	30	8	0	2	0	0	0	0	0	0	0	0	40
West	13:00	0	41	12	0	1	0	0	0	0	0	0	0	0	54
	14:00	0	38	6	0	2	1	0	0	0	0	0	0	0	49
	15:00	0	35	12	0	0	0	0	0	0	0	0	0	0	47
	16:00	1	64	24	0	1	1	0	1	0	0	0	0	0	92
	17:00	0	77	15	1	3	0	0	0	0	0	0	0	0	96
	18:00	0	44	8	0	1	0	0	0	0	0	0	0	0	53
	19:00	0	45	10	0	1	0	0	0	0	0	0	0	0	56
	20:00	0	31	4	0	0	0	0	0	0	0	0	0	0	35
	21:00	1	24	6	0	0	0	0	0	0	0	0	0	0	31
	22:00	0	17	5	0	0	0	0	0	0	0	0	0	0	22
	23:00	0	8	2	0	0	0	0	0	0	0	0	0	0	10
	24:00	2	15	14	0	2	0	0	0	0	0	0	0	0	33
TOTAL VEHICLES		**5**	**691**	**188**	**4**	**25**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**918**
TOTAL AXLES		10	1382	376	10	50	12	0	4	0	0	0	0	0	1844
GRAND TOTAL VEHICLES		**9**	**1441**	**362**	**7**	**46**	**8**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**1877**
GRAND TOTAL AXLES		18	2882	724	18	92	24	0	10	5	0	0	0	0	3774

TRAFFIC FLOW BY DIRECTION



— East - -West

PEAK HOUR DATA

DIRECTION	HOUR	COUNT	2-WAY	HOUR	COUNT
East	**8**	**85**	**A.M.**	**8**	**145**
West	**17**	**96**	**P.M.**	**17**	**168**

VEHICLE CLASSIFICATION CODES:

F1. Motorcycles
F2. Autos*
F3. 2 Axle, 4-Tire Pickups, Vans, Motorhomes*
F4. Buses
F5. 2 Axle, 6-Tire Single Unit Trucks
F6. 3 Axle Single Unit Trucks
F7. 4 or More Axle Single Unit Trucks
F8. 4 or Less Axle Vehicles, One Unit is a Truck
F9. 5 Axle Double Unit Vehicles, One Unit is a Truck
F10. 6 or More Double Unit Vehicles, One Unit is a Truck
F11. 5 or Less Axle Multi-Unit Trucks
F12. 6 Axle Multi-Unit Trucks
F13. 7 or More Axle Multi-Unit Trucks

* INCLUDING THOSE HAULING TRAILERS

FUNCTIONAL CLASS CODES:

RURAL	URBAN	SYSTEM
01	11	PRINCIPAL ARTERIAL-INTERSTATE
02	12	PRINCIPAL ARTERIAL-EXPRESSWAY
02	14	PRINCIPAL ARTERIAL-OTHER
06	16	MINOR ARTERIAL
07	17	MAJOR COLLECTOR
08	17	MINOR COLLECTOR
09	19	LOCAL SYSTEM

SOURCE: NYSDOT DATA SERVICES BUREAU

New York State Department of Transportation
Speed Count Average Weekday Report

Station:	260308	Start date:	Thu 06/09/2005 11:00	Count duration:	144 hours
Route #: NY 5B	Road name:	End date:	Wed 06/15/2005 10:45	Functional class:	19
From:	RT 5 KIRKLAND	County:	Oneida	Factor group:	30
To:	START 12B OLAP	Town:	KIRKLAND	Batch ID:	DOT-MJLr2ww23
Direction:	East	Speed limit:	50	Count taken by:	Org: ATI Init: JSV
				Processed by:	Org: MJL Init: JML

Speeds, mph

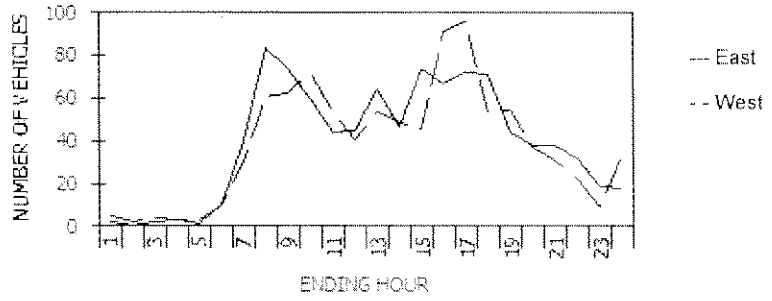
Hour	0.0-30.0	30.1-35.0	35.1-40.0	40.1-45.0	45.1-50.0	50.1-55.0	55.1-60.0	60.1-65.0	65.1-70.0	70.1-75.0	75.1-80.0	80.1-85.0	85.1-115.0	% Exc 55.0	% Exc 60.0	% Exc 65.0	% Exc 70.0	% Exc 75.0	Avg	50th%	85th%	Total
1:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	49.9	50.0	53.6	2
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
3:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	36.8	35.0	43.6	2
4:00	0	0	0	0	1	1	0	1	0	0	0	0	0	33.3	33.3	0.0	0.0	0.0	53.5	52.6	62.8	3
5:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	42.5	42.6	44.3	1
6:00	0	0	0	2	3	4	0	1	0	0	0	0	0	10.0	10.0	0.0	0.0	0.0	49.4	50.0	54.4	10
7:00	0	0	1	5	16	13	5	0	0	0	0	0	0	12.5	0.0	0.0	0.0	0.0	49.0	49.4	54.7	40
8:00	1	2	6	10	28	29	8	0	0	0	0	0	0	9.5	0.0	0.0	0.0	0.0	47.0	49.2	54.3	84
9:00	1	1	4	11	25	23	7	2	0	0	0	0	0	12.2	2.7	0.0	0.0	0.0	47.3	49.0	54.6	74
10:00	1	0	5	12	19	16	6	1	0	0	0	0	0	11.7	1.7	0.0	0.0	0.0	46.5	48.2	54.4	60
11:00	0	0	2	8	15	15	3	1	0	0	0	0	0	9.1	2.3	0.0	0.0	0.0	48.3	49.0	54.2	44
12:00	1	1	3	11	16	10	2	1	0	0	0	0	0	6.7	2.2	0.0	0.0	0.0	45.1	47.1	53.2	45
13:00	0	2	2	11	20	24	4	1	0	0	0	0	0	7.8	1.6	0.0	0.0	0.0	47.9	49.3	54.1	64
14:00	1	0	2	8	16	14	3	3	0	0	0	0	0	12.8	6.4	0.0	0.0	0.0	47.2	49.0	54.7	47
15:00	1	1	2	10	29	22	7	2	0	0	0	0	0	12.2	2.7	0.0	0.0	0.0	47.7	49.0	54.6	74
16:00	1	0	5	11	19	19	11	1	0	0	0	0	0	17.9	1.5	0.0	0.0	0.0	47.5	49.4	55.9	67
17:00	1	0	1	13	20	26	9	2	0	0	0	0	0	15.3	2.8	0.0	0.0	0.0	48.4	50.2	55.2	72
18:00	0	0	2	12	24	23	7	2	1	0	0	0	0	14.1	4.2	1.4	0.0	0.0	49.0	49.5	54.9	71
19:00	1	0	3	6	15	14	3	2	0	0	0	0	0	11.4	4.5	0.0	0.0	0.0	46.9	49.0	54.5	44
20:00	1	0	5	9	8	10	4	1	0	0	0	0	0	13.2	2.6	0.0	0.0	0.0	45.3	47.6	54.7	38
21:00	1	3	2	7	14	8	3	0	0	0	0	0	0	7.9	0.0	0.0	0.0	0.0	44.2	47.2	53.4	38
22:00	0	0	3	10	11	5	2	0	1	0	0	0	0	9.4	3.1	3.1	0.0	0.0	46.3	46.4	53.2	32
23:00	0	1	2	5	6	4	1	0	0	0	0	0	0	5.3	0.0	0.0	0.0	0.0	45.1	46.3	52.7	19
24:00	0	0	2	4	5	6	1	0	0	0	0	0	0	5.6	0.0	0.0	0.0	0.0	46.8	48.0	53.6	18
Avg. Daily Total	11	12	52	167	311	287	86	21	2	0	0	0	0	11.5	2.4	0.2	0.0	0.0	47.2	48.8	54.5	949
Percent	1.2%	1.3%	5.5%	17.6%	32.8%	30.2%	9.1%	2.2%	0.2%	0.0%	0.0%	0.0%	0.0%									
Cum. Percent	1.2%	2.4%	7.9%	25.5%	58.3%	88.5%	97.6%	99.8%	100.0%	100.0%	100.0%	100.0%	100.0%									
Average hour	0	0	2	7	13	12	4	1	0	0	0	0	0									40

	Avg. Speed	50th% Speed	85th% Speed
East	47.2	48.8	54.5
West	45.6	47.3	53.3

Peak Hour Data

Direction	Hour	Count	2-way	Hour	Count
East	8	84	A.M.	8	145
West	17	96	P.M.	17	168

TRAFFIC FLOW BY DIRECTION



New York State Department of Transportation
Speed Count Average Weekday Report

Station: 260308
Route #: NY 5B Road name:
From: RT 5 KIRKLAND
To: START 12B OLAP
Direction: West

Start date: Thu 06/09/2005 11:00
End date: Wed 06/15/2005 10:45
County: Oneida
Town: KIRKLAND
Speed limit: 50

Count duration: 144 hours
Functional class: 19
Factor group: 30
Batch ID: DOT-MJLr2ww23
Count taken by: Org: ATI Init: JSV
Processed by: Org: MJL Init: JML

Speeds, mph

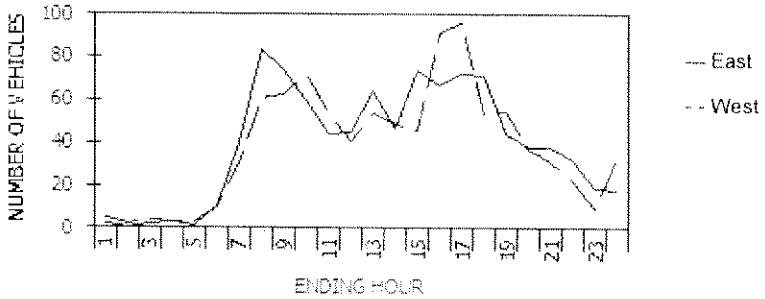
Hour	0.0-30.0	30.1-35.0	35.1-40.0	40.1-45.0	45.1-50.0	50.1-55.0	55.1-60.0	60.1-65.0	65.1-70.0	70.1-75.0	75.1-80.0	80.1-85.0	85.1-115.0	% Exc 55.0	% Exc 60.0	% Exc 65.0	% Exc 70.0	% Exc 75.0	Avg	50th%	85th%	Total
1:00	0	0	1	2	1	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	43.9	43.8	51.3	5
2:00	0	0	0	1	0	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	47.0	45.0	53.6	2
3:00	1	1	0	0	1	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	33.1	35.0	52.0	4
4:00	0	0	1	1	0	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	43.3	42.6	52.8	3
5:00	0	0	1	0	1	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	44.9	47.6	52.8	3
6:00	0	0	2	3	5	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	43.6	45.0	48.6	10
7:00	0	1	2	4	12	8	3	0	0	0	0	0	0	10.0	0.0	0.0	0.0	0.0	47.2	48.4	54.1	30
8:00	1	2	3	12	22	16	4	1	0	0	0	0	0	8.2	1.6	0.0	0.0	0.0	46.0	47.9	53.8	61
9:00	1	0	4	17	23	12	4	2	0	0	0	0	0	9.5	3.2	0.0	0.0	0.0	46.0	47.1	53.6	63
10:00	0	2	4	24	26	12	2	2	0	0	0	0	0	5.6	2.8	0.0	0.0	0.0	45.7	46.2	52.2	72
11:00	0	1	6	16	16	12	3	0	0	0	0	0	0	5.6	0.0	0.0	0.0	0.0	45.6	46.3	52.9	54
12:00	0	0	4	11	14	10	1	1	0	0	0	0	0	4.9	2.4	0.0	0.0	0.0	46.4	47.0	53.0	41
13:00	2	0	4	14	21	11	2	0	0	0	0	0	0	3.7	0.0	0.0	0.0	0.0	44.2	46.7	52.3	54
14:00	2	1	4	12	19	9	1	1	0	0	0	0	0	4.1	2.0	0.0	0.0	0.0	43.6	46.5	52.1	49
15:00	1	1	4	7	17	13	3	0	0	0	0	0	0	6.5	0.0	0.0	0.0	0.0	45.6	48.0	53.6	46
16:00	1	1	6	17	38	23	5	1	0	0	0	0	0	6.5	1.1	0.0	0.0	0.0	46.4	47.8	53.4	92
17:00	2	0	4	12	42	29	6	1	0	0	0	0	0	7.3	1.0	0.0	0.0	0.0	46.9	48.6	53.8	96
18:00	0	2	4	12	16	13	6	1	0	0	0	0	0	13.0	1.9	0.0	0.0	0.0	46.7	47.9	54.6	54
19:00	1	0	5	11	16	17	5	0	0	0	0	0	0	9.1	0.0	0.0	0.0	0.0	46.2	48.3	54.1	55
20:00	1	1	3	9	14	8	1	0	0	0	0	0	0	2.7	0.0	0.0	0.0	0.0	44.2	46.7	52.2	37
21:00	1	2	3	8	10	6	1	0	0	0	0	0	0	3.2	0.0	0.0	0.0	0.0	42.9	45.8	52.0	31
22:00	0	0	3	8	7	3	0	1	0	0	0	0	0	4.5	4.5	0.0	0.0	0.0	45.0	45.0	51.2	22
23:00	0	1	1	2	3	2	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	43.7	45.9	51.7	9
24:00	0	1	2	8	10	10	1	1	1	0	0	0	0	8.8	5.9	2.9	0.0	0.0	47.1	48.0	54.0	34
Avg. Daily Total	14	17	71	211	334	219	48	12	1	0	0	0	0	6.6	1.4	0.1	0.0	0.0	45.6	47.3	53.3	927
Percent	1.5%	1.8%	7.7%	22.8%	36.0%	23.6%	5.2%	1.3%	0.1%	0.0%	0.0%	0.0%	0.0%									
Cum. Percent	1.5%	3.3%	11.0%	33.8%	69.8%	93.4%	98.6%	99.9%	100.0%	100.0%	100.0%	100.0%	100.0%									
Average hour	1	1	3	9	14	9	2	0	0	0	0	0	0									39

	Avg. Speed	50th% Speed	85th% Speed
East	47.2	48.8	54.5
West	45.6	47.3	53.3

Peak Hour Data

Direction	Hour	Count	2-way	Hour	Count
East	8	84	A.M.	8	145
West	17	96	P.M.	17	168

TRAFFIC FLOW BY DIRECTION



STATION: **260308**

New York State Department of Transportation

Traffic Count Hourly Report

ROUTE #: **NY 5B** ROAD NAME:
DIRECTION: Eastbound FACTOR GROUP: 30
STATE DIR CODE: 1 WK OF YR: 16
DATE OF COUNT: 04/15/2008
NOTES LANE 1:

COUNT TAKEN BY: ORG CODE: R02 INITIALS: RU

FROM: **RT 5 KIRKLAND**
REC. SERIAL #: 9674
PLACEMENT: 1000' W. OF RTE 12B
@ REF MARKER: 5B26011015
ADDL DATA:
COUNT TYPE: VEHICLES

PROCESSED BY: ORG CODE: DOT INITIALS: MED

TO: **START 12B OLAP**
FUNC. CLASS: 19
NHS: no
JURIS: NYSDOT
CC Stn:
BATCH ID: DOT-R2-ww16-08

COUNTY: **Oneida**
TOWN: **KIRKLAND**
BIN:
RR CROSSING:
HPMS SAMPLE:

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	T																											
2	W																											
3	T																											
4	F																											
5	S																											
6	S																											
7	M																											
8	T																											
9	W																											
10	T																											
11	F																											
12	S																											
13	S																											
14	M																											
15	T																											
16	W	5	0	4	1	4	11	27	74	44	31	30	19	39	33	42	53	53	42	59	42	51	16	15	21	11	688	74	7
17	T	5	1	0	2	4	11	37	76	52	41	30	44	39	44	34	47	64	54	41	34	36	22	20	20	17	736	76	7
18	F	3	1	1	4	3	9	25	64	53																		
19	S																											
20	S																											
21	M																											
22	T																											
23	W																											
24	T																											
25	F																											
26	S																											
27	S																											
28	M																											
29	T																											
30	W																											

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)

4	1	2	2	4	10	30	71	50	36	30	34	39	37	47	54	51	48	40	36	16	16	20	13	ADT 691

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
4	70	4	70	71	10%	1.000	1.052

ESTIMATED (one way)

AADT

657

ROUTE #: **NY 5B** ROAD NAME:
STATION: **260308** STATE DIR CODE: **1**

FROM: **RT 5 KIRKLAND**
PLACEMENT: **1000' W. OF RTE 12B**

TO: **START 12B OLAP**

COUNTY: **Oneida**
DATE OF COUNT: 04/15/2008

New York State Department of Transportation
Traffic Count Hourly Report

ROUTE #: **NY 5B** ROAD NAME:
DIRECTION: Westbound FACTOR GROUP: 30
STATE DIR CODE: 2 WK OF YR: 16
DATE OF COUNT: 04/15/2008
NOTES LANE 1:

COUNT TAKEN BY: ORG CODE: R02 INITIALS: RU

FROM: **RT 5 KIRKLAND**
REC. SERIAL #: 9674
PLACEMENT: 1000' W. OF RTE 12B
@ REF MARKER: 5B26011015
ADDL DATA:
COUNT TYPE: VEHICLES
PROCESSED BY: ORG CODE: DOT INITIALS: MED

TO: **START 12B OLAP**
FUNC. CLASS: 19
NHS: no
JURIS: NYSDOT
CC Stn:
BATCH ID: DOT-R2-ww16-08

COUNTY: **Oneida**
TOWN: **KIRKLAND**
BIN:
RR CROSSING:
HPMS SAMPLE:

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	T																											
2	W																											
3	T																											
4	F																											
5	S																											
6	S																											
7	M																											
8	T																											
9	W																											
10	T																											
11	F																											
12	S																											
13	S																											
14	M																											
15	T																											
16	W	4	0	3	4	5	11	25	48	30	25	46	36	39	42	59	68	100	44	51	30	18	13	9	28			
17	T	6	2	2	1	5	15	24	53	31	31	38	24	53	39	44	73	89	59	36	34	24	18	7	27	728	89	16
18	F	6	4	4	1	5	12	25	43	37			43	57	69	66	71	108	52	44	38	25	17	8	27	831	108	16
19	S																											
20	S																											
21	M																											
22	T																											
23	W																											
24	T																											
25	F																											
26	S																											
27	S																											
28	M																											
29	T																											
30	W																											

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)

																									ADT
	5	2	3	2	5	13	25	48	33	28	41	34	50	50	56	71	99	52	44	34	22	16	8	27	768

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor	ESTIMATED (one way)
4	70	4	70	99	13%	1.000	1.052	**AADT 730**

New York State Department of Transportation
Classification Count Average Weekday Data Report

ROUTE #: NY 5B ROAD NAME:
COUNTY NAME: Oneida
REGION CODE: 2
FROM: RT 5 KIRKLAND
TO: START 12B OLAP
REF-MARKER: 5B26011015
END MILEPOINT: 0110167 NO. OF LANES: 2
FUNC-CLASS: 19 HPMS NO:
STATION NO: 0308
COUNT TAKEN BY: ORG CODE: R02 INITIALS: RU
PROCESSED BY: ORG CODE: DOT INITIALS: MED BATCH ID: DOT-R2-ww16-08

YEAR: 2008
MONTH: April

STATION: 260308

DIRECTION	East	West	TOTAL
NUMBER OF VEHICLES	667	726	1393
NUMBER OF AXLES	1345	1462	2806
% HEAVY VEHICLES (F4-F13)	1.50%	1.38%	1.44%
% TRUCKS AND BUSES (F3-F13)	15.59%	17.77%	16.73%
AXLE CORRECTION FACTOR	0.99	0.99	0.99

	VEHICLE CLASS	F1	F2	F3	F4	F5	F6	F7	F8	F9	F10	F11	F12	F13	TOTAL
	NO. OF AXLES	2	2	2	2.5	2	3	4	3.5	5	6	5	6	8.75	
ENDING HOUR	1:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
	2:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	3:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	4:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	5:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
	6:00	0	8	2	0	0	0	0	0	0	0	0	0	0	10
	7:00	1	23	5	0	0	0	0	0	0	0	0	0	0	29
	8:00	0	56	11	0	1	0	0	0	1	0	0	0	0	69
	9:00	0	40	5	0	2	0	0	1	0	0	0	0	0	48
	10:00	0	28	6	0	0	0	0	0	0	0	0	0	0	34
DIRECTION	11:00	1	24	4	0	0	0	0	0	0	0	0	0	0	29
East	12:00	0	24	8	0	1	0	0	0	0	0	0	0	0	33
	13:00	1	28	9	0	1	0	0	0	0	0	0	0	0	39
	14:00	2	30	4	0	0	0	0	0	0	0	0	0	0	36
	15:00	2	36	6	0	0	0	0	0	0	0	0	0	0	46
	16:00	1	44	6	0	1	0	0	0	0	0	0	0	0	52
	17:00	1	42	5	0	0	0	0	0	0	0	0	0	0	48
	18:00	2	36	5	0	0	0	0	0	0	0	0	0	0	45
	19:00	2	32	4	0	0	0	0	0	0	0	0	0	0	38
	20:00	4	26	3	0	0	0	1	0	0	1	0	0	0	35
	21:00	0	14	1	0	0	0	0	0	0	0	0	0	0	15
	22:00	0	13	1	0	0	0	0	0	0	0	0	0	0	14
	23:00	0	17	3	0	0	0	0	0	0	0	0	0	0	20
	24:00	0	10	3	0	0	0	0	0	0	0	0	0	0	13
	TOTAL VEHICLES	**17**	**545**	**94**	**0**	**6**	**0**	**1**	**1**	**1**	**1**	**0**	**0**	**0**	**667**
	TOTAL AXLES	34	1092	188	0	12	0	4	4	5	6	0	0	0	1345
	1:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
ENDING HOUR	2:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	3:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	4:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	5:00	0	3	1	0	0	0	0	0	1	0	0	0	0	5
	6:00	0	11	2	0	0	0	0	0	0	0	0	0	0	13
	7:00	0	22	1	0	0	0	0	0	0	0	0	0	0	23
	8:00	0	37	8	0	1	0	0	0	0	0	0	0	0	46
	9:00	0	22	6	1	1	0	0	0	0	0	0	0	0	30
	10:00	0	22	4	0	0	0	0	0	0	0	0	0	0	26
	11:00	1	30	8	0	1	0	0	0	0	0	0	0	0	40
DIRECTION	12:00	0	24	8	0	1	0	0	0	0	0	0	0	0	33
West	13:00	1	35	10	0	1	0	0	0	0	0	0	0	0	47
	14:00	2	34	9	0	0	0	0	0	1	0	0	0	0	46
	15:00	0	39	12	0	0	0	0	0	0	0	0	0	0	51
	16:00	0	53	13	0	0	0	0	0	0	0	0	0	0	66
	17:00	1	80	11	0	0	0	0	0	1	0	0	0	0	93
	18:00	1	42	5	0	0	0	0	0	0	0	0	0	0	48
	19:00	2	37	4	0	0	0	0	0	0	0	0	0	0	43
	20:00	0	28	4	1	0	0	0	0	0	0	0	0	0	33
	21:00	0	20	2	0	0	0	0	0	0	0	0	0	0	22
	22:00	0	13	2	0	0	0	0	0	0	0	0	0	0	15
	23:00	1	6	1	0	0	0	0	0	0	0	0	0	0	8
	24:00	1	20	6	0	0	0	0	0	0	0	0	0	0	27
	TOTAL VEHICLES	**10**	**587**	**119**	**2**	**5**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**726**
	TOTAL AXLES	20	1174	238	5	10	0	0	0	15	0	0	0	0	1462
	GRAND TOTAL VEHICLES	**27**	**1133**	**213**	**2**	**11**	**0**	**1**	**1**	**4**	**1**	**0**	**0**	**0**	**1393**
	GRAND TOTAL AXLES	54	2266	426	5	22	0	4	4	20	6	0	0	0	2807

VEHICLE CLASSIFICATION CODES:

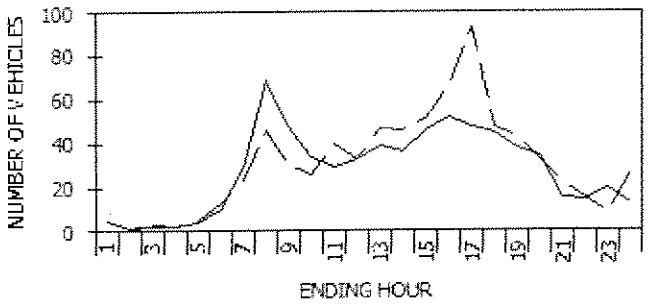
F1. Motorcycles
F2. Autos*
F3. 2 Axle, 4-Tire Pickups, Vans, Motorhomes*
F4. Buses
F5. 2 Axle, 6-Tire Single Unit Trucks
F6. 3 Axle Single Unit Trucks
F7. 4 or More Axle Single Unit Trucks
F8. 4 or Less Axle Vehicles, One Unit is a Truck
F9. 5 Axle Double Unit Vehicles, One Unit is a Truck
F10. 6 or More Double Unit Vehicles, One Unit is a Truck
F11. 5 or Less Axle Multi-Unit Trucks
F12. 6 Axle Multi-Unit Trucks
F13. 7 or More Axle Multi-Unit Trucks

* INCLUDING THOSE HAULING TRAILERS

FUNCTIONAL CLASS CODES:

RURAL	URBAN	SYSTEM
01	11	PRINCIPAL ARTERIAL-INTERSTATE
02	12	PRINCIPAL ARTERIAL-EXPRESSWAY
02	14	PRINCIPAL ARTERIAL-OTHER
06	16	MINOR ARTERIAL
07	17	MAJOR COLLECTOR
08	17	MINOR COLLECTOR
09	19	LOCAL SYSTEM

TRAFFIC FLOW BY DIRECTION



--- East - -West

PEAK HOUR DATA

DIRECTION	HOUR	COUNT	2-WAY	HOUR	COUNT
East	**8**	**69**	**A.M.**	**8**	**115**
West	**17**	**93**	**P.M.**	**17**	**141**

SOURCE: NYSDOT DATA SERVICES BUREAU

New York State Department of Transportation
Speed Count Average Weekday Report

Station:	260308	Start date:	Tue 04/15/2008 11:00	Count duration:	70 hours
Route #: NY 5B	Road name:	End date:	Fri 04/18/2008 08:00	Functional class:	19
From:	RT 5 KIRKLAND	County:	Oneida	Factor group:	30
To:	START 12B OLAP	Town:	KIRKLAND	Batch ID:	DOT-R2-ww16-08
Direction:	East	Speed limit:	50	Count taken by:	Org: R02 Init: RU
				Processed by:	Org: DOT Init: MED

Speeds, mph

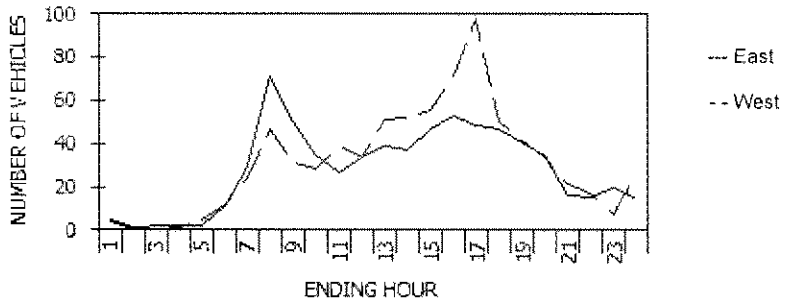
Hour	0.0-30.0	30.1-35.0	35.1-40.0	40.1-45.0	45.1-50.0	50.1-55.0	55.1-60.0	60.1-65.0	65.1-70.0	70.1-75.0	75.1-80.0	80.1-85.0	85.1-115.0	% Exc 55.0	% Exc 60.0	% Exc 65.0	% Exc 70.0	% Exc 75.0	Avg	50th%	85th%	Total
1:00	0	0	0	1	1	2	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	48.4	50.0	53.6	4
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
3:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	49.9	50.0	53.6	2
4:00	0	0	0	0	0	1	1	0	0	0	0	0	0	50.0	0.0	0.0	0.0	0.0	54.9	55.0	58.6	2
5:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	41.9	40.0	48.6	2
6:00	0	0	0	3	5	2	1	0	0	0	0	0	0	9.1	0.0	0.0	0.0	0.0	47.5	47.6	53.4	11
7:00	0	1	1	4	7	10	6	0	0	0	0	0	0	20.7	0.0	0.0	0.0	0.0	48.8	50.8	56.4	29
8:00	0	2	3	5	22	27	10	1	1	0	0	0	0	16.9	2.8	1.4	0.0	0.0	49.3	50.7	55.7	71
9:00	0	0	1	6	18	15	10	0	0	0	0	0	0	20.0	0.0	0.0	0.0	0.0	49.7	50.0	56.3	50
10:00	1	0	2	4	13	12	2	1	0	0	0	0	0	8.6	2.9	0.0	0.0	0.0	48.6	49.1	54.1	35
11:00	0	0	2	5	10	8	2	0	0	0	0	0	0	7.4	0.0	0.0	0.0	0.0	47.5	48.3	53.8	27
12:00	1	1	2	6	10	7	6	1	0	0	0	0	0	20.6	2.9	0.0	0.0	0.0	46.0	48.6	56.6	34
13:00	1	0	2	5	15	11	4	1	0	0	0	0	0	12.8	2.6	0.0	0.0	0.0	46.9	48.9	54.7	39
14:00	1	0	1	5	14	10	5	1	0	0	0	0	0	16.2	2.7	0.0	0.0	0.0	47.3	49.2	55.5	37
15:00	1	1	1	7	22	12	2	1	0	0	0	0	0	6.4	2.1	0.0	0.0	0.0	46.3	48.1	53.4	47
16:00	0	0	2	5	20	18	6	2	0	0	0	0	0	15.1	3.8	0.0	0.0	0.0	49.5	49.9	55.1	53
17:00	0	0	1	5	19	18	6	0	0	0	0	0	0	12.2	0.0	0.0	0.0	0.0	49.4	49.9	54.7	49
18:00	2	0	1	6	15	18	4	1	0	0	0	0	0	10.6	2.1	0.0	0.0	0.0	46.4	49.9	54.5	47
19:00	1	0	1	8	13	12	3	1	0	1	0	0	1	14.6	7.3	4.9	4.9	2.4	47.7	49.1	55.0	41
20:00	6	0	0	4	13	9	3	0	0	0	0	0	0	8.6	0.0	0.0	0.0	0.0	39.3	47.9	53.8	35
21:00	0	0	2	2	5	5	2	0	0	0	0	0	0	12.5	0.0	0.0	0.0	0.0	47.7	49.0	54.6	16
22:00	0	0	1	3	4	5	2	0	0	0	0	0	0	13.3	0.0	0.0	0.0	0.0	48.2	49.4	54.8	15
23:00	0	0	1	7	5	4	3	0	0	0	0	0	0	15.0	0.0	0.0	0.0	0.0	47.1	47.0	55.0	20
24:00	0	0	0	4	4	4	2	0	0	0	0	0	0	14.3	0.0	0.0	0.0	0.0	48.4	48.8	54.9	14
Avg. Daily Total	14	5	25	95	237	211	80	10	1	1	0	0	1	13.7	1.9	0.4	0.3	0.1	47.4	49.3	54.8	680
Percent	2.1%	0.7%	3.7%	14.0%	34.9%	31.0%	11.8%	1.5%	0.1%	0.1%	0.0%	0.0%	0.1%									
Cum. Percent	2.1%	2.8%	6.5%	20.4%	55.3%	86.3%	98.1%	99.6%	99.7%	99.9%	99.9%	99.9%	100.0%									
Average hour	1	0	1	4	10	9	3	0	0	0	0	0	0									28

	Avg. Speed	50th% Speed	85th% Speed
East	47.4	49.3	54.8
West	48.5	48.8	54.7

Peak Hour Data

Direction	Hour	Count	2-way	Hour	Count
East	8	71	A.M.	8	118
West	17	98	P.M.	17	147

TRAFFIC FLOW BY DIRECTION



New York State Department of Transportation
Speed Count Average Weekday Report

Station: 260308
Route #: NY 5B Road name:
From: RT 5 KIRKLAND
To: START 12B OLAP
Direction: West

Start date: Tue 04/15/2008 11:00
End date: Fri 04/18/2008 08:00
County: Oneida
Town: KIRKLAND
Speed limit: 50

Count duration: 70 hours
Functional class: 19
Factor group: 30
Batch ID: DOT-R2-ww16-08
Count taken by: Org: R02 Init: RU
Processed by: Org: DOT Init: MED

Speeds, mph

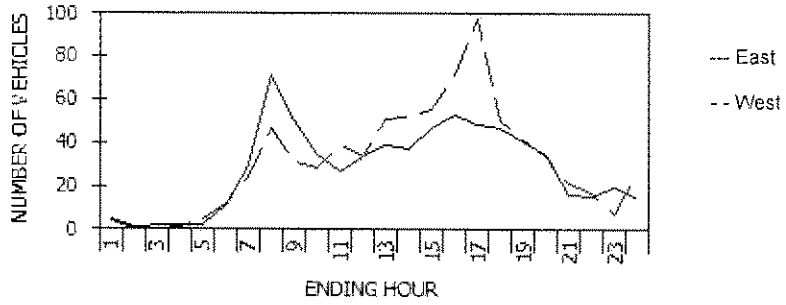
Hour	0.0-30.0	30.1-35.0	35.1-40.0	40.1-45.0	45.1-50.0	50.1-55.0	55.1-60.0	60.1-65.0	65.1-70.0	70.1-75.0	75.1-80.0	80.1-85.0	85.1-115.0	% Exc 55.0	% Exc 60.0	% Exc 65.0	% Exc 70.0	% Exc 75.0	Avg	50th%	85th%	Total
1:00	0	0	0	1	2	2	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	48.2	48.8	53.2	5
2:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	52.5	52.6	54.3	1
3:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	49.9	50.0	53.6	2
4:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	47.5	47.6	49.3	1
5:00	0	0	1	2	1	0	1	0	0	0	0	0	0	20.0	0.0	0.0	0.0	0.0	44.6	43.8	56.3	5
6:00	0	0	0	3	5	2	2	0	0	0	0	0	0	16.7	0.0	0.0	0.0	0.0	48.2	48.0	55.6	12
7:00	0	1	1	4	5	10	2	0	0	0	0	0	1	12.5	4.2	4.2	4.2	4.2	48.8	50.6	54.8	24
8:00	0	0	1	6	18	19	2	0	0	0	0	0	1	6.4	2.1	2.1	2.1	2.1	49.3	49.6	54.0	47
9:00	0	1	1	6	10	7	4	0	0	0	0	0	2	19.4	6.5	6.5	6.5	6.5	49.0	48.8	56.7	31
10:00	0	0	1	5	10	10	2	0	0	0	0	0	0	7.1	0.0	0.0	0.0	0.0	48.3	49.0	54.0	28
11:00	0	0	3	8	16	8	2	1	0	0	0	0	1	10.3	5.1	2.6	2.6	2.6	47.7	47.7	53.9	39
12:00	1	1	2	8	12	8	1	0	0	0	0	0	1	5.9	2.9	2.9	2.9	2.9	45.0	47.1	53.1	34
13:00	0	1	3	11	14	15	4	0	0	0	0	0	3	13.7	5.9	5.9	5.9	5.9	48.6	48.8	54.8	51
14:00	1	2	3	7	17	14	3	1	0	0	0	0	4	15.4	9.6	7.7	7.7	7.7	47.8	48.9	55.4	52
15:00	0	1	4	11	20	12	3	1	0	0	0	0	4	14.3	8.9	7.1	7.1	7.1	48.5	48.0	54.9	56
16:00	0	1	2	12	23	20	7	2	0	0	0	0	4	18.3	8.5	5.6	5.6	5.6	49.8	49.5	56.7	71
17:00	1	0	4	14	38	30	7	1	0	0	0	0	3	11.2	4.1	3.1	3.1	3.1	48.4	49.0	54.4	98
18:00	0	0	3	6	16	16	4	2	0	0	0	0	3	18.0	10.0	6.0	6.0	6.0	50.3	50.0	56.9	50
19:00	0	0	2	9	14	13	4	0	0	0	0	0	0	9.5	0.0	0.0	0.0	0.0	47.9	48.6	54.2	42
20:00	0	0	3	6	13	8	2	1	0	0	0	0	1	11.8	5.9	2.9	2.9	2.9	48.0	48.1	54.4	34
21:00	0	0	2	5	9	3	1	1	0	0	0	0	0	9.5	4.8	0.0	0.0	0.0	46.6	47.0	53.1	21
22:00	0	0	1	3	6	5	1	0	0	0	0	0	1	11.8	5.9	5.9	5.9	5.9	49.1	48.8	54.5	17
23:00	0	0	0	0	4	2	1	0	0	0	0	0	0	14.3	0.0	0.0	0.0	0.0	50.1	49.4	54.9	7
24:00	0	0	1	4	10	6	3	1	1	0	0	0	1	22.2	11.1	7.4	3.7	3.7	50.1	49.3	58.3	27
Avg. Daily Total	3	8	38	131	265	212	56	11	1	0	0	0	30	13.0	5.6	4.1	4.0	4.0	48.5	48.8	54.7	755
Percent	0.4%	1.1%	5.0%	17.4%	35.1%	28.1%	7.4%	1.5%	0.1%	0.0%	0.0%	0.0%	4.0%									
Cum. Percent	0.4%	1.5%	6.5%	23.8%	58.9%	87.0%	94.4%	95.9%	96.0%	96.0%	96.0%	96.0%	100.0%									
Average hour	0	0	2	5	11	9	2	0	0	0	0	0	1									31

	Avg. Speed	50th% Speed	85th% Speed
East	47.4	49.3	54.8
West	48.5	48.8	54.7

Peak Hour Data

Direction	Hour	Count	2-way	Hour	Count
East	8	71	A.M.	8	118
West	17	98	P.M.	17	147

TRAFFIC FLOW BY DIRECTION



STATION: **260193**

New York State Department of Transportation

Traffic Count Hourly Report

ROUTE #: **NY 26** ROAD NAME:
DIRECTION: Northbound FACTOR GROUP: 40
STATE DIR CODE: 1 WK OF YR: 38
DATE OF COUNT: 09/14/2004
NOTES LANE 1:

COUNT TAKEN BY: ORG CODE: R02 INITIALS: RU

FROM: **END 12B OLAP ORISKANY FALLS** TO: **CR 10 AUGUSTA**
REC. SERIAL #: 2031 FUNC. CLASS: 07
PLACEMENT: 1 MILE N. END RT 12B OLP NHS: no
@ REF MARKER: 26 26051018 JURIS: State
ADDL DATA: CC Stn:
COUNT TYPE: AXLE PAIRS BATCH ID: DOT-R02r2ww38-04

PROCESSED BY: ORG CODE: R02 INITIALS: MED

COUNTY: **Oneida**
VILLAGE: **ORISKANY FALL**
BIN:
RR CROSSING:
HPMS SAMPLE:

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	W																											
2	T																											
3	F																											
4	S																											
5	S																											
6	M																											
7	T																											
8	W																											
9	T																											
10	F																											
11	S																											
12	S																											
13	M																											
14	T													79	49	72	44	110	73	56	50	28	13	13	6	4			
15	W	4	1	2	3	5	17	40	62	75	58	77	66	53	75	56	91	73	67	42	48	26	17	16	3	977	91	15
16	T	5	0	1	4	5	23	39	63	64	39	56	58	65	60	62	92	70	65	58	32	21	16	7	8	913	92	15
17	F	4	3	3	3	7	24	30	65	46	51																	
18	S																											
19	S																											
20	M																											
21	T																											
22	W																											
23	T																											
24	F																											
25	S																											
26	S																											
27	M																											
28	T																											
29	W																											
30	T																											

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)

4	1	2	3	6	20	35	61	60	47	63	65	54	66	52	94	69	61	48	35	19	14	10	5

ADT **894**

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
4	71	4	71	98	11%	0.962	1.058

ESTIMATED (one way)

AADT
845

New York State Department of Transportation

Traffic Count Hourly Report

ROUTE #: **NY 26** ROAD NAME:
DIRECTION: Southbound FACTOR GROUP: 40
STATE DIR CODE: 2 WK OF YR: 38
DATE OF COUNT: 09/14/2004
NOTES LANE 1:

COUNT TAKEN BY: ORG CODE: R02 INITIALS: RU

FROM: **END 12B OLAP ORISKANY FALLS** TO: **CR 10 AUGUSTA**
REC. SERIAL #: 2031 FUNC. CLASS: 07
PLACEMENT: 1 MILE N. END RT 12B OLP NHS: no
@ REF MARKER: 26 26051018 JURIS: State
ADDL DATA: CC Stn:
COUNT TYPE: AXLE PAIRS BATCH ID: DOT-R02r2ww38-04
PROCESSED BY: ORG CODE: R02 INITIALS: MED

COUNTY: **Oneida**
VILLAGE: **ORISKANY FALL**
BIN:
RR CROSSING:
HPMS SAMPLE:

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	W																											
2	T																											
3	F																											
4	S																											
5	S																											
6	M																											
7	T																											
8	W																											
9	T																											
10	F																											
11	S																											
12	S																											
13	M																											
14	T																											
15	W	3	3	2	2	1	9	41	57	54	42	65	50	57	52	38	59	64	55	44	39	32	15	14	5	803	65	10
16	T	4	3	1	1	2	16	53	52	52	38	66	51	43	60	55	62	70	71	42	22	30	20	13	9	836	71	17
17	F	1	4	1	2	4	12	37	49	30	39		63	49	56	62	88	64	63	48	16	21	22	8	4			
18	S																											
19	S																											
20	M																											
21	T																											
22	W																											
23	T																											
24	F																											
25	S																											
26	S																											
27	M																											
28	T																											
29	W																											
30	T																											

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)

3	3	1	2	2	12	42	51	43	38	63	53	48	54	50	67	63	61	43	25	27	18	12	6

ADT **787**

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
4	71	4	71	70	9%	0.962	1.058

ESTIMATED (one way)

AADT
744

STATION: **260193**

New York State Department of Transportation
Traffic Count Hourly Report

ROUTE #: **NY 26** ROAD NAME:
DIRECTION: Northbound FACTOR GROUP: 40
STATE DIR CODE: 1 WK OF YR: 16
DATE OF COUNT: 04/15/2008
NOTES LANE 1:

COUNT TAKEN BY: ORG CODE: R02 INITIALS: RU

FROM: **END 12B OLAP ORISKANY FALLS**
REC. SERIAL #: 2174
PLACEMENT: 1 MILE N OF END 12B OLAP
@ REF MARKER: 26 26051018
ADDL DATA:
COUNT TYPE: VEHICLES
PROCESSED BY: ORG CODE: DOT INITIALS: MED

TO: **CR 10 AUGUSTA**
FUNC. CLASS: 07
NHS: no
JURIS: NYSDOT
CC Stn:
BATCH ID: DOT-R2-ww16-08

COUNTY: **Oneida**
TOWN: **AUGUSTA**
BIN:
RR CROSSING:
HPMS SAMPLE:

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	T																											
2	W																											
3	T																											
4	F																											
5	S																											
6	S																											
7	M																											
8	T																											
9	W																											
10	T																											
11	F																											
12	S																											
13	S																											
14	M																											
15	T													36	27	34	41	35	36	33	20	16	12	8	3			
16	W	4	3	1	1	6	12	21	20	34	28	33	24	25	36	31	53	39	30	32	35	23	13	9	3	516	53	15
17	T	6	2	0	1	2	12	24	29	30	19	32	28	33	36	40	46	32	38	30	39	23	13	7	11	533	46	15
18	F	7	2	1	3	2	12	24	31	29	31																	
19	S																											
20	S																											
21	M																											
22	T																											
23	W																											
24	T																											
25	F																											
26	S																											
27	S																											
28	M																											
29	T																											
30	W																											

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)

6	2	1	2	3	12	23	27	31	26	32	26	31	33	35	47	35	35	32	31	21	13	8	6

ADT 518

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
4	70	4	70	47	9%	1.000	0.945

ESTIMATED (one way)

AADT
548

ROUTE #:**NY 26** ROAD NAME:
STATION: **260193** STATE DIR CODE: **1**

FROM: **END 12B OLAP ORISKANY FALLS**
PLACEMENT: **1 MILE N OF END 12B OLAP**

TO: **CR 10 AUGUSTA**

COUNTY: **Oneida**
DATE OF COUNT: 04/15/2008

New York State Department of Transportation

Traffic Count Hourly Report

ROUTE #: **NY 26** ROAD NAME:
DIRECTION: Southbound FACTOR GROUP: 40
STATE DIR CODE: 2 WK OF YR: 16
DATE OF COUNT: 04/15/2008
NOTES LANE 1:

COUNT TAKEN BY: ORG CODE: R02 INITIALS: RU

FROM: **END 12B OLAP ORISKANY FALLS** TO: **CR 10 AUGUSTA**
REC. SERIAL #: 2174 FUNC. CLASS: 07
PLACEMENT: 1 MILE N OF END 12B OLAP NHS: no
@ REF MARKER: 26 26051018 JURIS: NYSDOT
ADDL DATA: CC Stn:
COUNT TYPE: VEHICLES BATCH ID: DOT-R2-ww16-08
PROCESSED BY: ORG CODE: DOT INITIALS: MED

COUNTY: **Oneida**
TOWN: **AUGUSTA**
BIN:
RR CROSSING:
HPMS SAMPLE:

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	T																											
2	W																											
3	T																											
4	F																											
5	S																											
6	S																											
7	M																											
8	T																											
9	W																											
10	T																											
11	F																											
12	S																											
13	S																											
14	M																											
15	T													31	32	35	41	62	53	26	31	16	13	8	11			
16	W	4	6	3	4	4	3	37	23	29	35	30	28	29	38	27	41	59	43	39	43	21	18	12	9	585	59	16
17	T	3	6	1	3	5	6	34	27	31	24	38	38	42	32	46	43	57	49	37	44	25	15	15	4	625	57	16
18	F	6	5	4	5	2	5	36	27	22	30																	
19	S																											
20	S																											
21	M																											
22	T																											
23	W																											
24	T																											
25	F																											
26	S																											
27	S																											
28	M																											
29	T																											
30	W																											

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)

4	6	3	4	4	5	36	26	27	30	34	33	34	34	36	42	59	48	34	39	21	15	12	8	ADT 594

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
4	70	4	70	59	10%	1.000	0.945

ESTIMATED (one way)

AADT

629

New York State Department of Transportation
Classification Count Average Weekday Data Report

ROUTE #: NY 26 ROAD NAME:
COUNTY NAME: Oneida
REGION CODE: 2
FROM: END 12B OLAP ORISKANY FALLS
TO: CR 10 AUGUSTA
REF-MARKER: 26 26051018
END MILEPOINT: 0510429 NO. OF LANES: 2
FUNC-CLASS: 07 HPMS NO:
STATION NO: 0193
COUNT TAKEN BY: ORG CODE: R02 INITIALS: RU
PROCESSED BY: ORG CODE: DOT INITIALS: MED BATCH ID: DOT-R2-ww16-08

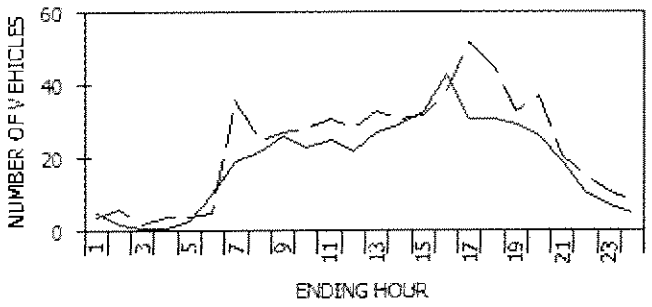
YEAR: 2008
MONTH: April

STATION: 260193

DIRECTION	North	South	TOTAL
NUMBER OF VEHICLES	449	556	1005
NUMBER OF AXLES	911	1137	2048
% HEAVY VEHICLES (F4-F13)	4.23%	4.32%	4.28%
% TRUCKS AND BUSES (F3-F13)	30.07%	28.06%	28.96%
AXLE CORRECTION FACTOR	0.99	0.98	0.98

	VEHICLE CLASS	F1	F2	F3	F4	F5	F6	F7	F8	F9	F10	F11	F12	F13	TOTAL
	NO. OF AXLES	2	2	2	2.5	2	3	4	3.5	5	6	5	6	8.75	
ENDING HOUR	1:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
	2:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	3:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	4:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	5:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	6:00	0	7	3	0	0	0	0	0	0	0	0	0	0	10
	7:00	0	13	6	0	0	0	0	0	0	0	0	0	0	19
	8:00	0	16	6	0	0	0	0	0	0	0	0	0	0	22
	9:00	0	17	7	0	1	0	0	1	0	0	0	0	0	26
	10:00	0	16	5	0	1	0	0	1	0	0	0	0	0	23
DIRECTION	11:00	0	17	7	0	1	0	0	0	0	0	0	0	0	25
North	12:00	0	14	8	0	0	0	0	0	0	0	0	0	0	22
	13:00	1	18	5	1	1	0	0	1	0	0	0	0	0	27
	14:00	1	21	5	1	0	0	0	1	0	0	0	0	0	29
	15:00	1	19	10	1	1	0	0	0	1	0	0	0	0	33
	16:00	1	27	13	1	1	0	0	0	0	0	0	0	0	43
	17:00	1	20	7	3	0	0	0	0	0	0	0	0	0	31
	18:00	2	21	7	1	0	0	0	0	0	0	0	0	0	31
	19:00	1	22	6	0	0	0	0	0	0	0	0	0	0	29
	20:00	1	18	7	0	0	0	0	0	0	0	0	0	0	26
	21:00	0	16	3	0	0	0	0	0	0	0	0	0	0	19
	22:00	0	6	4	0	0	0	0	0	0	0	0	0	0	10
	23:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
	24:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
	TOTAL VEHICLES	**9**	**305**	**116**	**9**	**6**	**0**	**0**	**4**	**1**	**0**	**0**	**0**	**0**	**449**
	TOTAL AXLES	18	610	232	20	12	0	0	14	5	0	0	0	0	911
ENDING HOUR	1:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	2:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
	3:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	4:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
	5:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	6:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
	7:00	1	24	10	0	0	1	0	0	0	0	0	0	0	36
	8:00	1	14	8	0	1	1	0	0	0	0	0	0	0	25
	9:00	0	18	7	0	1	1	0	0	0	0	0	0	0	27
	10:00	0	16	8	0	2	1	0	1	0	0	0	0	0	28
	11:00	0	23	7	0	1	0	0	0	0	0	0	0	0	31
DIRECTION	12:00	0	18	8	0	1	0	0	1	0	0	0	0	0	28
South	13:00	0	20	9	0	1	1	0	1	1	0	0	0	0	33
	14:00	1	21	8	0	0	0	0	1	0	0	0	0	0	31
	15:00	0	22	8	0	0	1	0	1	0	0	0	0	0	32
	16:00	0	30	7	0	0	0	0	1	0	0	0	0	0	38
	17:00	1	38	10	0	1	1	0	0	0	1	0	0	0	52
	18:00	1	34	10	0	0	0	0	0	0	0	0	0	0	45
	19:00	1	25	7	0	0	0	0	0	0	0	0	0	0	33
	20:00	1	25	10	0	0	0	0	1	0	0	0	0	0	37
	21:00	1	15	5	0	0	0	0	0	0	0	0	0	0	21
	22:00	0	12	3	0	0	0	0	0	0	0	0	0	0	15
	23:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11
	24:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
	TOTAL VEHICLES	**8**	**392**	**132**	**0**	**8**	**7**	**0**	**7**	**1**	**1**	**0**	**0**	**0**	**556**
	TOTAL AXLES	16	784	264	0	16	21	0	24	5	6	0	0	0	1137
	GRAND TOTAL VEHICLES	**17**	**697**	**248**	**9**	**14**	**7**	**0**	**11**	**2**	**1**	**0**	**0**	**0**	**1005**
	GRAND TOTAL AXLES	34	1394	496	20	28	21	0	38	10	6	0	0	0	2048

TRAFFIC FLOW BY DIRECTION



--- North - -South

PEAK HOUR DATA

DIRECTION	HOUR	COUNT		2-WAY	HOUR	COUNT
North	**16**	**43**		**A.M.**	**11**	**56**
South	**17**	**52**		**P.M.**	**17**	**83**

VEHICLE CLASSIFICATION CODES:

F1. Motorcycles
F2. Autos*
F3. 2 Axle, 4-Tire Pickups, Vans, Motorhomes*
F4. Buses
F5. 2 Axle, 6-Tire Single Unit Trucks
F6. 3 Axle Single Unit Trucks
F7. 4 or More Axle Single Unit Trucks
F8. 4 or Less Axle Vehicles, One Unit is a Truck
F9. 5 Axle Double Unit Vehicles, One Unit is a Truck
F10. 6 or More Double Unit Vehicles, One Unit is a Truck
F11. 5 or Less Axle Multi-Unit Trucks
F12. 6 Axle Multi-Unit Trucks
F13. 7 or More Axle Multi-Unit Trucks

* INCLUDING THOSE HAULING TRAILERS

FUNCTIONAL CLASS CODES:

RURAL	URBAN	SYSTEM
01	11	PRINCIPAL ARTERIAL-INTERSTATE
02	12	PRINCIPAL ARTERIAL-EXPRESSWAY
02	14	PRINCIPAL ARTERIAL-OTHER
06	16	MINOR ARTERIAL
07	17	MAJOR COLLECTOR
08	17	MINOR COLLECTOR
09	19	LOCAL SYSTEM

SOURCE: NYSDOT DATA SERVICES BUREAU

New York State Department of Transportation
Speed Count Average Weekday Report

Station: 260193
Route #: NY 26 Road name:
From: END 12B OLAP ORISKANY FALLS
To: CR 10 AUGUSTA
Direction: North

Start date: Tue 04/15/2008 12:00
End date: Fri 04/18/2008 09:00
County: Oneida
Town: AUGUSTA
Speed limit: 50

Count duration: 70 hours
Functional class: 7
Factor group: 40
Batch ID: DOT-R2-ww16-08
Count taken by: Org: R02 Init: RU
Processed by: Org: DOT Init: MED

Speeds, mph

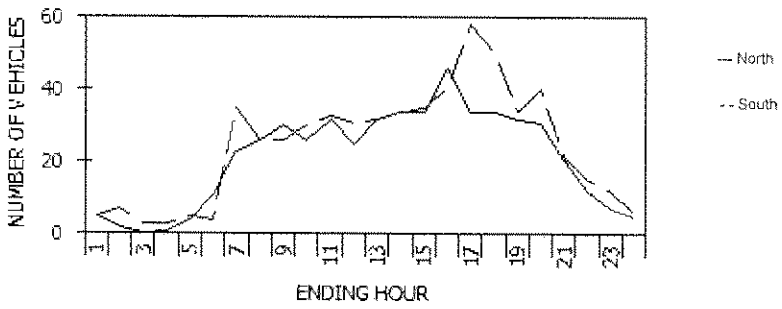
Hour	0.0-30.0	30.1-35.0	35.1-40.0	40.1-45.0	45.1-50.0	50.1-55.0	55.1-60.0	60.1-65.0	65.1-70.0	70.1-75.0	75.1-80.0	80.1-85.0	85.1-115.0	% Exc 55.0	% Exc 60.0	% Exc 65.0	% Exc 70.0	% Exc 75.0	Avg	50th%	85th%	Total
1:00	0	0	0	0	0	2	2	1	0	0	0	0	0	60.0	20.0	0.0	0.0	0.0	56.3	56.3	61.3	5
2:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	49.9	50.0	53.6	2
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
4:00	0	0	0	0	0	0	1	0	0	0	0	0	0	100.0	0.0	0.0	0.0	0.0	57.5	57.6	59.3	1
5:00	1	0	0	0	1	1	0	0	1	0	0	0	0	25.0	25.0	25.0	0.0	0.0	38.1	50.0	67.0	4
6:00	0	0	0	0	0	2	5	4	0	0	0	0	0	81.8	36.4	0.0	0.0	0.0	58.2	58.6	63.0	11
7:00	0	0	1	0	3	4	7	5	2	1	0	0	0	65.2	34.8	13.0	4.3	0.0	55.9	57.6	64.6	23
8:00	0	0	1	1	1	6	10	5	2	0	0	0	0	65.4	26.9	7.7	0.0	0.0	55.4	57.0	63.2	26
9:00	1	1	0	2	2	7	11	3	2	1	0	0	0	66.7	20.0	10.0	3.3	0.0	51.2	56.0	62.6	30
10:00	1	0	2	2	4	7	6	3	1	0	0	0	0	38.5	15.4	3.8	0.0	0.0	48.6	52.9	60.2	26
11:00	0	0	2	2	4	10	8	4	2	0	0	0	0	43.8	18.8	6.3	0.0	0.0	52.6	54.0	61.6	32
12:00	1	0	0	2	4	8	6	2	2	0	0	0	0	40.0	16.0	8.0	0.0	0.0	50.0	53.5	60.7	25
13:00	1	1	1	0	5	6	10	6	1	1	0	0	0	56.3	25.0	6.3	3.1	0.0	51.2	56.0	62.7	32
14:00	1	0	2	5	4	8	8	4	1	0	0	0	1	41.2	17.6	5.9	2.9	2.9	49.6	53.2	61.2	34
15:00	1	0	2	1	5	9	10	4	1	0	0	0	1	47.1	17.6	5.9	2.9	2.9	51.0	54.5	61.2	34
16:00	2	0	2	4	6	11	15	5	1	0	0	0	0	45.7	13.0	2.2	0.0	0.0	49.0	54.1	59.8	46
17:00	1	0	2	0	4	11	11	3	1	0	0	0	1	47.1	14.7	5.9	2.9	2.9	51.4	54.6	60.0	34
18:00	1	1	1	2	2	6	10	9	2	0	0	0	0	61.8	32.4	5.9	0.0	0.0	51.6	57.0	63.3	34
19:00	0	1	1	1	3	9	9	7	1	0	0	0	0	53.1	25.0	3.1	0.0	0.0	53.4	55.6	62.3	32
20:00	2	1	1	2	3	9	7	4	2	0	0	0	0	41.9	19.4	6.5	0.0	0.0	47.4	53.7	61.7	31
21:00	0	1	1	3	3	5	4	3	1	0	0	0	0	38.1	19.0	4.8	0.0	0.0	50.1	52.6	61.5	21
22:00	0	0	0	1	1	3	2	4	1	0	0	0	0	58.3	41.7	8.3	0.0	0.0	55.7	57.6	64.0	12
23:00	0	0	1	1	1	1	2	1	0	0	0	0	0	42.9	14.3	0.0	0.0	0.0	49.6	52.6	59.9	7
24:00	0	0	0	0	2	1	1	0	1	0	0	0	0	40.0	20.0	20.0	0.0	0.0	53.6	52.6	66.3	5
Avg. Daily Total	13	6	20	29	59	127	145	77	25	3	0	0	3	49.9	21.3	6.1	1.2	0.6	51.2	55.0	62.1	507
Percent	2.6%	1.2%	3.9%	5.7%	11.6%	25.0%	28.6%	15.2%	4.9%	0.6%	0.0%	0.0%	0.6%									
Cum. Percent	2.6%	3.7%	7.7%	13.4%	25.0%	50.1%	78.7%	93.9%	98.8%	99.4%	99.4%	99.4%	100.0%									
Average hour	1	0	1	1	2	5	6	3	1	0	0	0	0									21

	Avg. Speed	50th% Speed	85th% Speed
North	51.2	55.0	62.1
South	50.4	53.3	59.7

Peak Hour Data

Direction	Hour	Count	2-way	Hour	Count
North	16	46	A.M.	11	65
South	17	58	P.M.	17	92

TRAFFIC FLOW BY DIRECTION



New York State Department of Transportation
Speed Count Average Weekday Report

Station:	260193	Start date:	Tue 04/15/2008 12:00	Count duration:	70 hours
Route #: NY 26	Road name:	End date:	Fri 04/18/2008 09:00	Functional class:	7
From:	END 12B OLAP ORISKANY FALLS	County:	Oneida	Factor group:	40
To:	CR 10 AUGUSTA	Town:	AUGUSTA	Batch ID:	DOT-R2-ww16-08
Direction:	South	Speed limit:	50	Count taken by:	Org: R02 Init: RU
				Processed by:	Org: DOT Init: MED

Speeds, mph

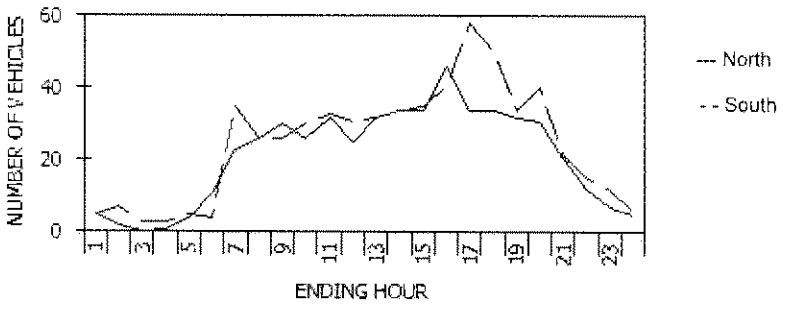
Hour	0.0-30.0	30.1-35.0	35.1-40.0	40.1-45.0	45.1-50.0	50.1-55.0	55.1-60.0	60.1-65.0	65.1-70.0	70.1-75.0	75.1-80.0	80.1-85.0	85.1-115.0	% Exc 55.0	% Exc 60.0	% Exc 65.0	% Exc 70.0	% Exc 75.0	Avg	50th%	85th%	Total
1:00	0	0	0	1	1	1	1	1	0	0	0	0	0	40.0	20.0	0.0	0.0	0.0	51.5	52.6	61.3	5
2:00	0	1	0	1	2	2	1	0	0	0	0	0	0	14.3	0.0	0.0	0.0	0.0	46.1	48.8	54.9	7
3:00	0	0	0	0	0	1	2	0	0	0	0	0	0	66.7	0.0	0.0	0.0	0.0	55.7	56.3	58.9	3
4:00	1	1	0	0	0	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	30.1	32.6	52.8	3
5:00	0	1	0	1	1	1	1	0	0	0	0	0	0	20.0	0.0	0.0	0.0	0.0	44.7	47.6	56.3	5
6:00	0	0	0	1	1	0	2	0	0	0	0	0	0	50.0	0.0	0.0	0.0	0.0	50.4	50.0	58.6	4
7:00	0	1	0	1	3	11	11	5	1	1	0	0	1	54.3	22.9	8.6	5.7	2.9	55.0	55.7	62.8	35
8:00	1	2	1	0	2	6	10	3	1	0	0	0	0	53.8	15.4	3.8	0.0	0.0	48.9	55.6	60.2	26
9:00	0	1	1	2	4	9	5	3	0	1	0	0	0	34.6	15.4	3.8	3.8	0.0	51.1	52.8	60.2	26
10:00	2	0	0	3	5	7	10	2	0	0	0	0	1	43.3	10.0	3.3	3.3	3.3	48.0	53.6	59.3	30
11:00	0	0	2	1	6	11	9	1	0	1	0	0	0	33.3	6.1	3.0	3.0	0.0	51.5	52.6	58.4	33
12:00	1	0	0	4	8	10	6	2	0	0	0	0	0	25.8	6.5	0.0	0.0	0.0	48.5	51.3	57.8	31
13:00	0	1	2	1	6	8	8	2	1	0	0	0	1	37.5	12.5	6.3	3.1	3.1	51.3	52.6	59.6	32
14:00	0	2	2	4	6	10	7	1	0	0	0	0	2	29.4	8.8	5.9	5.9	5.9	49.7	51.6	58.6	34
15:00	1	2	2	3	8	8	7	3	0	0	0	0	1	31.4	11.4	2.9	2.9	2.9	47.6	51.0	59.2	35
16:00	0	2	1	3	4	11	14	4	1	0	0	0	1	48.8	14.6	4.9	2.4	2.4	52.2	54.8	60.0	41
17:00	0	1	2	2	6	19	19	4	1	0	0	0	4	48.3	15.5	8.6	6.9	6.9	54.3	54.8	60.4	58
18:00	0	2	2	2	5	13	16	7	1	0	0	0	2	52.0	20.0	6.0	4.0	4.0	53.2	55.4	61.8	50
19:00	1	1	2	1	4	9	9	4	1	1	0	0	1	47.1	20.6	8.8	5.9	2.9	50.6	54.5	62.4	34
20:00	2	2	1	3	7	12	7	4	1	0	0	0	1	32.5	15.0	5.0	2.5	2.5	47.3	52.1	60.0	40
21:00	0	3	2	2	3	7	3	2	0	0	0	0	0	22.7	9.1	0.0	0.0	0.0	46.5	50.8	57.9	22
22:00	0	0	1	2	2	6	3	1	0	0	0	0	0	26.7	6.7	0.0	0.0	0.0	50.3	52.1	58.0	15
23:00	0	0	1	0	3	4	3	1	0	0	0	0	0	33.3	8.3	0.0	0.0	0.0	51.2	52.6	58.7	12
24:00	0	0	0	1	1	1	3	0	0	0	0	0	0	50.0	0.0	0.0	0.0	0.0	51.8	55.0	58.6	6
Avg. Daily Total	9	23	22	39	92	168	157	50	8	4	0	0	15	39.9	13.1	4.6	3.2	2.6	50.4	53.3	59.7	587
Percent	1.5%	3.9%	3.7%	6.6%	15.7%	28.6%	26.7%	8.5%	1.4%	0.7%	0.0%	0.0%	2.6%									
Cum. Percent	1.5%	5.5%	9.2%	15.8%	31.5%	60.1%	86.9%	95.4%	96.8%	97.4%	97.4%	97.4%	100.0%									
Average hour	0	1	1	2	4	7	7	2	0	0	0	0	1									24

	Avg. Speed	50th% Speed	85th% Speed
North	51.2	55.0	62.1
South	50.4	53.3	59.7

Peak Hour Data

Direction	Hour	Count	2-way	Hour	Count
North	16	46	A.M.	11	65
South	17	58	P.M.	17	92

TRAFFIC FLOW BY DIRECTION



STATION: **260065**

New York State Department of Transportation

Traffic Count Hourly Report

ROUTE #: **NY 12B** ROAD NAME:
DIRECTION: Northbound FACTOR GROUP: 40
STATE DIR CODE: 1 WK OF YR: 29
DATE OF COUNT: 07/11/2005
NOTES LANE 1:

COUNT TAKEN BY: ORG CODE: R02 INITIALS: RU

FROM: **END 26 OLAP**
REC. SERIAL #: 2307
PLACEMENT: 50' S. OF MARSHALL TWN LINE
@ REF MARKER: 12B26031007
ADDL DATA:
COUNT TYPE: VEHICLES
PROCESSED BY: ORG CODE: R02 INITIALS: MED

TO: **ORISKANY FALLS N LN**
FUNC. CLASS: 07
NHS: no
JURIS: State
CC Stn:
BATCH ID: DOT-R02r2ww28-05

COUNTY: **Oneida**
VILLAGE: **ORISKANY FALL**
BIN:
RR CROSSING:
HPMS SAMPLE:

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	F																											
2	S																											
3	S																											
4	M																											
5	T																											
6	W																											
7	T																											
8	F																											
9	S																											
10	S																											
11	M															150	154	160	161	88	120	48	72	19	14			
12	T	25	5	2	4	20	65	108	157	139	148	160	184	144	164	152	190	181	145	105	81	58	49	30	15	2331	190	15
13	W	14	4	4	5	20	61	111	150	137	148	153	155	126	147	148	150	173	162	131	83	68	58	37	11	2256	173	16
14	T	16	2	6	5	21	63	101	153	121																		
15	F																											
16	S																											
17	S																											
18	M																											
19	T																											
20	W																											
21	T																											
22	F																											
23	S																											
24	S																											
25	M																											
26	T																											
27	W																											
28	T																											
29	F																											
30	S																											
31	S																											

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)

18	4	4	5	20	63	107	153	132	148	156	170	135	156	150	165	171	156	108	95	58	60	29	13	ADT 2276

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
4	67	4	67	171	8%	1.000	1.210

ESTIMATED (one way)

AADT
1881

STATION: **260065**

New York State Department of Transportation

Traffic Count Hourly Report

ROUTE #: **NY 12B** ROAD NAME:
DIRECTION: Southbound FACTOR GROUP: 40
STATE DIR CODE: 2 WK OF YR: 29
DATE OF COUNT: 07/11/2005
NOTES LANE 1:

FROM: **END 26 OLAP**
REC. SERIAL #: 2307
PLACEMENT: 50' S. OF MARSHALL TWN LINE
@ REF MARKER: 12B26031007
ADDL DATA:
COUNT TYPE: VEHICLES

TO: **ORISKANY FALLS N LN**
FUNC. CLASS: 07
NHS: no
JURIS: State
CC Stn:
BATCH ID: DOT-R02r2ww28-05

COUNTY: **Oneida**
VILLAGE: **ORISKANY FALL**
BIN:
RR CROSSING:
HPMS SAMPLE:

COUNT TAKEN BY: ORG CODE: R02 INITIALS: RU
PROCESSED BY: ORG CODE: R02 INITIALS: MED

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	F																											
2	S																											
3	S																											
4	M																											
5	T																											
6	W																											
7	T																											
8	F																											
9	S																											
10	S																											
11	M															173	182	191	180	135	112	79	77	37	20			
12	T	12	7	3	1	2	24	93	146	143	124	130	137	168	171	162	186	219	205	99	104	76	65	28	27	2332	219	16
13	W	10	3	2	1	5	23	73	112	103	131	109	114	122	133	133	184	209	203	131	91	109	72	44	27	2144	209	16
14	T	11	4	4	7	6	26	80	126	93																		
15	F																											
16	S																											
17	S																											
18	M																											
19	T																											
20	W																											
21	T																											
22	F																											
23	S																											
24	S																											
25	M																											
26	T																											
27	W																											
28	T																											
29	F																											
30	S																											
31	S																											

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)

11	5	3	3	4	24	82	128	113	128	120	126	145	152	156	184	206	196	122	102	88	71	36	25	ADT 2230

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
4	67	4	67	206	9%	1.000	1.210

ESTIMATED (one way)

AADT
1843

STATION: **260065**

New York State Department of Transportation

Traffic Count Hourly Report

ROUTE #: **NY 12B** ROAD NAME:
DIRECTION: Northbound FACTOR GROUP: 40
STATE DIR CODE: 1 WK OF YR: 16
DATE OF COUNT: 04/15/2008
NOTES LANE 1:

COUNT TAKEN BY: ORG CODE: R02 INITIALS: RU

FROM: **END 26 OLAP**
REC. SERIAL #: 2304
PLACEMENT: 50' S. OF MARSHALL TWN LN
@ REF MARKER: 12B26031007
ADDL DATA:
COUNT TYPE: VEHICLES
PROCESSED BY: ORG CODE: DOT INITIALS: MED

TO: **ORISKANY FALLS N LN**
FUNC. CLASS: 07
NHS: no
JURIS: NYSDOT
CC Stn:
BATCH ID: DOT-R2-ww16-08

COUNTY: **Oneida**
VILLAGE: **ORISKANY FALL**
BIN:
RR CROSSING:
HPMS SAMPLE:

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	T													116	130	136	163	127	110	112	85	49	42	12	11			
2	W	15	0	6	3	14	39	119	151	141	135	143	148	127	144	133	148	146	139	92	73	60	29	29	15	2049	151	7
3	T	14	4	8	5	21	31	132	161	132	104	109	111	117	121	136	166	148	139	105	76	84	48	19	13	2004	166	15
4	F	7	1	10	2	12	35	107	142	121	130																	
5	S																											
6	S																											
7	M																											
8	T																											
9	W																											
10	T																											
11	F																											
12	S																											
13	S																											
14	M																											
15	T																											
16	W																											
17	T																											
18	F																											
19	S																											
20	S																											
21	M																											
22	T																											
23	W																											
24	T																											
25	F																											
26	S																											
27	S																											
28	M																											
29	T																											
30	W																											

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)

12	2	8	3	16	35	119	151	131	123	126	130	120	132	135	159	140	129	103	78	64	40	20	13	ADT 1989

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
4	70	4	70	159	8%	1.000	0.945

ESTIMATED (one way)

AADT
2105

ROUTE #:**NY 12B** ROAD NAME:
STATION: **260065** STATE DIR CODE: **1**

FROM: **END 26 OLAP**
PLACEMENT: **50' S. OF MARSHALL TWN LN**

TO: **ORISKANY FALLS N LN**

COUNTY: **Oneida**
DATE OF COUNT: 04/15/2008

New York State Department of Transportation
Traffic Count Hourly Report

ROUTE #: **NY 12B** ROAD NAME:
DIRECTION: Southbound FACTOR GROUP: 40
STATE DIR CODE: 2 WK OF YR: 16
DATE OF COUNT: 04/15/2008
NOTES LANE 1:

COUNT TAKEN BY: ORG CODE: R02 INITIALS: RU

FROM: **END 26 OLAP**
REC. SERIAL #: 2304
PLACEMENT: 50' S. OF MARSHALL TWN LN
@ REF MARKER: 12B26031007
ADDL DATA:
COUNT TYPE: VEHICLES
PROCESSED BY: ORG CODE: DOT INITIALS: MED

TO: **ORISKANY FALLS N LN**
FUNC. CLASS: 07
NHS: no
JURIS: NYSDOT
CC Stn:
BATCH ID: DOT-R2-ww16-08

COUNTY: **Oneida**
VILLAGE: **ORISKANY FALL**
BIN:
RR CROSSING:
HPMS SAMPLE:

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	T																											
2	W																											
3	T																											
4	F																											
5	S																											
6	S																											
7	M																											
8	T																											
9	W																											
10	T																											
11	F																											
12	S																											
13	S																											
14	M																											
15	T													133	119	161	133	171	176	127	88	59	48	42	22			
16	W	10	2	3	3	6	15	66	107	107	115	123	122	122	136	139	174	180	186	146	83	71	35	33	17	2001	186	17
17	T	13	8	11	4	15	12	73	90	106	101	102	122	117	116	156	175	156	177	133	93	81	59	24	14	1958	177	17
18	F	17	7	6	8	6	10	55	80	106	99																	
19	S																											
20	S																											
21	M																											
22	T																											
23	W																											
24	T																											
25	F																											
26	S																											
27	S																											
28	M																											
29	T																											
30	W																											

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)

13	6	7	5	9	12	65	92	106	105	112	122	124	124	152	161	169	180	135	88	70	47	33	18	ADT 1955

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
4	70	4	70	180	9%	1.000	0.945

ESTIMATED (one way)

AADT
2069

STATION: **260042**

New York State Department of Transportation

Traffic Count Hourly Report

ROUTE #: **NY 5B** ROAD NAME:
DIRECTION: Northbound FACTOR GROUP: 30
STATE DIR CODE: 1 WK OF YR: 31
DATE OF COUNT: 07/31/2006
NOTES LANE 1: 000000260042

COUNT TAKEN BY: ORG CODE: TST INITIALS: AEC

FROM: **START 12B OLAP**
REC. SERIAL #: 4306
PLACEMENT: 50' N OF RTE 5B
@ REF MARKER: 12B 26031122
ADDL DATA:
COUNT TYPE: AXLE PAIRS
PROCESSED BY: ORG CODE: R02 INITIALS: MED

TO: **END 12B OLAP**
FUNC. CLASS: 14
NHS: no
JURIS: NYSDOT
CC Stn:
BATCH ID: DOT-2006 Overlooked Counts

COUNTY: **Oneida**
TOWN: **KIRKLAND**
BIN:
RR CROSSING:
HPMS SAMPLE:

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
31	M												467	524	508	504	559	490	486	365	312	223	181	74	76			
1	T	38	16	18	10	42	112	379	685	621	486	456	498	543	451	521	548	490	475	365	283	217	182	121	78	7635	685	7
2	W	25	20	17	15	30	118	381	686	578	500	454	439	498	426	541	530	484	456	353	274	269	134	123	77	7428	686	7
3	T	27	16	14	18	37	119	368	688	613	473	468	523	553	550	614	651	570	508	390	315	253	152	111	90	8121	688	7
4	F	37	21	13	18	31	117	353	626	602	498	519	574															

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)

31	17	16	15	34	113	360	652	587	475	461	486	515	470	530	556	494	468	358	288	233	157	104	78	ADT 7498

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
5	97	5	97	652	9%	0.972	1.115

ESTIMATED (one way)

AADT
6725

New York State Department of Transportation

Traffic Count Hourly Report

ROUTE #: **NY 5B** ROAD NAME:
DIRECTION: Southbound FACTOR GROUP: 30
STATE DIR CODE: 2 WK OF YR: 31
DATE OF COUNT: 07/31/2006
NOTES LANE 1: 000000260042

FROM: **START 12B OLAP**
REC. SERIAL #: 3801
PLACEMENT: 50' N OF RTE 5B
@ REF MARKER: 12B 26031122
ADDL DATA:
COUNT TYPE: AXLE PAIRS

TO: **END 12B OLAP**
FUNC. CLASS: 14
NHS: no
JURIS: NYSDOT
CC Stn:
BATCH ID: DOT-2006 Overlooked Counts

COUNTY: **Oneida**
TOWN: **KIRKLAND**
BIN:
RR CROSSING:
HPMS SAMPLE:

COUNT TAKEN BY: ORG CODE: TST INITIALS: AEC
PROCESSED BY: ORG CODE: R02 INITIALS: MED

		AM												PM													
DATE	DAY	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
31	M												418	526	501	549	663	724	558	405	367	318	243	132	104			
1	T	32	22	16	10	42	110	298	343	346	379	389	479	528	476	588	598	680	600	399	376	358	237	128	109	7543	680	16
2	W	34	14	18	21	28	107	274	384	354	365	366	411	501	490	564	594	659	590	383	349	353	201	123	104	7287	659	16
3	T	47	13	14	17	28	102	284	414	350	371	380	462	563	555	654	732	765	633	420	370	320	280	120	108	8002	765	16
4	F	51	34	18	21	33	112	255	366	347	353	423	516	556														

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)

																								ADT
40	**20**	**16**	**17**	**32**	**105**	**270**	**366**	**339**	**357**	**379**	**444**	**515**	**492**	**573**	**629**	**687**	**578**	**391**	**356**	**328**	**233**	**122**	**103**	**7392**

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
5	98	5	97	687	9%	0.972	1.115

ESTIMATED (one way)

AADT
6630

STATION: **260042**

New York State Department of Transportation

Traffic Count Hourly Report

ROUTE #: **NY 5B** ROAD NAME:
DIRECTION: Northbound
STATE DIR CODE: 1
DATE OF COUNT: 08/26/2003
NOTES:

FACTOR GROUP: 30
WK OF YR: 35

FROM: **START 12B OLAP**
REC. SERIAL #: 2033
PLACEMENT: 75' W OF END RT 12B OLP
@ REF MARKER: 12B26031122
COUNT TYPE: AXLE PAIRS ADDL DATA:

TO: **END 12B OLAP**
FUNC. CLASS: 14
NHS: no
JURIS: Other
COUNT TAKEN BY:

COUNTY: **Oneida**
TOWN: **KIRKLAND**
BIN:
RR CROSSING:
HPMS SAMPLE:

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	F																											
2	S																											
3	S																											
4	M																											
5	T																											
6	W																											
7	T																											
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11	M																											
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13	W																											
14	T																											
15	F																											
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17	S																											
18	M																											
19	T																											
20	W																											
21	T																											
22	F																											
23	S																											
24	S																											
25	M																											
26	T													643	567	602	683	602	539	437	365	265	211	101	97			
27	W	27	11	12	19	33	113	323	654	615	556	506	485	557	509	537	674	550	536	431	338	273	146	124	105	8134	674	15
28	T	33	23	12	22	27	122	329	619	615	524	544	530	626	589	649	646	655	576	492	370	256	167	109	88	8623	655	16
29	F	33	23	21	25	33	102	315	579	577	556																	
30	S																											
31	S																											

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)

12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	ADT
30	19	15	21	30	109	314	601	586	531	511	495	593	541	581	651	586	536	441	349	258	170	108	94	8170

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
4	70	4	70	668	8%	0.974	1.063

ESTIMATED (one way)

AADT
7686

STATION: **260042**

New York State Department of Transportation

Traffic Count Hourly Report

ROUTE #: NY 5B ROAD NAME:
DIRECTION: Southbound FACTOR GROUP: 30
STATE DIR CODE: 2 WK OF YR: 35
DATE OF COUNT: 08/26/2003
NOTES:

FROM: **START 12B OLAP**
REC. SERIAL #: 2033
PLACEMENT: 75' W OF END RT 12B OLP
@ REF MARKER: 12B26031122
COUNT TYPE: AXLE PAIRS ADDL DATA:

TO: **END 12B OLAP**
FUNC. CLASS: 14
NHS: no
JURIS: Other
COUNT TAKEN BY:

COUNTY: **Oneida**
TOWN: **KIRKLAND**
BIN:
RR CROSSING:
HPMS SAMPLE:

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	F																											
2	S																											
3	S																											
4	M																											
5	T																											
6	W																											
7	T																											
8	F																											
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11	M																											
12	T																											
13	W																											
14	T																											
15	F																											
16	S																											
17	S																											
18	M																											
19	T																											
20	W																											
21	T																											
22	F																											
23	S																											
24	S																											
25	M																											
26	T																											
27	W	**44**	**27**	**15**	**15**	**43**	**107**	**270**	**386**	**405**	**377**	**453**	**507**	**614**	**563**	**616**	**661**	**684**	**704**	**512**	**408**	**390**	**254**	**156**	**89**			
28	T	**43**	**25**	**14**	**18**	**43**	**89**	**267**	**370**	**368**	**394**	**429**	**550**	**579**	**529**	**596**	**727**	**716**	**673**	**417**	**421**	**381**	**257**	**181**	**119**	8245	727	15
29	F	**59**	**28**	**21**	**23**	**32**	**107**	**253**	**350**	**347**	**368**			**609**	**616**	**661**	**718**	**763**	**629**	**530**	**421**	**422**	**281**	**194**	**114**	8568	763	16
30	S																											
31	S																											

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)

48	**26**	**17**	**19**	**38**	**98**	**256**	**359**	**363**	**370**	**430**	**514**	**585**	**554**	**608**	**684**	**702**	**652**	**473**	**406**	**388**	**257**	**172**	**104**	ADT **8123**

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
4	70	4	70	721	9%	0.974	1.063

ESTIMATED (one way)

AADT
7642

STATION: **260030**

New York State Department of Transportation

Traffic Count Hourly Report

ROUTE #: **NY 12B** ROAD NAME:
DIRECTION: Northbound FACTOR GROUP: 40
STATE DIR CODE: 1 WK OF YR: 47
DATE OF COUNT: 11/16/2004
NOTES LANE 1:

COUNT TAKEN BY: ORG CODE: R02 INITIALS: RU

FROM: **MADISON CO LN**
REC. SERIAL #: 9671
PLACEMENT: @ MADISON CO LINE
@ REF MARKER: 26 26051001
ADDL DATA:
COUNT TYPE: AXLE PAIRS
PROCESSED BY: ORG CODE: R02 INITIALS: MED

TO: **END 26 OLAP**
FUNC. CLASS: 07
NHS: no
JURIS: State
CC Stn:
BATCH ID: DOT-R02r2ww47-04

COUNTY: **Oneida**
TOWN: **AUGUSTA**
BIN:
RR CROSSING:
HPMS SAMPLE:

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	M																											
2	T																											
3	W																											
4	T																											
5	F																											
6	S																											
7	S																											
8	M																											
9	T																											
10	W																											
11	T																											
12	F																											
13	S																											
14	S																											
15	M																											
16	T													91	96	92	108	129	109	76	49	35	18	23	13			
17	W	3	2	2	5	14	32	92	93	104	114	91	75	102	61	91	115	131	112	73	35	25	18	34	9	1433	131	16
18	T	5	3	3	7	12	28	86	97	97	103	92	95	88	79	98	128	112	115	78	55	47	36	26	10	1500	128	15
19	F	9	5	5	5	15	26	91	91	111																		
20	S																											
21	S																											
22	M																											
23	T																											
24	W																											
25	T																											
26	F																											
27	S																											
28	S																											
29	M																											
30	T																											

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)

6	3	3	6	13	28	87	90	100	104	89	82	90	76	90	113	119	108	73	44	35	23	27	11	ADT 1420

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
4	69	4	69	124	8%	0.962	0.945

ESTIMATED (one way)

AADT
1503

New York State Department of Transportation

Traffic Count Hourly Report

ROUTE #: **NY 12B** ROAD NAME:
DIRECTION: Southbound FACTOR GROUP: 40
STATE DIR CODE: 2 WK OF YR: 47
DATE OF COUNT: 11/16/2004
NOTES LANE 1:

COUNT TAKEN BY: ORG CODE: R02 INITIALS: RU

FROM: **MADISON CO LN**
REC. SERIAL #: 9671
PLACEMENT: @ MADISON CO LINE
@ REF MARKER: 26 26051001
ADDL DATA:
COUNT TYPE: AXLE PAIRS

PROCESSED BY: ORG CODE: R02 INITIALS: MED

TO: **END 26 OLAP**
FUNC. CLASS: 07
NHS: no
JURIS: State
CC Stn:
BATCH ID: DOT-R02r2ww47-04

COUNTY: **Oneida**
TOWN: **AUGUSTA**
BIN:
RR CROSSING:
HPMS SAMPLE:

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	M																											
2	T																											
3	W																											
4	T																											
5	F																											
6	S																											
7	S																											
8	M																											
9	T																											
10	W																											
11	T																											
12	F																											
13	S																											
14	S																											
15	M																											
16	T													98	96	102	121	132	137	84	46	61	53	23	10			
17	W	10	4	2	2	4	19	52	128	99	88	80	95	83	85	101	124	102	108	95	74	51	55	30	14	1505	128	7
18	T	7	5	6	3	3	13	54	106	89	87	91	87	83	88	98	127	123	127	117	66	66	49	43	17	1555	127	15
19	F	14	4	4	3	3	19	58	85	83																		
20	S																											
21	S																											
22	M																											
23	T																											
24	W																											
25	T																											
26	F																											
27	S																											
28	S																											
29	M																											
30	T																											

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)

																								ADT
10	**4**	**4**	**3**	**3**	**16**	**53**	**102**	**87**	**85**	**83**	**88**	**85**	**87**	**96**	**119**	**114**	**119**	**95**	**60**	**57**	**50**	**31**	**13**	**1464**

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
4	69	4	69	124	8%	0.962	0.945

ESTIMATED (one way)

AADT
1549

STATION: **260030**

New York State Department of Transportation
Traffic Count Hourly Report

ROUTE #: **NY 12B** ROAD NAME:
DIRECTION: Northbound FACTOR GROUP: 40
STATE DIR CODE: 1 WK OF YR: 23
DATE OF COUNT: 06/04/2007
NOTES LANE 1:

COUNT TAKEN BY: ORG CODE: R02 INITIALS: RU

FROM:
REC. SERIAL #: 2299
PLACEMENT: @ MADISON CO LINE
@ REF MARKER: 12B26051001
ADDL DATA:
COUNT TYPE: AXLE PAIRS
PROCESSED BY: ORG CODE: DOT INITIALS: MED

TO: **END 26 OLAP**
FUNC. CLASS: 07
NHS: no
JURIS: NYSDOT
CC Stn:
BATCH ID: DOT-DOTr2 ww23-07& 5s spec

COUNTY: **Oneida**
VILLAGE: **ORISKANY FALL**
BIN: 1009870
RR CROSSING:
HPMS SAMPLE:

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	F																											
2	S																											
3	S																											
4	M													**107**	**88**	**104**	**134**	**106**	**110**	**59**	**46**	**53**	**26**	**15**	**9**			
5	T	**8**	**3**	**3**	**3**	**15**	**47**	**90**	**88**	**119**	**93**	**92**	**92**	**97**	**94**	**103**	**128**	**106**	**130**	**72**	**49**	**51**	**41**	**16**	**13**	1553	130	17
6	W	**5**	**2**	**0**	**3**	**20**	**37**	**97**	**105**	**95**	**71**	**80**	**83**	**93**	**84**	**83**	**136**	**148**	**114**	**80**	**50**	**40**	**41**	**25**	**12**	1504	148	16
7	T	**3**	**1**	**3**	**3**	**13**	**31**	**97**	**91**	**95**	**107**	**90**																
8	F																											
9	S																											
10	S																											
11	M																											
12	T																											
13	W																											
14	T																											
15	F																											
16	S																											
17	S																											
18	M																											
19	T																											
20	W																											
21	T																											
22	F																											
23	S																											
24	S																											
25	M																											
26	T																											
27	W																											
28	T																											
29	F																											
30	S																											

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)

																								ADT
5	**2**	**2**	**3**	**15**	**37**	**92**	**92**	**99**	**87**	**84**	**85**	**96**	**86**	**94**	**128**	**116**	**114**	**68**	**46**	**46**	**35**	**18**	**11**	**1461**

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
4	71	4	71	128	9%	0.966	1.111

ESTIMATED (one way)

AADT
1315

ROUTE #**NY 12B** ROAD NAME:
STATION: **260030** STATE DIR CODE: **1**

FROM:
PLACEMENT: **@ MADISON CO LINE**

TO: **END 26 OLAP**

COUNTY: **Oneida**
DATE OF COUNT: 06/04/2007

New York State Department of Transportation

Traffic Count Hourly Report

ROUTE #: **NY 12B** ROAD NAME:
DIRECTION: Southbound FACTOR GROUP: 40
STATE DIR CODE: **2** WK OF YR: 23
DATE OF COUNT: 06/04/2007
NOTES LANE 1:

COUNT TAKEN BY: ORG CODE: R02 INITIALS: RU

FROM:
REC. SERIAL #: 2299
PLACEMENT: @ MADISON CO LINE
@ REF MARKER: 12B26051001
ADDL DATA:
COUNT TYPE: AXLE PAIRS
PROCESSED BY: ORG CODE: DOT INITIALS: MED

TO: **END 26 OLAP**
FUNC. CLASS: 07
NHS: no
JURIS: NYSDOT
CC Stn:
BATCH ID: DOT-DOTr2 ww23-07& 5s spec

COUNTY: **Oneida**
VILLAGE: **ORISKANY FALL**
BIN: 1009870
RR CROSSING:
HPMS SAMPLE:

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	F																											
2	S																											
3	S																											
4	M													87	96	87	126	126	128	81	63	52	34	23	9			
5	T	8	4	6	1	6	24	90	121	86	74	95	96	84	79	85	128	119	127	81	81	48	26	22	13	1504	128	15
6	W	7	3	2	2	7	26	69	120	93	86	82	73	85	77	95	119	125	121	90	70	51	28	21	16	1468	125	16
7	T	10	3	2	4	6	29	72	129	84	94	91																
8	F																											
9	S																											
10	S																											
11	M																											
12	T																											
13	W																											
14	T																											
15	F																											
16	S																											
17	S																											
18	M																											
19	T																											
20	W																											
21	T																											
22	F																											
23	S																											
24	S																											
25	M																											
26	T																											
27	W																											
28	T																											
29	F																											
30	S																											

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)

8	3	3	2	6	25	74	119	85	82	86	81	82	81	86	120	119	121	81	69	48	28	21	13	ADT 1443

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
4	71	4	71	121	8%	0.966	1.111

ESTIMATED (one way)

AADT
1299

STATION: **260002**

New York State Department of Transportation

Traffic Count Hourly Report

ROUTE #: **NY 12B** ROAD NAME:
DIRECTION: Northbound FACTOR GROUP: 30
STATE DIR CODE: 1 WK OF YR: 47
DATE OF COUNT: 11/16/2004
NOTES LANE 1:

COUNT TAKEN BY: ORG CODE: R02 INITIALS: RU

FROM: **RT 412 COLLEGE ST**
REC. SERIAL #: 2033
PLACEMENT: 200' S. OF BRIMFIELD ST
@ REF MARKER: 12B26031102
ADDL DATA:
COUNT TYPE: AXLE PAIRS
PROCESSED BY: ORG CODE: R02 INITIALS: MED

TO: **CR 15 BRIMFIELD ST**
FUNC. CLASS: 14
NHS: no
JURIS: State
CC Stn:
BATCH ID: DOT-R02r2ww47-04

COUNTY: **Oneida**
VILLAGE: **CLINTON**
BIN:
RR CROSSING:
HPMS SAMPLE:

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	M																											
2	T																											
3	W																											
4	T																											
5	F																											
6	S																											
7	S																											
8	M																											
9	T																											
10	W																											
11	T																											
12	F																											
13	S																											
14	S																											
15	M																											
16	T												414	409	433	471	465	496	487	321	193	181	158	76	55			
17	W	22	9	15	13	23	87	288	574	520	450	415	413	441	423	446	507	463	472	347	259	162	126	116	58	6649	574	7
18	T	20	17	13	13	20	91	261	591	541	475	411	393	447	423	465	475	544	442	367	216	187	129	87	46	6674	591	7
19	F	39	17	17	13	28	86	280	551	557																		
20	S																											
21	S																											
22	M																											
23	T																											
24	W																											
25	T																											
26	F																											
27	S																											
28	S																											
29	M																											
30	T																											

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)

12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	ADT
26	14	15	13	23	86	269	557	525	450	402	396	421	415	449	469	488	455	336	217	172	134	91	52	6475

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
4	70	4	70	572	9%	0.974	0.977

ESTIMATED (one way)

AADT

6627

New York State Department of Transportation

Traffic Count Hourly Report

ROUTE #: **NY 12B** ROAD NAME:
DIRECTION: Southbound FACTOR GROUP: 30
STATE DIR CODE: 2 WK OF YR: 47
DATE OF COUNT: 11/16/2004
NOTES LANE 1:

COUNT TAKEN BY: ORG CODE: R02 INITIALS: RU

FROM: **RT 412 COLLEGE ST**
REC. SERIAL #: 2033
PLACEMENT: 200' S. OF BRIMFIELD ST
@ REF MARKER: 12B26031102
ADDL DATA:
COUNT TYPE: AXLE PAIRS
PROCESSED BY: ORG CODE: R02 INITIALS: MED

TO: **CR 15 BRIMFIELD ST**
FUNC. CLASS: 14
NHS: no
JURIS: State
CC Stn:
BATCH ID: DOT-R02r2ww47-04

COUNTY: **Oneida**
VILLAGE: **CLINTON**
BIN:
RR CROSSING:
HPMS SAMPLE:

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	M																											
2	T																											
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10	W																											
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13	S																											
14	S																											
15	M																											
16	T													429	440	449	461	529	647	586	447	358	304	176	96	92			
17	W	36	13	13	7	16	66	188	308	364	278	349		383	483	425	482	594	723	553	402	369	266	223	108	83	6732	723	16
18	T	39	15	11	11	16	55	183	322	357	348	325		400	466	451	474	575	696	638	424	320	313	228	119	87	6873	696	16
19	F	28	15	16	10	20	61	176	290	409																			
20	S																											
21	S																											
22	M																											
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24	W																											
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26	F																											
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29	M																											
30	T																											

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)

																								ADT
33	**14**	**13**	**9**	**17**	**59**	**177**	**299**	**367**	**305**	**328**	**393**	**451**	**431**	**460**	**551**	**671**	**577**	**413**	**340**	**286**	**204**	**105**	**85**	**6588**

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
4	70	4	70	689	10%	0.974	0.977

ESTIMATED (one way)

AADT
6743

STATION: **260002**

New York State Department of Transportation

Traffic Count Hourly Report

ROUTE #: **NY 12B** ROAD NAME:
DIRECTION: Northbound FACTOR GROUP: 30
STATE DIR CODE: 1 WK OF YR: 45
DATE OF COUNT: 11/03/2008
NOTES LANE 1: 260002

FROM: **RT 412 COLLEGE ST**
REC. SERIAL #: 0715
PLACEMENT: 100' N OF BEATTY AVE
@ REF MARKER: 12B26031002
ADDL DATA:
COUNT TYPE: AXLE PAIRS

TO: **CR 15 BRIMFIELD ST**
FUNC. CLASS: 14
NHS: no
JURIS: NYSDOT
CC Stn:
BATCH ID: DOT-DOTR2 con-ww45HCRMS SAMPLE:

COUNTY: **Oneida**
VILLAGE: **CLINTON**
LION#:
BIN:
RR CROSSING:

COUNT TAKEN BY: ORG CODE: TST INITIALS: AEC
PROCESSED BY: ORG CODE: DOT INITIALS: MED

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	S																											
2	S																											
3	M															325	468	560	660	620	344	274	205	146	79			
4	T	77	20	14	13	18	11	68	190	347	328	355	378	454	440	428	512	626	666	612	426	353	220	157	95	6808	666	17
5	W	60	23	13	8	16	18	61	163	356	391	290	327	406	411	406	480	588	672	580	368	294	264	191	84	6470	672	17
6	T	70	20	17	13	10	19	58	165	369	349	330	374	400	446	431	485	588	651	633	393	323	280	181	100	6705	651	17
7	F	78	25	14	9	14	13	55	166	341																		
8	S																											
9	S																											
10	M																											
11	T																											
12	W																											
13	T																											
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25	T																											
26	W																											
27	T																											
28	F																											
29	S																											
30	S																											

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)

12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	ADT
69	21	14	11	14	15	58	166	343	346	316	350	408	420	387	472	573	643	594	372	302	235	164	87	6380

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
5	91	5	91	643	10%	0.972	1.025

ESTIMATED (one way)

AADT
6224

New York State Department of Transportation

Traffic Count Hourly Report

ROUTE #: **NY 12B** ROAD NAME:
DIRECTION: Southbound FACTOR GROUP: 30
STATE DIR CODE: 2 WK OF YR: 45
DATE OF COUNT: 11/03/2008
NOTES LANE 1: 260002

COUNT TAKEN BY: ORG CODE: TST INITIALS: AEC

FROM: **RT 412 COLLEGE ST**
REC. SERIAL #: 0715
PLACEMENT: 100' N OF BEATTY AVE
@ REF MARKER: 12B26031002
ADDL DATA:
COUNT TYPE: AXLE PAIRS

PROCESSED BY: ORG CODE: DOT INITIALS: MED

TO: **CR 15 BRIMFIELD ST**
FUNC. CLASS: 14
NHS: no
JURIS: NYSDOT
CC Stn:
BATCH ID: DOT-DOTR2 con-ww45HB

COUNTY: **Oneida**
VILLAGE: **CLINTON**
LION#:
BIN:
RR CROSSING:
HPMS SAMPLE:

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	S																											
2	S																											
3	M															332	400	444	465	434	257	183	135	82	55			
4	T	48	18	13	10	7	30	91	315	595	516	447	376	430	433	447	423	445	458	425	350	203	138	139	78	6435	595	8
5	W	35	19	14	15	12	18	100	293	591	556	398	355	351	392	369	434	463	459	449	319	196	113	89	74	6114	591	8
6	T	44	17	19	6	12	21	93	292	595	532	443	382	380	430	376	419	478	489	448	312	212	150	112	85	6347	595	8
7	F	48	22	14	15	9	21	80	277	562																		
8	S																											
9	S																											
10	M																											
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26	W																											
27	T																											
28	F																											
29	S																											
30	S																											

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)

12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	ADT
43	18	15	12	10	21	88	286	570	520	417	361	376	406	370	407	445	455	427	301	192	130	103	71	6044

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
5	91	5	91	570	9%	0.972	1.025

ESTIMATED (one way)

AADT

5897

STATION: **260001**

New York State Department of Transportation

Traffic Count Hourly Report

ROUTE #: **NY 12B** ROAD NAME:
DIRECTION: Northbound FACTOR GROUP: 40
STATE DIR CODE: 1 WK OF YR: 23
DATE OF COUNT: 06/05/2006
NOTES LANE 1:

COUNT TAKEN BY: ORG CODE: R02 INITIALS: RU

FROM: **CR 16 POST ST**
REC. SERIAL #: 2006
PLACEMENT: 200' N. OF DWIGHT AVE
@ REF MARKER: 12B26031090
ADDL DATA:
COUNT TYPE: VEHICLES
PROCESSED BY: ORG CODE: R02 INITIALS: MED

TO: **RT 412 COLLEGE ST**
FUNC. CLASS: 14
NHS: no
JURIS: State
CC Stn:
BATCH ID: DOT-R02r2ww23-06

COUNTY: **Oneida**
TOWN: **KIRKLAND**
BIN:
RR CROSSING:
HPMS SAMPLE:

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	T																											
2	F																											
3	S																											
4	S																											
5	M										243	225	240	200	240	221	284	279	232	171	155	134	65	40	21			
6	T	15	6	5	7	21	77	209	368	301	241	199	237	228	213	200	233	229	271	223	152	180	91	46	28	3780	368	7
7	W	20	4	4	8	20	84	219	329	283	264	194	213	227	220	219	264	260	278	188	119	101	60	46	20	3644	329	7
8	T	14	5	1	6	22	76	209	338	285	261																	
9	F																											
10	S																											
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25	S																											
26	M																											
27	T																											
28	W																											
29	T																											
30	F																											

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)

12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	ADT
16	5	3	7	21	79	212	345	290	252	206	230	218	224	213	260	256	260	194	142	138	72	44	23	3710

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
4	73	4	73	345	9%	1.000	1.121

ESTIMATED (one way)

AADT
3310

New York State Department of Transportation

Traffic Count Hourly Report

ROUTE #: **NY 12B** ROAD NAME:
DIRECTION: Southbound FACTOR GROUP: 40
STATE DIR CODE: 2 WK OF YR: 23
DATE OF COUNT: 06/05/2006
NOTES LANE 1:

COUNT TAKEN BY: ORG CODE: R02 INITIALS: RU

FROM: **CR 16 POST ST**
REC. SERIAL #: 2006
PLACEMENT: 200' N. OF DWIGHT AVE
@ REF MARKER: 12B26031090
ADDL DATA:
COUNT TYPE: VEHICLES
PROCESSED BY: ORG CODE: R02 INITIALS: MED

TO: **RT 412 COLLEGE ST**
FUNC. CLASS: 14
NHS: no
JURIS: State
CC Stn:
BATCH ID: DOT-R02r2ww23-06

COUNTY: **Oneida**
TOWN: **KIRKLAND**
BIN:
RR CROSSING:
HPMS SAMPLE:

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	T																											
2	F																											
3	S																											
4	S																											
5	M										166	162	202	221	200	263	321	342	341	226	179	184	143	62	43			
6	T	13	5	9	6	10	43	82	133	146	146	174	189	218	194	244	304	331	358	283	211	182	148	58	50	3537	358	17
7	W	24	12	7	6	7	32	100	137	121	129	136	182	202	220	227	310	353	367	226	178	172	112	58	57	3375	367	17
8	T	29	11	10	2	9	29	72	130	141	169																	
9	F																											
10	S																											
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23	F																											
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25	S																											
26	M																											
27	T																											
28	W																											
29	T																											
30	F																											

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)

12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	ADT
22	9	9	5	9	35	85	133	136	152	157	191	214	205	245	312	342	355	245	189	179	134	59	50	3472

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
4	73	4	73	355	10%	1.000	1.121

ESTIMATED (one way)

AADT
3097

STATION: **260001**

New York State Department of Transportation

Traffic Count Hourly Report

ROUTE #: **NY 12B** ROAD NAME:
DIRECTION: Northbound FACTOR GROUP: 40
STATE DIR CODE: 1 WK OF YR: 31
DATE OF COUNT: 07/28/2003
NOTES:

FROM: **CR 16 POST ST**
REC. SERIAL #: 2006
PLACEMENT: 200' N. OF DEWIGHT AVE
@ REF MARKER: 12B26031090
COUNT TYPE: VEHICLES ADDL DATA:

TO: **RT 412 COLLEGE ST**
FUNC. CLASS: 14
NHS: no
JURIS: Other
COUNT TAKEN BY:

COUNTY: **Oneida**
TOWN: **KIRKLAND**
BIN:
RR CROSSING:
HPMS SAMPLE:

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	T																											
2	W																											
3	T																											
4	F																											
5	S																											
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7	M																											
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26	S																											
27	S																											
28	M																											
29	T	22	11	9	13	19	87	235	316	297	272	293	247	264	269	259	268	299	194	205	162	118	82	52	23			
30	W	15	3	15	12	21	93	240	369	322	310	228	274	246	264	290	255	254	255	255	196	163	91	56	21	4159	316	7
31	T	14	3	11	16	29	76	212	338	295	273	283	262				240	262	228	198	204	158	82	44	23	4141	369	7
AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)		17	6	12	14	23	85	229	341	305	285	268	261	255	266	274	254	272	226	219	187	146	85	51	22	ADT 4103		

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
4	69	4	69	341	8%	1.000	1.210

ESTIMATED (one way)

AADT
3391

New York State Department of Transportation

Traffic Count Hourly Report

ROUTE #: **NY 12B** ROAD NAME:
DIRECTION: Southbound FACTOR GROUP: 40
STATE DIR CODE: 2 WK OF YR: 31
DATE OF COUNT: 07/28/2003
NOTES:

FROM: **CR 16 POST ST**
REC. SERIAL #: 2006
PLACEMENT: 200' N. OF DEWIGHT AVE
@ REF MARKER: 12B26031090
COUNT TYPE: VEHICLES ADDL DATA:

TO: **RT 412 COLLEGE ST**
FUNC. CLASS: 14
NHS: no
JURIS: Other
COUNT TAKEN BY:

COUNTY: **Oneida**
TOWN: **KIRKLAND**
BIN:
RR CROSSING:
HPMS SAMPLE:

DATE	DAY	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
		AM												PM														
1	T																											
2	W																											
3	T																											
4	F																											
5	S																											
6	S																											
7	M																											
8	T																											
9	W																											
10	T																											
11	F																											
12	S																											
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25	F																											
26	S																											
27	S																											
28	M																											
29	T	**16**	**9**	**8**	**6**	**7**	**46**	**133**	**136**	**157**	**203**	**211**	**243**	**275**	**231**	**249**	**380**	**381**	**365**	**231**	**185**	**171**	**132**	**85**	**37**			
30	W	**23**	**8**	**7**	**4**	**14**	**60**	**146**	**170**	**190**	**195**	**204**	**250**	**319**	**259**	**249**	**331**	**362**	**355**	**254**	**231**	**222**	**205**	**81**	**57**	4028	362	16
31	T	**25**	**12**	**8**	**8**	**11**	**54**	**114**	**152**	**188**	**168**	**201**	**246**				**345**	**341**	**318**	**235**	**194**	**191**	**173**	**83**	**49**	4027	345	15
		21	**10**	**8**	**6**	**11**	**53**	**131**	**153**	**178**	**189**	**205**	**246**	**297**	**245**	**249**	**352**	**361**	**346**	**240**	**203**	**195**	**170**	**83**	**48**	ADT 4000		

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
4	69	4	69	361	9%	1.000	1.210

ESTIMATED (one way)

AADT

3306

STATION: **240221**

New York State Department of Transportation
Traffic Count Hourly Report

ROUTE #: **NY 12B** ROAD NAME:
DIRECTION: Northbound FACTOR GROUP: **40**
STATE DIR CODE: 1 WK OF YR: 23
DATE OF COUNT: 06/04/2007
NOTES LANE 1:

COUNT TAKEN BY: ORG CODE: R02 INITIALS: RU

FROM: **END 20 OLAP** TO:
REC. SERIAL #: 9675 FUNC. CLASS: 07
PLACEMENT: 300' N. OF RTE 20 INTRST NHS: no
@ REF MARKER: 26 24041216 JURIS: NYSDOT
ADDL DATA: CC Stn:
COUNT TYPE: AXLE PAIRS BATCH ID: DOT-DOTr2 ww23-07& 5s spec
PROCESSED BY: ORG CODE: DOT INITIALS: MED

COUNTY: **Madison**
TOWN: **MADISON**
BIN:
RR CROSSING:
HPMS SAMPLE:

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	F																											
2	S																											
3	S																											
4	M																	97	121	146	112	108	70	37	57	26	17	10			
5	T	6	3	2	3	10	41	98	84	129	93	94	93	105	103	117	131	112	130	75	44	53	41	15	10	1592	131	15
6	W	2	2	1	1	17	40	93	108	104	71	95	91	100	91	101	151	149	111	73	52	40	38	24	11	1566	151	15
7	T	3	1	4	3	9	37	99	88	101	131	100																
8	F																											
9	S																											
10	S																											
11	M																											
12	T																											
13	W																											
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22	F																											
23	S																											
24	S																											
25	M																											
26	T																											
27	W																											
28	T																											
29	F																											
30	S																											

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)

12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	ADT
4	2	2	2	12	38	94	90	107	95	93	89	99	94	109	138	120	112	71	43	48	34	18	10	1524

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
4	70	4	70	138	9%	0.966	1.111

ESTIMATED (one way)

AADT

1372

New York State Department of Transportation
Traffic Count Hourly Report

ROUTE #: **NY 12B** ROAD NAME:
DIRECTION: Southbound FACTOR GROUP: 40
STATE DIR CODE: 2 WK OF YR: 23
DATE OF COUNT: 06/04/2007
NOTES LANE 1:

COUNT TAKEN BY: ORG CODE: R02 INITIALS: RU

FROM: **END 20 OLAP** TO:
REC. SERIAL #: 9675
PLACEMENT: 300' N. OF RTE 20 INTRST
@ REF MARKER: 26 24041216
ADDL DATA:
COUNT TYPE: AXLE PAIRS
PROCESSED BY: ORG CODE: DOT INITIALS: MED

FUNC. CLASS: 07
NHS: no
JURIS: NYSDOT
CC Stn:
BATCH ID: DOT-DOTr2 ww23-07& 5s spec

COUNTY: **Madison**
TOWN: **MADISON**
BIN:
RR CROSSING:
HPMS SAMPLE:

DATE	DAY	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
		AM												PM														
1	F																											
2	S																											
3	S																											
4	M														116	110	130	135	135	87	57	53	34	22	7			
5	T	5	4	4	2	5	27	101	136	98	83	122	105	93	84	101	128	124	124	79	73	48	27	20	11	1604	136	7
6	W	8	3	1	1	7	29	90	138	118	101	96	80	102	92	106	121	137	122	85	71	49	29	19	13	1618	138	7
7	T	9	2	3	3	7	33	74	143	113	100	109																
8	F																											
9	S																											
10	S																											
11	M																											
12	T																											
13	W																											
14	T																											
15	F																											
16	S																											
17	S																											
18	M																											
19	T																											
20	W																											
21	T																											
22	F																											
23	S																											
24	S																											
25	M																											
26	T																											
27	W																											
28	T																											
29	F																											
30	S																											

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)

7	3	3	2	6	29	85	134	106	92	105	89	95	94	102	122	128	123	81	65	48	29	19	10	ADT 1577

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor	ESTIMATED (one way)
4	70	4	70	134	9%	0.966	1.111	**AADT 1419**

ROUTE #:**NY 12B** ROAD NAME:
STATION: **240221** STATE DIR CODE: **2**

FROM: **END 20 OLAP** TO:
PLACEMENT: **300' N. OF RTE 20 INTRST**

COUNTY: **Madison**
DATE OF COUNT: 06/04/2007

STATION: **240221**

New York State Department of Transportation

Traffic Count Hourly Report

ROUTE #: **NY 12B** ROAD NAME:
DIRECTION: North/Southbound FACTOR GROUP: 40
STATE DIR CODE: 3 WK OF YR: 21
DATE OF COUNT: 05/17/2004
NOTES LANE 0:

COUNT TAKEN BY: ORG CODE: R02 INITIALS: ru

FROM: **END 20 OLAP**
REC. SERIAL #: 2037
PLACEMENT: 1500' N. OF RTE 20 INTRSCT
@ REF MARKER: 26 24041216
ADDL DATA:
COUNT TYPE: AXLE PAIRS
PROCESSED BY: ORG CODE: R02 INITIALS: MED

TO: **ONEIDA CO LINE**
FUNC. CLASS: 07
NHS: no
JURIS: State
CC Stn:
BATCH ID: DOT-R02r2ww21b-04

COUNTY: **Madison**
TOWN: **MADISON**
BIN:
RR CROSSING:
HPMS SAMPLE:

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	S																											
2	S																											
3	M																											
4	T																											
5	W																											
6	T																											
7	F																											
8	S																											
9	S																											
10	M																											
11	T																											
12	W																											
13	T																											
14	F																											
15	S																											
16	S																											
17	M																											
18	T	17	9	2	6	24	54	152	219	203	204	196	233	202	201	209	252 265	224 256	253 242	181 170	166 124	102 110	73 57	34 46	20 23	3224	265	15
19	W	16	10	5	9	21	51	171	203	213	155	177	186	238	186	256	264	230	266	211	124	155	101	53	25	3326	266	17
20	T	17	5	6	16	21	50	157	231	167	192	190	205	195														
21	F																											
22	S																											
23	S																											
24	M																											
25	T																											
26	W																											
27	T																											
28	F																											
29	S																											
30	S																											
31	M																											

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)

																							ADT
16	**8**	**4**	**10**	**21**	**50**	**154**	**210**	**187**	**177**	**181**	**200**	**204**	**187**	**223**	**250**	**228**	**244**	**180**	**133**	**117**	**74**	**42**	**22**	**3122**

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
4	70	4	70	260	8%	0.962	1.043

ESTIMATED

AADT
2993

ROUTE #: **NY 12B** ROAD NAME:
STATION: **240221** STATE DIR CODE: **3**

FROM: **END 20 OLAP**
PLACEMENT: **1500' N. OF RTE 20 INTRSCT**

TO: **ONEIDA CO LINE**

COUNTY: **Madison**
DATE OF COUNT: 05/17/2004

APPENDIX G

ACCIDENT DATA

SUMMARY REPORT BY SEGMENT AND/OR INTERSECTION

NYSDOT Safety Information Management System
Summary Report By Segment And/Or Intersection
Intersection & Non-Intersection Accidents
Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

ROUTE: 12B HIGHWAY LOCATION: 26 26051000 - 12B26031141 DATES: 01-SEP-2005 - 31-AUG-2008

REFERENCE	INT.	DESCRIPTION	NUMBER OF ACCIDENTS TOTAL	FTL	INJ	PDO	N/R	WET ROAD **	FIXED OBJ **	PED& BIKE **	TRUCK *** **	LIGHT CONDITION DWN/DSK **	DAY **	NIGHT **
26 2605 1000		_ENTR: ONEIDA CO _FM: MADISON C	1	0	0	1	0	0	0	0	0	0	1	0
26 2605 1000		[] T. AUGUSTA (FM- T. MADISON)												
12B 2603 1006			1	0	0	1	0	0	0	0	0	0	1	0
12B 2603 1006	28	JCT NY12B EOL NY26-2605-1006 >+	2	0	0	1	1	1	0	0	0	0	2	0
12B 2603 1007			1	0	1	0	0	0	1	0	0	0	1	0
12B 2603 1007	28	COTTAGE ST >	2	0	1	0	1	0	0	1	0	0	1	1
12B 2603 1008			1	0	0	0	1	0	0	0	0	0	1	0
12B 2603 1013			1	0	1	0	0	0	1	0	0	0	1	0
12B 2603 1020			1	0	0	1	0	0	1	0	0	0	1	0
12B 2603 1021			1	0	0	1	0	1	0	0	0	0	0	1
12B 2603 1022			1	0	0	1	0	0	0	0	0	0	0	1
12B 2603 1024			3	0	0	2	1	1	0	0	0	0	1	2
12B 2603 1025			1	0	0	0	1	0	0	0	0	0	0	1
12B 2603 1026			2	0	0	1	1	0	1	0	0	0	1	1
12B 2603 1029			1	0	0	0	1	0	0	0	0	0	0	1
12B 2603 1032			1	0	0	0	1	0	0	0	0	0	0	1
12B 2603 1032	34	< CR 9 [BURNHAM RD]	1	0	1	0	0	1	0	0	0	0	1	0
12B 2603 1034			4	0	1	2	1	0	2	0	0	0	3	1
12B 2603 1035			1	1	0	0	0	1	0	0	1	0	1	0
12B 2603 1038			2	0	0	1	1	0	0	0	0	0	0	2
12B 2603 1039			1	0	0	1	0	0	0	0	0	0	0	1
12B 2603 1040			4	0	1	2	1	2	2	0	1	0	2	2
12B 2603 1041			3	0	1	2	0	0	2	0	0	0	1	2
12B 2603 1042			1	0	0	0	1	1	0	0	0	0	0	1
12B 2603 1043			1	0	1	0	0	0	1	0	0	0	0	1
12B 2603 1045			2	0	0	2	0	0	0	0	0	0	0	1
12B 2603 1047			1	0	1	0	0	1	0	0	0	0	0	1

** EXCLUDES PARTIALLY CODED NON-REPORTABLES *** EXCLUDES PICKUPS & VANS

NYSDOT Safety Information Management System
Summary Report By Segment And/Or Intersection
Intersection & Non-Intersection Accidents
Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

ROUTE: 12B HIGHWAY LOCATION: 26 26051000 - 12B26031141 DATES: 01-SEP-2005 - 31-AUG-2008

REFERENCE	INT.	DESCRIPTION	NUMBER OF ACCIDENTS - TOTAL	FTL	INJ	PDO	N/R	WET ROAD **	FIXED OBJ **	PED& BIKE **	TRUCK *** **	LIGHT CONDITION DWN/DSK **	DAY **	NIGHT **
12B 2603 1048			1	0	0	1	0	0	0	0	0	0	0	1
12B 2603 1049			3	0	0	3	0	0	2	0	0	0	1	1
12B 2603 1049	38	JCT NY12B END < NY315-2601-1053	2	0	0	2	0	0	0	0	0	0	2	0
12B 2603 1051		[60] T. KIRKLAND (FM- T. MARSH	2	0	2	0	0	1	0	0	1	0	1	1
12B 2603 1052			1	0	0	1	0	1	0	0	0	0	1	0
12B 2603 1053			1	0	1	0	0	1	0	0	0	0	0	1
12B 2603 1055			2	0	1	1	0	0	0	0	0	0	2	0
12B 2603 1057			2	0	1	1	0	1	0	0	0	1	1	0
12B 2603 1058			2	0	0	1	1	0	0	0	0	0	1	0
12B 2603 1059			2	0	0	2	0	0	1	0	0	0	1	1
12B 2603 1060			1	0	0	1	0	0	0	0	0	0	1	0
12B 2603 1061			2	0	0	2	0	0	0	0	1	0	0	2
12B 2603 1062			1	0	1	0	0	1	0	0	0	0	0	1
12B 2603 1064			1	0	0	1	0	0	0	0	0	0	1	0
12B 2603 1066			1	1	0	0	0	0	0	0	0	0	0	1
12B 2603 1066	26	< DUGWAY RD (S. END)	2	0	0	1	1	1	1	0	0	0	1	0
12B 2603 1067	27	ROBERTS RD >	1	0	0	0	1	1	1	0	0	0	1	0
12B 2603 1069			3	0	1	1	1	0	2	0	0	0	0	2
12B 2603 1070			1	0	0	1	0	0	0	0	0	0	0	0
12B 2603 1071			2	0	1	1	0	1	1	0	0	0	1	1
12B 2603 1072	28	CHAMPION RD >	1	0	0	1	0	0	1	0	0	0	1	0
12B 2603 1074			1	0	0	0	1	0	0	0	0	0	0	1
12B 2603 1075			2	0	0	1	1	0	0	0	0	0	1	1
12B 2603 1076			2	0	0	1	1	0	0	0	0	0	1	1
12B 2603 1077			3	0	1	2	0	1	1	0	0	0	1	2
12B 2603 1078			1	0	0	0	1	0	1	0	0	0	1	0
12B 2603 1079			2	0	0	2	0	0	1	0	0	0	2	0

** EXCLUDES PARTIALLY CODED NON-REPORTABLES *** EXCLUDES PICKUPS & VANS

NYSDOT Safety Information Management System
Summary Report By Segment And/Or Intersection
Intersection & Non-Intersection Accidents
Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

ROUTE: 12B HIGHWAY LOCATION: 26 26051000 - 12B26031141 DATES: 01-SEP-2005 - 31-AUG-2008

REFERENCE	INT.	DESCRIPTION	NUMBER OF ACCIDENTS - TOTAL	FTL	INJ	PDO	N/R	WET ROAD **	FIXED OBJ **	PED& BIKE **	TRUCK *** **	LIGHT CONDITION DWN/DSK **	DAY **	NIGHT **
12B 2603 1079	30	JCT NY12B BGN NY233-2601-1000 >	2	0	1	1	0	0	0	0	1	1	1	0
12B 2603 1081			4	0	1	2	1	1	0	0	0	0	2	2
12B 2603 1083			1	0	0	1	0	0	1	0	0	0	0	1
12B 2603 1084			1	0	0	1	0	0	1	0	0	0	0	1
12B 2603 1088			1	0	0	1	0	1	0	0	0	0	0	1
12B 2603 1089			2	0	1	1	0	0	0	0	0	0	0	1
12B 2603 1089	38	< FRANKLIN AVE (TOWN)	2	0	1	1	0	1	0	0	0	0	2	0
12B 2603 1090			2	0	0	0	2	0	0	0	0	0	1	1
12B 2603 1091			1	0	0	1	0	0	0	0	0	0	1	0
12B 2603 1092			1	0	0	1	0	0	0	0	0	0	1	0
12B 2603 1094			1	0	1	0	0	0	0	0	0	0	1	0
12B 2603 1095			1	0	0	1	0	1	1	0	0	0	1	0
12B 2603 1095	41	< FRANKLIN AVE (VILLAGE)	2	0	1	1	0	1	0	0	0	0	2	0
12B 2603 1096			1	0	0	1	0	0	0	0	0	0	0	0
12B 2603 1096	42	JCT NY12B END NY412-2601-1007 >#	6	0	2	3	1	2	0	0	0	0	5	1
12B 2603 1097			4	0	1	1	2	1	0	0	0	0	4	0
12B 2603 1097	43	< MARVIN ST	1	0	1	0	0	0	0	0	0	0	1	0
12B 2603 1098			4	0	1	1	2	0	0	1	0	0	3	1
12B 2603 1098	66	[<TO<] N.PARK ROW (S) >	3	0	2	1	0	0	0	1	1	0	3	0
12B 2603 1098	19	N.PARK ROW (N) [KIRKLAND AVE] >	1	0	0	1	0	0	0	0	0	0	1	0
12B 2603 1099			4	0	2	0	2	0	0	0	0	0	3	1
12B 2603 1100			2	0	1	1	0	1	0	0	1	0	2	0
12B 2603 1101			1	0	0	0	1	0	1	0	0	1	0	0
12B 2603 1101	48	< MULBERRY ST	5	0	1	4	0	0	2	0	0	0	4	1
12B 2603 1102			4	0	2	2	0	1	0	0	0	0	3	1
12B 2603 1102	10	TAYLOR AVE > [MC BRIDE AVE]	3	0	1	2	0	0	0	0	0	0	3	0
12B 2603 1103			2	0	1	0	1	2	1	0	0	0	2	0

** EXCLUDES PARTIALLY CODED NON-REPORTABLES *** EXCLUDES PICKUPS & VANS

NYSDOT Safety Information Management System
Summary Report By Segment And/Or Intersection
Intersection & Non-Intersection Accidents
Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

ROUTE: 12B HIGHWAY LOCATION: 26 26051000 - 12B26031141 DATES: 01-SEP-2005 - 31-AUG-2008

REFERENCE	INT.	DESCRIPTION	NUMBER OF ACCIDENTS TOTAL	FTL	INJ	PDO	N/R	WET ROAD **	FIXED OBJ **	PED& BIKE **	TRUCK *** **	LIGHT CONDITION DWN/DSK **	DAY **	NIGHT **
12B 2603 1104			2	0	1	0	1	0	0	0	0	0	1	1
12B 2603 1106			3	0	1	0	2	0	0	1	0	0	1	2
12B 2603 1106	10	< CR 15 [BRIMFIELD ST]	2	0	0	2	0	1	0	0	0	0	2	0
12B 2603 1107		[60] T. KIRKLAND (FM- V. CLINT	4	0	2	1	1	0	0	0	1	0	2	1
12B 2603 1107	20	STEBBINS RD (N.END) >	1	0	0	1	0	0	0	0	0	0	0	0
12B 2603 1108			5	0	2	1	2	0	0	0	0	0	4	0
12B 2603 1109			1	0	1	0	0	0	0	0	0	0	1	0
12B 2603 1110			1	0	0	1	0	1	0	0	1	0	1	0
12B 2603 1110	11	ROBINSON RD >	6	0	4	2	0	4	0	0	1	1	4	1
12B 2603 1111			2	0	0	1	1	1	0	0	0	0	0	1
12B 2603 1112			2	0	0	2	0	0	0	0	0	0	2	0
12B 2603 1113			3	0	1	1	1	1	0	0	2	0	2	1
12B 2603 1114			3	0	1	1	1	0	2	0	1	0	3	0
12B 2603 1115			3	0	2	1	0	1	0	1	0	0	2	1
12B 2603 1116			1	0	1	0	0	0	0	0	0	0	0	1
12B 2603 1118			1	0	1	0	0	0	0	1	0	0	1	0
12B 2603 1121			1	0	0	1	0	0	0	0	1	0	1	0
12B 2603 1122			3	0	0	2	1	0	0	0	0	0	1	2
5B 2601 1017	33	JCT NY5B BOL < NY12B-2603-1122	2	0	2	0	0	0	0	0	0	0	0	2
12B 2603 1123		[64] T. NEW HARTFORD (FM-T.KIRK	4	0	1	3	0	1	0	0	0	1	2	1
5B 2601 1017	34	JCT NY5B EOL #< NY12B-2603-1123	6	0	4	2	0	1	1	0	0	0	4	1
12B 2603 1124			1	0	1	0	0	0	0	0	0	0	1	0
12B 2603 1125			1	0	0	1	0	0	0	0	0	0	0	1
12B 2603 1127			2	0	1	1	0	1	0	0	0	0	2	0
12B 2603 1128			4	1	2	1	0	2	1	0	0	0	3	1
12B 2603 1128	63	FAWNCREST BLVD >	2	1	1	0	0	1	0	1	0	0	0	2
12B 2603 1129			1	0	1	0	0	0	0	0	0	1	0	0

** EXCLUDES PARTIALLY CODED NON-REPORTABLES *** EXCLUDES PICKUPS & VANS

NYSDOT Safety Information Management System
Summary Report By Segment And/Or Intersection
Intersection & Non-Intersection Accidents
Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

ROUTE: 12B HIGHWAY LOCATION: 26 26051000 - 12B26031141 DATES: 01-SEP-2005 - 31-AUG-2008

REFERENCE	INT.	DESCRIPTION	NUMBER OF ACCIDENTS TOTAL	FTL	INJ	PDO	N/R	WET ROAD **	FIXED OBJ **	PED& BIKE **	TRUCK *** **	LIGHT CONDITION DWN/DSK **	DAY **	NIGHT **
12B 2603 1130			2	0	1	1	0	1	1	0	0	0	1	1
12B 2603 1131			3	0	2	1	0	0	0	0	0	0	3	0
12B 2603 1131	17	SYCAMORE ST > < MERRITT PL	4	0	3	1	0	0	1	0	0	0	2	2
12B 2603 1131	18	< MERRITT PL SPUR	1	0	1	0	0	0	0	0	0	0	1	0
12B 2603 1136			1	0	0	1	0	0	0	0	0	0	1	0
12B 2603 1137			1	0	0	1	0	0	0	0	0	0	0	1
12B 2603 1137	23	GERALDINE AVE >	1	0	0	1	0	1	1	0	0	0	1	0
12B 2603 1138			1	0	1	0	0	1	0	0	0	0	1	0
12B 2603 1139	27	EDNA TER >	1	0	1	0	0	0	1	0	0	0	1	0
12B 2603 1139	28	MARLEY PL > < ALVIN PL	3	0	1	2	0	1	1	0	0	0	1	2
12B 2603 1141			10	0	4	5	1	1	0	1	1	0	8	2
5 2610 3145	08	JCT NY 5 END #< NY 12B-2603-1141	30	0	11	18	1	3	1	0	1	0	24	5
		ROUTE TOTAL EXCLUDES 999 RMS	273	4	94	131	44	53	40	8	16	6	171	82

** EXCLUDES PARTIALLY CODED NON-REPORTABLES *** EXCLUDES PICKUPS & VANS

ACCIDENT VERBAL DESCRIPTION REPORT

NYSDOT Safety Information Management System
Accident Verbal Description Report
Intersection & Non-Intersection Accidents
Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 26 2605 1000 NON-INTERSECTION ACCIDENTS ***

AUG-04-2006 FRI 10:43 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2006-31881758
Accident Class: PROPERTY DAMAGE Police Agency:ONEIDA CO SHERIFF DEPT Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: UNKNOWN Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 5000 State of Registration: NY
Num of Occupants: 1 Drivers Age: 24 Sex: MALE Citation Issued: YES
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: BACKING
Apparent Factors: BACKING UNSAFELY NOT APPLICABLE

Veh: 2 CAR/VAN/PICKUP Registered Weight: 2908 State of Registration: NY
Num of Occupants: 2 Drivers Age: 65 Sex: FEMALE Citation Issued: NO
Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE NOT APPLICABLE

*** Ref Mrkr: 12B 2603 1006 NON-INTERSECTION ACCIDENTS ***

SEP-22-2007 SAT 12:46 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32334507
Accident Class: PROPERTY DAMAGE Police Agency:NOT ENTERED Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: UNKNOWN Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2623 State of Registration: NY
Num of Occupants: 1 Drivers Age: 18 Sex: FEMALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: UNKNOWN UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3395 State of Registration: NY
Num of Occupants: 1 Drivers Age: 17 Sex: FEMALE Citation Issued: NO
Direction of Travel: UNKNOWN Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: UNKNOWN UNKNOWN

*** Ref Mrkr: 12B 2603 1006 INTERSECTION ACCIDENTS - JCT NY12B EOL NY26-2605-1006 >+ ***

OCT-14-2005 FRI 09:30 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2005-31587144

NYSDOT Safety Information Management System
Accident Verbal Description Report
Intersection & Non-Intersection Accidents
Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 12B 2603 1006 INTERSECTION ACCIDENTS - JCT NY12B EOL NY26-2605-1006 >+ *** (Continued)

Accident Class: NON-REPORTABLE Police Agency:MARCY SP Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE Weather: RAIN
Road Surface Collision: WET Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: UNKNOWN State of Registration: NY
Num of Occupants: 1 Drivers Age: 46 Sex: MALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE NOT APPLICABLE

Veh: 2 CAR/VAN/PICKUP Registered Weight: UNKNOWN State of Registration: NY
Num of Occupants: 1 Drivers Age: 34 Sex: FEMALE Citation Issued: NO
Direction of Travel: NORTH-WEST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: TURNING IMPROPER PAVEMENT SLIPPERY

AUG-27-2008 WED 03:43 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2008-32710746
Accident Class: PROPERTY DAMAGE Police Agency:BROCKPORT VILLAGE PD Num of Veh: 3
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: OTHER Weather: CLOUDY
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: UNKNOWN State of Registration: NY
Num of Occupants: 1 Drivers Age: 39 Sex: FEMALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION NOT APPLICABLE

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3046 State of Registration: NY
Num of Occupants: 1 Drivers Age: 53 Sex: FEMALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: OTHER (VEHICLE) NOT APPLICABLE

Veh: 3 CAR/VAN/PICKUP Registered Weight: 3879 State of Registration: NY
Num of Occupants: 1 Drivers Age: 43 Sex: FEMALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE NOT APPLICABLE

NYSDOT Safety Information Management System
Accident Verbal Description Report
Intersection & Non-Intersection Accidents
Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 12B 2603 1007 NON-INTERSECTION ACCIDENTS ***

OCT-15-2007 MON 12:50 PM Persons Killed: 0 Persons Injured: 3 Extent of Injuries: BBC Case: 2007-32359961
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency:MARCY SP Num of Veh: 1
Type of Accident: COLL. W/LIGHT SUPPORT/UTILITY POLE Traffic Control: NO PASSING ZONE
Manner of Collision: OTHER Weather: CLOUDY
Road Surface Collision: DRY Road Char: STRAIGHT/ GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3285 State of Registration: NY
Num of Occupants: 3 Drivers Age: 16 Sex: FEMALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: ANIMAL'S ACTION NOT APPLICABLE

*** Ref Mrkr: 12B 2603 1007 INTERSECTION ACCIDENTS - COTTAGE ST > ***

MAR-04-2007 SUN 12:00 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32137915
Accident Class: NON-REPORTABLE Police Agency:MARCY SP Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: SNOW
Road Surface Collision: SNOW/ICE Road Char: STRAIGHT/ GRADE Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 OTHER Registered Weight: UNKNOWN State of Registration: NY
Num of Occupants: 1 Drivers Age: UNKNOWN Sex: UNKNOWN Citation Issued: NO
Direction of Travel: UNKNOWN Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: UNKNOWN
Apparent Factors: BACKING UNSAFELY UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: UNKNOWN State of Registration: NY
Num of Occupants: 1 Drivers Age: UNKNOWN Sex: UNKNOWN Citation Issued: NO
Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: PARKED
Apparent Factors: NOT APPLICABLE NOT APPLICABLE

AUG-14-2008 THU 07:21 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2008-32695453
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency:LOCKPORT CITY PD Num of Veh: 1
Type of Accident: COLLISION WITH BICYCLIST Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT/ GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: PED/BICYCLIST NOT AT INTERSECTION Action of Ped/Bicycle: ALONG HIGHWAY WITH TRAFFIC

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2847 State of Registration: NY
Num of Occupants: 1 Drivers Age: 41 Sex: MALE Citation Issued: NO

NYSDOT Safety Information Management System
Accident Verbal Description Report
Intersection & Non-Intersection Accidents
Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 12B 2603 1007 INTERSECTION ACCIDENTS - COTTAGE ST > *** (Continued)

Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: NOT APPLICABLE NOT APPLICABLE

Veh: 2 BICYCLE Registered Weight: UNKNOWN State of Registration: UNKNOWN
Num of Occupants: N/A Bicyclist Age: 41 Sex: MALE Citation Issued: NO
Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: PEDESTRIAN'S ERROR/CONFUSION NOT APPLICABLE

*** Ref Mrkr: 12B 2603 1008 NON-INTERSECTION ACCIDENTS ***

AUG-12-2008 TUE 09:00 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2008-32690519
Accident Class: NON-REPORTABLE Police Agency:LOCKPORT CITY PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: UNKNOWN State of Registration: NY
Num of Occupants: 1 Drivers Age: 18 Sex: MALE Citation Issued: NO
Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: BACKING
Apparent Factors: DRIVER INATTENTION NOT APPLICABLE

Veh: 2 CAR/VAN/PICKUP Registered Weight: UNKNOWN State of Registration: NY
Num of Occupants: 1 Drivers Age: UNKNOWN Sex: UNKNOWN Citation Issued: NO
Direction of Travel: UNKNOWN Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: PARKED
Apparent Factors: NOT APPLICABLE NOT APPLICABLE

*** Ref Mrkr: 12B 2603 1013 NON-INTERSECTION ACCIDENTS ***

JUN-19-2008 THU 08:12 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: A Case: 2008-32672433
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency:ONEIDA CO SHERIFF DEPT Num of Veh: 1
Type of Accident: COLL. W/EARTH ELE./ROCK CUT/DITCH Traffic Control: NO PASSING ZONE
Manner of Collision: OTHER Weather: CLOUDY
Road Surface Collision: DRY Road Char: CURVE AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 MOTORCYCLE Registered Weight: 460 State of Registration: NY
Num of Occupants: 1 Drivers Age: 23 Sex: MALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO

NYSDOT Safety Information Management System
Accident Verbal Description Report
Intersection & Non-Intersection Accidents
Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 12B 2603 1013 NON-INTERSECTION ACCIDENTS *** (Continued)

Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION OBSTRUCTION/DEBRIS

*** Ref Mrkr: 12B 2603 1020 NON-INTERSECTION ACCIDENTS ***

SEP-15-2006 FRI 11:18 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2006-31936480
Accident Class: PROPERTY DAMAGE Police Agency:ONEIDA CO SHERIFF DEPT Num of Veh: 1
Type of Accident: COLLISION WITH OTHER BARRIER Traffic Control: NO PASSING ZONE
Manner of Collision: OTHER Weather: CLOUDY
Road Surface Collision: DRY Road Char: CURVE AND GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 OTHER Registered Weight: UNKNOWN State of Registration: NY
Num of Occupants: 1 Drivers Age: 17 Sex: FEMALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: TIRE FAILURE/INADEQUATE UNKNOWN

*** Ref Mrkr: 12B 2603 1021 NON-INTERSECTION ACCIDENTS ***

OCT-23-2006 MON 06:40 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2006-31945771
Accident Class: PROPERTY DAMAGE Police Agency:MARCY SP Num of Veh: 1
Type of Accident: COLLISION WITH DEER Traffic Control: NO PASSING ZONE
Manner of Collision: OTHER Weather: RAIN
Road Surface Collision: WET Road Char: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 8000 State of Registration: NY
Num of Occupants: 1 Drivers Age: 30 Sex: MALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: ANIMAL'S ACTION NOT APPLICABLE

*** Ref Mrkr: 12B 2603 1022 NON-INTERSECTION ACCIDENTS ***

MAR-13-2008 THU 07:30 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2008-32528901
Accident Class: PROPERTY DAMAGE Police Agency:MARCY SP Num of Veh: 1
Type of Accident: COLLISION WITH DEER Traffic Control: NO PASSING ZONE
Manner of Collision: OTHER Weather: CLOUDY
Road Surface Collision: DRY Road Char: STRAIGHT/ GRADE Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2976 State of Registration: NY

NYSDOT Safety Information Management System
Accident Verbal Description Report
Intersection & Non-Intersection Accidents
Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 12B 2603 1022 NON-INTERSECTION ACCIDENTS *** (Continued)

Num of Occupants: 1 Drivers Age: 25 Sex: FEMALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: ANIMAL'S ACTION NOT APPLICABLE

*** Ref Mrkr: 12B 2603 1024 NON-INTERSECTION ACCIDENTS ***

OCT-30-2005 SUN 06:15 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2005-31659567
Accident Class: PROPERTY DAMAGE Police Agency:NOT ENTERED Num of Veh: 1
Type of Accident: COLLISION WITH DEER Traffic Control: NONE
Manner of Collision: OTHER Weather: CLOUDY
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2880 State of Registration: NY
Num of Occupants: 1 Drivers Age: 62 Sex: MALE Citation Issued: NO
Direction of Travel: SOUTH-WEST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN UNKNOWN

DEC-05-2005 MON 06:00 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2005-31620822
Accident Class: NON-REPORTABLE Police Agency:SP MORRISVILLE (DHQT) Num of Veh: 1
Type of Accident: COLLISION WITH DEER Traffic Control: NO PASSING ZONE
Manner of Collision: OTHER Weather: CLOUDY
Road Surface Collision: WET Road Char: CURVE AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: UNKNOWN State of Registration: NY
Num of Occupants: 1 Drivers Age: 43 Sex: MALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: ANIMAL'S ACTION NOT APPLICABLE

JUN-24-2007 SUN 01:00 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32239290
Accident Class: PROPERTY DAMAGE Police Agency:MARCY SP Num of Veh: 1
Type of Accident: COLLISION WITH DEER Traffic Control: NO PASSING ZONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2639 State of Registration: NY
Num of Occupants: 1 Drivers Age: 24 Sex: FEMALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO

NYSDOT Safety Information Management System
Accident Verbal Description Report
Intersection & Non-Intersection Accidents
Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 12B 2603 1024 NON-INTERSECTION ACCIDENTS *** (Continued)

Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: ANIMAL'S ACTION NOT APPLICABLE

*** Ref Mrkr: 12B 2603 1025 NON-INTERSECTION ACCIDENTS ***

NOV-09-2007 FRI 06:15 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32387673
Accident Class: NON-REPORTABLE Police Agency:MARCY SP Num of Veh: 1
Type of Accident: COLLISION WITH DEER Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: UNKNOWN State of Registration: NY
Num of Occupants: 1 Drivers Age: 67 Sex: MALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: ANIMAL'S ACTION NOT APPLICABLE

*** Ref Mrkr: 12B 2603 1026 NON-INTERSECTION ACCIDENTS ***

SEP-25-2006 MON 08:50 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2006-31916316
Accident Class: NON-REPORTABLE Police Agency:MARCY SP Num of Veh: 1
Type of Accident: OTHER NON-COLLISION Traffic Control: NO PASSING ZONE
Manner of Collision: OTHER Weather: CLOUDY
Road Surface Collision: DRY Road Char: CURVE AND GRADE Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: UNKNOWN State of Registration: NY
Num of Occupants: 2 Drivers Age: 30 Sex: FEMALE Citation Issued: NO
Direction of Travel: NORTH-EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: OTHER (VEHICLE) NOT APPLICABLE

DEC-31-2007 MON 07:29 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32457207
Accident Class: PROPERTY DAMAGE Police Agency:ONEIDA CO SHERIFF DEPT Num of Veh: 1
Type of Accident: COLLISION WITH SNOW EMBANKMENT Traffic Control: NO PASSING ZONE
Manner of Collision: OTHER Weather: SNOW
Road Surface Collision: SLUSH Road Char: CURVE AND GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 5436 State of Registration: NY
Num of Occupants: 1 Drivers Age: 32 Sex: FEMALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO

NYSDOT Safety Information Management System
Accident Verbal Description Report
Intersection & Non-Intersection Accidents
Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 12B 2603 1026 NON-INTERSECTION ACCIDENTS *** (Continued)

Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: PAVEMENT SLIPPERY UNSAFE SPEED

*** Ref Mrkr: 12B 2603 1029 NON-INTERSECTION ACCIDENTS ***

MAR-11-2007 SUN 06:15 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32115313
Accident Class: NON-REPORTABLE Police Agency:SP MORRISVILLE (DHQT) Num of Veh: 1
Type of Accident: COLLISION WITH DEER Traffic Control: NO PASSING ZONE
Manner of Collision: OTHER Weather: CLOUDY
Road Surface Collision: DRY Road Char: CURVE AND GRADE Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: UNKNOWN State of Registration: NY
Num of Occupants: 1 Drivers Age: 45 Sex: MALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: ANIMAL'S ACTION NOT APPLICABLE

*** Ref Mrkr: 12B 2603 1032 NON-INTERSECTION ACCIDENTS ***

APR-17-2006 MON 08:53 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2006-31756849
Accident Class: NON-REPORTABLE Police Agency:MARCY SP Num of Veh: 1
Type of Accident: COLLISION WITH DEER Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Collision: DRY Road Char: CURVE AND GRADE Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: UNKNOWN State of Registration: NY
Num of Occupants: 2 Drivers Age: 46 Sex: MALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: ANIMAL'S ACTION NOT APPLICABLE

*** Ref Mrkr: 12B 2603 1032 INTERSECTION ACCIDENTS - < CR 9 [BURNHAM RD] ***

FEB-18-2008 MON 03:15 PM Persons Killed: 0 Persons Injured: 4 Extent of Injuries: CCCC Case: 2008-32502750
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency:MARCY SP Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: RIGHT ANGLE Weather: CLOUDY
Road Surface Collision: WET Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2275 State of Registration: NY

NYSDOT Safety Information Management System
Accident Verbal Description Report
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Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 12B 2603 1032 INTERSECTION ACCIDENTS - < CR 9 [BURNHAM RD] *** (Continued)

Num of Occupants: 2 Drivers Age: 18 Sex: FEMALE Citation Issued: YES
Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY DRIVER INATTENTION

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3700 State of Registration: NY
Num of Occupants: 2 Drivers Age: 49 Sex: MALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE NOT APPLICABLE

*** Ref Mrkr: 12B 2603 1034 NON-INTERSECTION ACCIDENTS ***

FEB-08-2007 THU 01:26 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2007-32090764
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency:ONEIDA CO SHERIFF DEPT Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: RIGHT ANGLE Weather: SNOW
Road Surface Collision: SNOW/ICE Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 4572 State of Registration: NY
Num of Occupants: 1 Drivers Age: 19 Sex: FEMALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FAILURE TO KEEP RIGHT PAVEMENT SLIPPERY

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3516 State of Registration: NY
Num of Occupants: 2 Drivers Age: 46 Sex: MALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN UNKNOWN

SEP-26-2007 WED 07:02 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32336314
Accident Class: NON-REPORTABLE Police Agency:MARCY SP Num of Veh: 1
Type of Accident: COLLISION WITH DEER Traffic Control: NO PASSING ZONE
Manner of Collision: OTHER Weather: CLOUDY
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: UNKNOWN State of Registration: NY
Num of Occupants: 1 Drivers Age: 50 Sex: MALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD

NYSDOT Safety Information Management System
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Intersection & Non-Intersection Accidents
Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 12B 2603 1034 NON-INTERSECTION ACCIDENTS *** (Continued)

Apparent Factors: ANIMAL'S ACTION NOT APPLICABLE

MAY-10-2008 SAT 10:30 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2008-32619200
Accident Class: PROPERTY DAMAGE Police Agency:ONEIDA CO SHERIFF DEPT Num of Veh: 1
Type of Accident: COLLISION WITH TREE Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3248 State of Registration: NY
Num of Occupants: 1 Drivers Age: 19 Sex: FEMALE Citation Issued: YES
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION UNSAFE LANE CHANGE

MAY-19-2008 MON 09:08 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2008-32624378
Accident Class: PROPERTY DAMAGE Police Agency:ONEIDA CO SHERIFF DEPT Num of Veh: 1
Type of Accident: COLLISION WITH TREE Traffic Control: NONE
Manner of Collision: OTHER Weather: CLOUDY
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3368 State of Registration: NY
Num of Occupants: 1 Drivers Age: 61 Sex: MALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: OBSTRUCTION/DEBRIS UNKNOWN

*** Ref Mrkr: 12B 2603 1035 NON-INTERSECTION ACCIDENTS ***

MAR-10-2006 FRI 12:35 PM Persons Killed: 1 Persons Injured: 4 Extent of Injuries: KABCC Case: 2006-31731756
Accident Class: FATAL Police Agency:MARCY SP Num of Veh: 3
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: OTHER Weather: CLOUDY
Road Surface Collision: WET Road Char: CURVE AND GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 TRUCK Registered Weight: 77000 State of Registration: NY
Num of Occupants: 1 Drivers Age: 33 Sex: MALE Citation Issued: YES
Direction of Travel: NORTH Public Property Damage: YES School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: BRAKES DEFECTIVE PAVEMENT SLIPPERY
Truck/Bus Clsf: NOT ENTERED

NYSDOT Safety Information Management System
Accident Verbal Description Report
Intersection & Non-Intersection Accidents
Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 12B 2603 1035 NON-INTERSECTION ACCIDENTS *** (Continued)

Veh: 2 CAR/VAN/PICKUP Registered Weight: 2679 State of Registration: NY
Num of Occupants: 1 Drivers Age: 42 Sex: FEMALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: YES School Bus Involved: NO
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: UNKNOWN UNKNOWN

Veh: 3 CAR/VAN/PICKUP Registered Weight: 5667 State of Registration: NY
Num of Occupants: 3 Drivers Age: 62 Sex: MALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: YES School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN UNKNOWN

*** Ref Mrkr: 12B 2603 1038 NON-INTERSECTION ACCIDENTS ***

DEC-04-2005 SUN 03:34 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2005-31616413
Accident Class: NON-REPORTABLE Police Agency:MARCY SP Num of Veh: 1
Type of Accident: COLLISION WITH DEER Traffic Control: NO PASSING ZONE
Manner of Collision: OTHER Weather: SNOW
Road Surface Collision: SNOW/ICE Road Char: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: UNKNOWN State of Registration: NY
Num of Occupants: 1 Drivers Age: 42 Sex: MALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: ANIMAL'S ACTION NOT APPLICABLE

DEC-09-2006 SAT 07:01 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2006-32020647
Accident Class: PROPERTY DAMAGE Police Agency:ONEIDA CO SHERIFF DEPT Num of Veh: 1
Type of Accident: COLLISION WITH DEER Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2595 State of Registration: NY
Num of Occupants: 2 Drivers Age: 18 Sex: MALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: ANIMAL'S ACTION NOT APPLICABLE

*** Ref Mrkr: 12B 2603 1039 NON-INTERSECTION ACCIDENTS ***

NYSDOT Safety Information Management System
Accident Verbal Description Report
Intersection & Non-Intersection Accidents
Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 12B 2603 1039 NON-INTERSECTION ACCIDENTS *** (Continued)

JUN-04-2007 MON 08:45 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32211941
Accident Class: PROPERTY DAMAGE Police Agency:MARCY SP Num of Veh: 1
Type of Accident: COLLISION WITH DEER Traffic Control: NO PASSING ZONE
Manner of Collision: OTHER Weather: CLOUDY
Road Surface Collision: DRY Road Char: CURVE AND GRADE Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 4357 State of Registration: NY
Num of Occupants: 2 Drivers Age: 35 Sex: MALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: ANIMAL'S ACTION NOT APPLICABLE

*** Ref Mrkr: 12B 2603 1040 NON-INTERSECTION ACCIDENTS ***

AUG-11-2006 FRI 02:10 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2006-31873523
Accident Class: PROPERTY DAMAGE Police Agency:MARCY SP Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: UNKNOWN State of Registration: NY
Num of Occupants: 1 Drivers Age: 20 Sex: FEMALE Citation Issued: YES
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION FOLLOWING TOO CLOSELY

Veh: 2 CAR/VAN/PICKUP Registered Weight: UNKNOWN State of Registration: NY
Num of Occupants: 3 Drivers Age: 28 Sex: MALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: NOT APPLICABLE NOT APPLICABLE

DEC-19-2006 TUE 09:30 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2006-SP0180471
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
Type of Accident: COLLISION WITH OTHER FIXED OBJECT Traffic Control: NO PASSING ZONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Collision: WET Road Char: CURVE AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 OTHER Registered Weight: UNKNOWN State of Registration: NY
Num of Occupants: 1 Drivers Age: UNKNOWN Sex: UNKNOWN Citation Issued: NO

NYSDOT Safety Information Management System
Accident Verbal Description Report
Intersection & Non-Intersection Accidents
Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 12B 2603 1040 NON-INTERSECTION ACCIDENTS *** (Continued)

Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNSAFE SPEED UNKNOWN

MAY-04-2007 FRI 09:35 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2007-32180745
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency:MARCY SP Num of Veh: 1
Type of Accident: COLLISION WITH SIGN POST Traffic Control: NO PASSING ZONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Collision: DRY Road Char: CURVE AND HILLCREST Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 TRUCK Registered Weight: 100300 State of Registration: NY
Num of Occupants: 1 Drivers Age: 66 Sex: MALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: YES School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION NOT APPLICABLE
Truck/Bus Clsf: NOT ENTERED

OCT-08-2007 MON 06:20 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32360604
Accident Class: NON-REPORTABLE Police Agency:MARCY SP Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: SIDESWIPE Weather: RAIN
Road Surface Collision: WET Road Char: CURVE AND GRADE Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: UNKNOWN State of Registration: NY
Num of Occupants: 1 Drivers Age: 39 Sex: MALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE NOT APPLICABLE

Veh: 2 CAR/VAN/PICKUP Registered Weight: UNKNOWN State of Registration: NY
Num of Occupants: 1 Drivers Age: 19 Sex: MALE Citation Issued: YES
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNSAFE SPEED PAVEMENT SLIPPERY

*** Ref Mrkr: 12B 2603 1041 NON-INTERSECTION ACCIDENTS ***

FEB-24-2006 FRI 06:40 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: B Case: 2006-31702352
Accident Class: INJURY Police Agency:MARCY SP Num of Veh: 1
Type of Accident: COLL. W/EARTH ELE./ROCK CUT/DITCH Traffic Control: NONE
Manner of Collision: OTHER Weather: SNOW

NYSDOT Safety Information Management System
Accident Verbal Description Report
Intersection & Non-Intersection Accidents
Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 12B 2603 1041 NON-INTERSECTION ACCIDENTS *** (Continued)

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

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3024 State of Registration: NY
Num of Occupants: 1 Drivers Age: 27 Sex: FEMALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNSAFE SPEED PAVEMENT SLIPPERY

MAR-22-2008 SAT 05:30 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2008-32598021
Accident Class: PROPERTY DAMAGE Police Agency:ONEIDA CO SHERIFF DEPT Num of Veh: 1
Type of Accident: COLLISION WITH OTHER FIXED OBJECT Traffic Control: NO PASSING ZONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Collision: DRY Road Char: CURVE AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3625 State of Registration: NY
Num of Occupants: 1 Drivers Age: 19 Sex: MALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: YES School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FELL ASLEEP UNKNOWN

AUG-15-2008 FRI 09:20 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2008-32690998
Accident Class: PROPERTY DAMAGE Police Agency:MARCY SP Num of Veh: 1
Type of Accident: COLLISION WITH DEER Traffic Control: NO PASSING ZONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Collision: DRY Road Char: CURVE AND GRADE Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3215 State of Registration: NY
Num of Occupants: 2 Drivers Age: 56 Sex: FEMALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: ANIMAL'S ACTION NOT APPLICABLE

*** Ref Mrkr: 12B 2603 1042 NON-INTERSECTION ACCIDENTS ***

MAR-13-2008 THU 01:20 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2008-32528461
Accident Class: NON-REPORTABLE Police Agency:MARCY SP Num of Veh: 1
Type of Accident: COLLISION WITH DEER Traffic Control: NO PASSING ZONE
Manner of Collision: OTHER Weather: CLOUDY
Road Surface Collision: WET Road Char: STRAIGHT/ GRADE Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

NYSDOT Safety Information Management System
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Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 12B 2603 1042 NON-INTERSECTION ACCIDENTS *** (Continued)

Veh: 1 CAR/VAN/PICKUP Registered Weight: UNKNOWN State of Registration: NY
Num of Occupants: 1 Drivers Age: 63 Sex: MALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: ANIMAL'S ACTION NOT APPLICABLE

*** Ref Mrkr: 12B 2603 1043 NON-INTERSECTION ACCIDENTS ***

JAN-01-2006 SUN 04:59 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: B Case: 2006-31723952
Accident Class: INJURY Police Agency:ONEIDA CO SHERIFF DEPT Num of Veh: 1
Type of Accident: COLL. W/EARTH ELE./ROCK CUT/DITCH Traffic Control: NONE
Manner of Collision: OTHER Weather: SNOW
Road Surface Collision: SNOW/ICE Road Char: CURVE AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2990 State of Registration: NY
Num of Occupants: 1 Drivers Age: 18 Sex: FEMALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: PAVEMENT SLIPPERY UNSAFE SPEED

*** Ref Mrkr: 12B 2603 1045 NON-INTERSECTION ACCIDENTS ***

OCT-20-2007 SAT 06:50 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32390995
Accident Class: PROPERTY DAMAGE Police Agency:NOT ENTERED Num of Veh: 1
Type of Accident: COLLISION WITH DEER Traffic Control: UNKNOWN
Manner of Collision: OTHER Weather: UNKNOWN
Road Surface Collision: UNKNOWN Road Char: UNKNOWN Light Condition: UNKNOWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 6900 State of Registration: NY
Num of Occupants: 1 Drivers Age: 35 Sex: MALE Citation Issued: NO
Direction of Travel: UNKNOWN Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN UNKNOWN

APR-09-2008 WED 08:30 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2008-32598280
Accident Class: PROPERTY DAMAGE Police Agency:ONEIDA CO SHERIFF DEPT Num of Veh: 1
Type of Accident: COLLISION WITH DEER Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

NYSDOT Safety Information Management System
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Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 12B 2603 1045 NON-INTERSECTION ACCIDENTS *** (Continued)

Veh: 1 CAR/VAN/PICKUP Registered Weight: 5481 State of Registration: NY
Num of Occupants: 1 Drivers Age: 31 Sex: FEMALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: ANIMAL'S ACTION UNKNOWN

*** Ref Mrkr: 12B 2603 1047 NON-INTERSECTION ACCIDENTS ***

SEP-17-2005 SAT 08:55 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: A Case: 2005-31550152
Accident Class: INJURY Police Agency:MARCY SP Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: OVERTAKING Weather: CLOUDY
Road Surface Collision: WET Road Char: STRAIGHT/ GRADE Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: UNKNOWN State of Registration: NY
Num of Occupants: 1 Drivers Age: 33 Sex: FEMALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: NOT APPLICABLE NOT APPLICABLE

Veh: 2 CAR/VAN/PICKUP Registered Weight: UNKNOWN State of Registration: NY
Num of Occupants: 3 Drivers Age: 55 Sex: MALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: OVERTAKING
Apparent Factors: PASSING OR LANE USAGE IMPROPERLY NOT APPLICABLE

*** Ref Mrkr: 12B 2603 1048 NON-INTERSECTION ACCIDENTS ***

DEC-02-2006 SAT 09:35 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2006-32007175
Accident Class: PROPERTY DAMAGE Police Agency:ONEIDA CO SHERIFF DEPT Num of Veh: 1
Type of Accident: COLLISION WITH DEER Traffic Control: NONE
Manner of Collision: OTHER Weather: CLOUDY
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3202 State of Registration: NY
Num of Occupants: 2 Drivers Age: 49 Sex: MALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: ANIMAL'S ACTION UNKNOWN

NYSDOT Safety Information Management System
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Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 12B 2603 1049 NON-INTERSECTION ACCIDENTS ***

JAN-10-2007 WED 07:00 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32105190
Accident Class: PROPERTY DAMAGE Police Agency:NOT ENTERED Num of Veh: 1
Type of Accident: COLLISION WITH OTHER FIXED OBJECT Traffic Control: UNKNOWN
Manner of Collision: OTHER Weather: UNKNOWN
Road Surface Collision: UNKNOWN Road Char: UNKNOWN Light Condition: UNKNOWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2623 State of Registration: NY
Num of Occupants: 1 Drivers Age: 22 Sex: FEMALE Citation Issued: NO
Direction of Travel: UNKNOWN Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN UNKNOWN

JUL-18-2007 WED 02:00 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32274672
Accident Class: PROPERTY DAMAGE Police Agency:NOT ENTERED Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2995 State of Registration: NY
Num of Occupants: 1 Drivers Age: 81 Sex: FEMALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: UNKNOWN UNKNOWN

Veh: 2 OTHER Registered Weight: UNKNOWN State of Registration: UNKNOWN
Num of Occupants: UNKNOWN Drivers Age: UNKNOWN Sex: UNKNOWN Citation Issued: NO
Direction of Travel: NORTH-WEST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN UNKNOWN

JUL-29-2008 TUE 10:36 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2008-32708789
Accident Class: PROPERTY DAMAGE Police Agency:ONEIDA CO SHERIFF DEPT Num of Veh: 1
Type of Accident: COLL. W/LIGHT SUPPORT/UTILITY POLE Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2947 State of Registration: NY
Num of Occupants: 3 Drivers Age: 18 Sex: MALE Citation Issued: YES
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD

NYSDOT Safety Information Management System
Accident Verbal Description Report
Intersection & Non-Intersection Accidents
Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 12B 2603 1049 NON-INTERSECTION ACCIDENTS *** (Continued)

Apparent Factors: DRIVER INATTENTION FAILURE TO KEEP RIGHT

*** Ref Mrkr: 12B 2603 1049 INTERSECTION ACCIDENTS - JCT NY12B END < NY315-2601-1053 ***

AUG-11-2006 FRI 03:00 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2006-31874860
Accident Class: PROPERTY DAMAGE Police Agency:MARCY SP Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: RIGHT TURN (AGAINST OTHER CAR) Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3839 State of Registration: NY
Num of Occupants: 1 Drivers Age: 67 Sex: FEMALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: TURNING IMPROPER GLARE

Veh: 2 CAR/VAN/PICKUP Registered Weight: UNKNOWN State of Registration: OH
Num of Occupants: 2 Drivers Age: 20 Sex: FEMALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE NOT APPLICABLE

AUG-11-2007 SAT 08:22 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32297515
Accident Class: PROPERTY DAMAGE Police Agency:ONEIDA CO SHERIFF DEPT Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN
Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3239 State of Registration: NY
Num of Occupants: 1 Drivers Age: 43 Sex: FEMALE Citation Issued: NO
Direction of Travel: SOUTH-EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3081 State of Registration: NY
Num of Occupants: 1 Drivers Age: 35 Sex: MALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE UNKNOWN

*** Ref Mrkr: 12B 2603 1051 NON-INTERSECTION ACCIDENTS ***

NYSDOT Safety Information Management System
Accident Verbal Description Report
Intersection & Non-Intersection Accidents
Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

JUN-10-2007 SUN 05:43 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: B Case: 2007-32251379
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency:ONEIDA CO SHERIFF DEPT Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: OTHER
Manner of Collision: UNKNOWN Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT/ GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2950 State of Registration: NY
Num of Occupants: 1 Drivers Age: 87 Sex: MALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FELL ASLEEP FAILURE TO KEEP RIGHT

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3811 State of Registration: NY
Num of Occupants: 2 Drivers Age: 45 Sex: MALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN UNKNOWN

NOV-07-2007 WED 06:23 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2007-32381344
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency:MARCY SP Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: RAIN
Road Surface Collision: WET Road Char: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 TRUCK Registered Weight: 85000 State of Registration: NY
Num of Occupants: 1 Drivers Age: 57 Sex: MALE Citation Issued: YES
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNSAFE LANE CHANGE NOT APPLICABLE
Truck/Bus Clsf: NOT ENTERED

Veh: 2 CAR/VAN/PICKUP Registered Weight: 2546 State of Registration: NY
Num of Occupants: 1 Drivers Age: 31 Sex: FEMALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: NOT APPLICABLE NOT APPLICABLE

*** Ref Mrkr: 12B 2603 1052 NON-INTERSECTION ACCIDENTS ***

MAR-12-2008 WED 04:03 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2008-32555313
Accident Class: PROPERTY DAMAGE Police Agency:ONEIDA CO SHERIFF DEPT Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE

NYSDOT Safety Information Management System
Accident Verbal Description Report
Intersection & Non-Intersection Accidents
Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 12B 2603 1052 NON-INTERSECTION ACCIDENTS *** (Continued)

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

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3217 State of Registration: NY
Num of Occupants: 1 Drivers Age: 27 Sex: MALE Citation Issued: YES
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: FOLLOWING TOO CLOSELY DRIVER INATTENTION

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3888 State of Registration: NY
Num of Occupants: 1 Drivers Age: 40 Sex: FEMALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE UNKNOWN

*** Ref Mrkr: 12B 2603 1053 NON-INTERSECTION ACCIDENTS ***

DEC-17-2005 SAT 05:20 PM Persons Killed: 0 Persons Injured: 3 Extent of Injuries: ACC Case: 2005-31689184
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency:ONEIDA CO SHERIFF DEPT Num of Veh: 3
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Collision: WET Road Char: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 7000 State of Registration: NY
Num of Occupants: 1 Drivers Age: 42 Sex: MALE Citation Issued: YES
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: OVERTAKING
Apparent Factors: PASSING OR LANE USAGE IMPROPERLY FAILURE TO KEEP RIGHT

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3963 State of Registration: NY
Num of Occupants: 1 Drivers Age: 57 Sex: FEMALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE UNKNOWN

Veh: 3 CAR/VAN/PICKUP Registered Weight: 4002 State of Registration: NY
Num of Occupants: 2 Drivers Age: 43 Sex: FEMALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE UNKNOWN

NYSDOT Safety Information Management System
Accident Verbal Description Report
Intersection & Non-Intersection Accidents
Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 12B 2603 1055 NON-INTERSECTION ACCIDENTS ***

OCT-29-2005 SAT 02:35 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC Case: 2005-31703929
Accident Class: INJURY Police Agency:KIRKLAND TOWN PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT/ GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3229 State of Registration: NY
Num of Occupants: 1 Drivers Age: 23 Sex: FEMALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 4045 State of Registration: NY
Num of Occupants: 3 Drivers Age: 33 Sex: FEMALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE UNKNOWN

JUN-22-2007 FRI 01:40 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32239929
Accident Class: PROPERTY DAMAGE Police Agency:KIRKLAND TOWN PD Num of Veh: 1
Type of Accident: COLLISION WITH DEER Traffic Control: NONE
Manner of Collision: OTHER Weather: CLOUDY
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: UNKNOWN State of Registration: GL
Num of Occupants: 2 Drivers Age: 26 Sex: MALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: ANIMAL'S ACTION NOT APPLICABLE

*** Ref Mrkr: 12B 2603 1057 NON-INTERSECTION ACCIDENTS ***

MAY-01-2008 THU 04:53 PM Persons Killed: 0 Persons Injured: 3 Extent of Injuries: AAC Case: 2008-32588819
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency:KIRKLAND TOWN PD Num of Veh: 3
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: OTHER Weather: CLOUDY
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 OTHER Registered Weight: UNKNOWN State of Registration: NY
Num of Occupants: 1 Drivers Age: 89 Sex: MALE Citation Issued: YES

NYSDOT Safety Information Management System
Accident Verbal Description Report
Intersection & Non-Intersection Accidents
Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 12B 2603 1057 NON-INTERSECTION ACCIDENTS *** (Continued)

Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: PASSING OR LANE USAGE IMPROPERLY FAILURE TO KEEP RIGHT

Veh: 2 CAR/VAN/PICKUP Registered Weight: 4281 State of Registration: NY
Num of Occupants: 2 Drivers Age: 72 Sex: MALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE NOT APPLICABLE

Veh: 3 OTHER Registered Weight: UNKNOWN State of Registration: NY
Num of Occupants: 1 Drivers Age: 68 Sex: MALE Citation Issued: YES
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE NOT APPLICABLE

MAY-04-2008 SUN 06:10 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2008-32588490
Accident Class: PROPERTY DAMAGE Police Agency:KIRKLAND TOWN PD Num of Veh: 1
Type of Accident: COLLISION WITH DEER Traffic Control: NO PASSING ZONE
Manner of Collision: OTHER Weather: RAIN
Road Surface Collision: WET Road Char: STRAIGHT AND LEVEL Light Condition: DAWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3904 State of Registration: NY
Num of Occupants: 2 Drivers Age: 54 Sex: MALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: ANIMAL'S ACTION NOT APPLICABLE

*** Ref Mrkr: 12B 2603 1058 NON-INTERSECTION ACCIDENTS ***

NOV-28-2007 WED 05:15 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32448644
Accident Class: PROPERTY DAMAGE Police Agency:NOT ENTERED Num of Veh: 1
Type of Accident: COLLISION WITH DEER Traffic Control: UNKNOWN
Manner of Collision: OTHER Weather: UNKNOWN
Road Surface Collision: UNKNOWN Road Char: UNKNOWN Light Condition: UNKNOWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3453 State of Registration: NY
Num of Occupants: 1 Drivers Age: 54 Sex: FEMALE Citation Issued: NO
Direction of Travel: UNKNOWN Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN UNKNOWN

NYSDOT Safety Information Management System
Accident Verbal Description Report
Intersection & Non-Intersection Accidents
Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

MAY-19-2008 MON 12:40 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2008-32601096
Accident Class: NON-REPORTABLE Police Agency:MARCY SP Num of Veh: 1
Type of Accident: COLLISION WITH OTHER Traffic Control: NONE
Manner of Collision: OTHER Weather: CLOUDY
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: UNKNOWN State of Registration: NY
Num of Occupants: 1 Drivers Age: 22 Sex: FEMALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: OTHER (VEHICLE) NOT APPLICABLE

*** Ref Mrkr: 12B 2603 1059 NON-INTERSECTION ACCIDENTS ***

JUN-10-2006 SAT 09:30 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2006-31819234
Accident Class: PROPERTY DAMAGE Police Agency:KIRKLAND TOWN PD Num of Veh: 1
Type of Accident: COLLISION WITH DEER Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3266 State of Registration: NY
Num of Occupants: 2 Drivers Age: 27 Sex: FEMALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: ANIMAL'S ACTION UNKNOWN

JAN-31-2007 WED 07:58 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32107137
Accident Class: PROPERTY DAMAGE Police Agency:KIRKLAND TOWN PD Num of Veh: 1
Type of Accident: COLL. W/EARTH ELE./ROCK CUT/DITCH Traffic Control: NO PASSING ZONE
Manner of Collision: OTHER Weather: CLOUDY
Road Surface Collision: SNOW/ICE Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3428 State of Registration: NY
Num of Occupants: 1 Drivers Age: 21 Sex: FEMALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNSAFE SPEED PAVEMENT SLIPPERY

*** Ref Mrkr: 12B 2603 1060 NON-INTERSECTION ACCIDENTS ***

AUG-18-2007 SAT 11:30 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32314441

NYSDOT Safety Information Management System
Accident Verbal Description Report
Intersection & Non-Intersection Accidents
Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 12B 2603 1060 NON-INTERSECTION ACCIDENTS *** (Continued)

Accident Class: PROPERTY DAMAGE Police Agency:KIRKLAND TOWN PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: OVERTAKING Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3308 State of Registration: NY
Num of Occupants: 2 Drivers Age: 46 Sex: MALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN UNKNOWN

Veh: 2 OTHER Registered Weight: UNKNOWN State of Registration: NY
Num of Occupants: 2 Drivers Age: 53 Sex: FEMALE Citation Issued: NO
Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: MAKING U TURN
Apparent Factors: TURNING IMPROPER FAILURE TO YIELD RIGHT OF WAY

*** Ref Mrkr: 12B 2603 1061 NON-INTERSECTION ACCIDENTS ***

AUG-22-2006 TUE 10:15 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2006-31993823
Accident Class: PROPERTY DAMAGE Police Agency:KIRKLAND TOWN PD Num of Veh: 1
Type of Accident: COLLISION WITH DEER Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2519 State of Registration: NY
Num of Occupants: 1 Drivers Age: 29 Sex: MALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: ANIMAL'S ACTION UNKNOWN

AUG-16-2007 THU 08:30 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32322547
Accident Class: PROPERTY DAMAGE Police Agency:KIRKLAND TOWN PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: HIGHWAY WORK AREA
Manner of Collision: UNKNOWN Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2729 State of Registration: NY
Num of Occupants: 1 Drivers Age: 77 Sex: MALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO

NYSDOT Safety Information Management System
Accident Verbal Description Report
Intersection & Non-Intersection Accidents
Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 12B 2603 1061 NON-INTERSECTION ACCIDENTS *** (Continued)

Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FATIGUED/DROWSY DRIVER INATTENTION

Veh: 2 TRUCK Registered Weight: 37600 State of Registration: NY
Num of Occupants: UNKNOWN Drivers Age: UNKNOWN Sex: UNKNOWN Citation Issued: NO
Direction of Travel: NOT ENTERED Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: PARKED
Apparent Factors: NOT APPLICABLE UNKNOWN
Truck/Bus Clsf: NOT ENTERED

*** Ref Mrkr: 12B 2603 1062 NON-INTERSECTION ACCIDENTS ***

APR-01-2006 SAT 12:10 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2006-31784541
Accident Class: INJURY Police Agency:ONEIDA CO SHERIFF DEPT Num of Veh: 1
Type of Accident: COLLISION WITH DEER Traffic Control: NONE
Manner of Collision: OTHER Weather: CLOUDY
Road Surface Collision: WET Road Char: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 4713 State of Registration: NY
Num of Occupants: 5 Drivers Age: 19 Sex: MALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: ANIMAL'S ACTION NOT APPLICABLE

*** Ref Mrkr: 12B 2603 1064 NON-INTERSECTION ACCIDENTS ***

SEP-11-2006 MON 09:38 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2006-31918023
Accident Class: PROPERTY DAMAGE Police Agency:KIRKLAND TOWN PD Num of Veh: 1
Type of Accident: COLLISION WITH DEER Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2675 State of Registration: NY
Num of Occupants: 1 Drivers Age: 53 Sex: MALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: ANIMAL'S ACTION UNKNOWN

*** Ref Mrkr: 12B 2603 1066 NON-INTERSECTION ACCIDENTS ***

AUG-18-2008 MON 08:35 PM Persons Killed: 1 Persons Injured: 2 Extent of Injuries: KAC Case: 2008-32705522

NYSDOT Safety Information Management System
Accident Verbal Description Report
Intersection & Non-Intersection Accidents
Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 12B 2603 1066 NON-INTERSECTION ACCIDENTS *** (Continued)

Accident Class: FATAL Police Agency:KIRKLAND TOWN PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLOUDY
Road Surface Collision: DRY Road Char: CURVE AND GRADE Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 4311 State of Registration: NY
Num of Occupants: 2 Drivers Age: 36 Sex: FEMALE Citation Issued: YES
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY NOT APPLICABLE

Veh: 2 MOTORCYCLE Registered Weight: 291 State of Registration: NY
Num of Occupants: 1 Drivers Age: 44 Sex: MALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE NOT APPLICABLE

*** Ref Mrkr: 12B 2603 1066 INTERSECTION ACCIDENTS - < DUGWAY RD (S. END) ***

FEB-02-2006 THU 10:32 AM Case: 2006-31736910
Accident Class: NON-REPORTABLE Police Agency:KIRKLAND TOWN PD Num of Veh: 0

JAN-17-2007 WED 11:30 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32056068
Accident Class: PROPERTY DAMAGE Police Agency:KIRKLAND TOWN PD Num of Veh: 1
Type of Accident: COLL. W/LIGHT SUPPORT/UTILITY POLE Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Collision: WET Road Char: CURVE AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: UNKNOWN State of Registration: NY
Num of Occupants: 1 Drivers Age: 19 Sex: MALE Citation Issued: NO
Direction of Travel: SOUTH-EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: UNSAFE SPEED TIRE FAILURE/INADEQUATE

*** Ref Mrkr: 12B 2603 1067 INTERSECTION ACCIDENTS - ROBERTS RD > ***

OCT-07-2005 FRI 05:52 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2005-31595138
Accident Class: NON-REPORTABLE Police Agency:MARCY SP Num of Veh: 1
Type of Accident: COLL. W/EARTH ELE./ROCK CUT/DITCH Traffic Control: NO PASSING ZONE
Manner of Collision: OTHER Weather: RAIN
Road Surface Collision: WET Road Char: STRAIGHT/ GRADE Light Condition: DAYLIGHT

NYSDOT Safety Information Management System
Accident Verbal Description Report
Intersection & Non-Intersection Accidents
Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 12B 2603 1067 INTERSECTION ACCIDENTS - ROBERTS RD > *** (Continued)

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

Veh: 1 CAR/VAN/PICKUP Registered Weight: UNKNOWN State of Registration: NY
Num of Occupants: 5 Drivers Age: 40 Sex: FEMALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: REACTION TO OTHER UNINVOLVED VEHICL NOT APPLICABLE

*** Ref Mrkr: 12B 2603 1069 NON-INTERSECTION ACCIDENTS ***

JAN-30-2006 MON 07:15 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2006-31743585
Accident Class: PROPERTY DAMAGE Police Agency:NOT ENTERED Num of Veh: 1
Type of Accident: COLL. W/LIGHT SUPPORT/UTILITY POLE Traffic Control: UNKNOWN
Manner of Collision: OTHER Weather: RAIN
Road Surface Collision: MUDDY Road Char: STRAIGHT AND LEVEL Light Condition: UNKNOWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3666 State of Registration: NY
Num of Occupants: 1 Drivers Age: 57 Sex: FEMALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: BACKING
Apparent Factors: UNKNOWN UNKNOWN

JAN-20-2008 SUN 10:41 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2008-32521384
Accident Class: NON-REPORTABLE Police Agency:KIRKLAND TOWN PD Num of Veh: 1
Type of Accident: COLLISION WITH ANIMAL Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Collision: DRY Road Char: CURVE AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: UNKNOWN State of Registration: NY
Num of Occupants: 2 Drivers Age: 42 Sex: MALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: ANIMAL'S ACTION NOT APPLICABLE

MAR-09-2008 SUN 01:05 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2008-32535480
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency:KIRKLAND TOWN PD Num of Veh: 1
Type of Accident: COLLISION WITH CULVERT/HEADWALL Traffic Control: NONE
Manner of Collision: OTHER Weather: SNOW
Road Surface Collision: SNOW/ICE Road Char: CURVE AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

NYSDOT Safety Information Management System
Accident Verbal Description Report
Intersection & Non-Intersection Accidents
Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 12B 2603 1069 NON-INTERSECTION ACCIDENTS *** (Continued)

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3477 State of Registration: NY
Num of Occupants: 1 Drivers Age: 17 Sex: FEMALE Citation Issued: YES
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNSAFE SPEED PAVEMENT SLIPPERY

*** Ref Mrkr: 12B 2603 1070 NON-INTERSECTION ACCIDENTS ***

DEC-26-2007 WED Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32487039
Accident Class: PROPERTY DAMAGE Police Agency:NOT ENTERED Num of Veh: 1
Type of Accident: COLLISION WITH DEER Traffic Control: UNKNOWN
Manner of Collision: OTHER Weather: UNKNOWN
Road Surface Collision: UNKNOWN Road Char: UNKNOWN Light Condition: UNKNOWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3908 State of Registration: NY
Num of Occupants: 1 Drivers Age: 62 Sex: FEMALE Citation Issued: NO
Direction of Travel: UNKNOWN Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN UNKNOWN

*** Ref Mrkr: 12B 2603 1071 NON-INTERSECTION ACCIDENTS ***

MAY-30-2007 WED 08:15 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32214794
Accident Class: PROPERTY DAMAGE Police Agency:KIRKLAND TOWN PD Num of Veh: 1
Type of Accident: COLLISION WITH DEER Traffic Control: RR CROSSING GATES
Manner of Collision: OTHER Weather: CLEAR
Road Surface Collision: DRY Road Char: CURVE AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3893 State of Registration: NY
Num of Occupants: 2 Drivers Age: 62 Sex: MALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: ANIMAL'S ACTION NOT APPLICABLE

JUL-14-2007 SAT 10:45 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC Case: 2007-32302092
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency:KIRKLAND TOWN PD Num of Veh: 1
Type of Accident: COLL. W/EARTH ELE./ROCK CUT/DITCH Traffic Control: NONE
Manner of Collision: OTHER Weather: RAIN
Road Surface Collision: WET Road Char: CURVE AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

NYSDOT Safety Information Management System
Accident Verbal Description Report
Intersection & Non-Intersection Accidents
Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 12B 2603 1071 NON-INTERSECTION ACCIDENTS *** (Continued)

Veh: 1 CAR/VAN/PICKUP Registered Weight: 4335 State of Registration: NY
Num of Occupants: 2 Drivers Age: 17 Sex: MALE Citation Issued: YES
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNSAFE SPEED DRIVER INEXPERIENCE

*** Ref Mrkr: 12B 2603 1072 INTERSECTION ACCIDENTS - CHAMPION RD > ***

FEB-02-2007 FRI 04:41 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32089937
Accident Class: PROPERTY DAMAGE Police Agency:KIRKLAND TOWN PD Num of Veh: 1
Type of Accident: COLL. W/EARTH ELE./ROCK CUT/DITCH Traffic Control: NONE
Manner of Collision: OTHER Weather: SNOW
Road Surface Collision: SNOW/ICE Road Char: CURVE AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2356 State of Registration: NY
Num of Occupants: 2 Drivers Age: 18 Sex: MALE Citation Issued: YES
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: TIRE FAILURE/INADEQUATE UNSAFE SPEED

*** Ref Mrkr: 12B 2603 1074 NON-INTERSECTION ACCIDENTS ***

AUG-25-2008 MON 08:50 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2008-32713055
Accident Class: NON-REPORTABLE Police Agency:KIRKLAND TOWN PD Num of Veh: 1
Type of Accident: COLLISION WITH ANIMAL Traffic Control: NO PASSING ZONE
Manner of Collision: OTHER Weather: CLOUDY
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: UNKNOWN State of Registration: NY
Num of Occupants: 1 Drivers Age: 39 Sex: MALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: ANIMAL'S ACTION NOT APPLICABLE

*** Ref Mrkr: 12B 2603 1075 NON-INTERSECTION ACCIDENTS ***

NOV-20-2005 SUN 02:25 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2005-NR1731216
Accident Class: NON-REPORTABLE Police Agency: Num of Veh: 1
Type of Accident: COLLISION WITH DEER Traffic Control: UNKNOWN
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Collision: DRY Road Char: Light Condition: DAYLIGHT

NYSDOT Safety Information Management System
Accident Verbal Description Report
Intersection & Non-Intersection Accidents
Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 12B 2603 1075 NON-INTERSECTION ACCIDENTS *** (Continued)

Loc. of Ped/Bicycle: Action of Ped/Bicycle:

Veh: 1 OTHER Registered Weight: UNKNOWN State of Registration: UNKNOWN
Num of Occupants: UNKNOWN Drivers Age: UNKNOWN Sex: UNKNOWN Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: ANIMAL'S ACTION UNKNOWN

JAN-07-2007 SUN 05:27 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32040464
Accident Class: PROPERTY DAMAGE Police Agency:MARCY SP Num of Veh: 1
Type of Accident: COLLISION WITH DEER Traffic Control: NONE
Manner of Collision: OTHER Weather: CLOUDY
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 6500 State of Registration: NY
Num of Occupants: 1 Drivers Age: 61 Sex: FEMALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: ANIMAL'S ACTION NOT APPLICABLE

*** Ref Mrkr: 12B 2603 1076 NON-INTERSECTION ACCIDENTS ***

DEC-20-2007 THU 05:30 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32447743
Accident Class: PROPERTY DAMAGE Police Agency:KIRKLAND TOWN PD Num of Veh: 1
Type of Accident: COLLISION WITH DEER Traffic Control: NO PASSING ZONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT/ GRADE Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2273 State of Registration: NY
Num of Occupants: 1 Drivers Age: 17 Sex: MALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: ANIMAL'S ACTION NOT APPLICABLE

JUN-05-2008 THU 02:30 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2008-32635006
Accident Class: NON-REPORTABLE Police Agency:KIRKLAND TOWN PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: HEAD ON Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

NYSDOT Safety Information Management System
Accident Verbal Description Report
Intersection & Non-Intersection Accidents
Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 12B 2603 1076 NON-INTERSECTION ACCIDENTS *** (Continued)

Veh: 1 CAR/VAN/PICKUP Registered Weight: UNKNOWN State of Registration: NY
Num of Occupants: 1 Drivers Age: 60 Sex: MALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: OTHER (VEHICLE) NOT APPLICABLE

Veh: 2 CAR/VAN/PICKUP Registered Weight: UNKNOWN State of Registration: NY
Num of Occupants: 2 Drivers Age: 54 Sex: MALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE NOT APPLICABLE

*** Ref Mrkr: 12B 2603 1077 NON-INTERSECTION ACCIDENTS ***

FEB-04-2006 SAT 11:40 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: B Case: 2006-31737221
Accident Class: INJURY Police Agency:ONEIDA CO SHERIFF DEPT Num of Veh: 1
Type of Accident: COLL. W/EARTH ELE./ROCK CUT/DITCH Traffic Control: NO PASSING ZONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Collision: DRY Road Char: CURVE AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3373 State of Registration: NY
Num of Occupants: 1 Drivers Age: 77 Sex: MALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNSAFE SPEED UNKNOWN

NOV-01-2006 WED 06:51 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2006-32013524
Accident Class: PROPERTY DAMAGE Police Agency:KIRKLAND TOWN PD Num of Veh: 1
Type of Accident: COLLISION WITH DEER Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3177 State of Registration: NY
Num of Occupants: 2 Drivers Age: 54 Sex: MALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: ANIMAL'S ACTION UNKNOWN

NOV-30-2007 FRI 06:06 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32412378
Accident Class: PROPERTY DAMAGE Police Agency:KIRKLAND TOWN PD Num of Veh: 1
Type of Accident: COLLISION WITH DEER Traffic Control: NONE

NYSDOT Safety Information Management System
Accident Verbal Description Report
Intersection & Non-Intersection Accidents
Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 12B 2603 1077 NON-INTERSECTION ACCIDENTS *** (Continued)

Manner of Collision: OTHER Weather: SNOW
Road Surface Collision: WET Road Char: CURVE AND GRADE Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3565 State of Registration: NY
Num of Occupants: 1 Drivers Age: 23 Sex: FEMALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: ANIMAL'S ACTION NOT APPLICABLE

*** Ref Mrkr: 12B 2603 1078 NON-INTERSECTION ACCIDENTS ***

FEB-13-2008 WED 11:00 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2008-32503131
Accident Class: NON-REPORTABLE Police Agency:KIRKLAND TOWN PD Num of Veh: 1
Type of Accident: COLLISION WITH CULVERT/HEADWALL Traffic Control: NO PASSING ZONE
Manner of Collision: OTHER Weather: SNOW
Road Surface Collision: SNOW/ICE Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: UNKNOWN State of Registration: NY
Num of Occupants: 1 Drivers Age: 18 Sex: MALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNSAFE SPEED NOT APPLICABLE

*** Ref Mrkr: 12B 2603 1079 NON-INTERSECTION ACCIDENTS ***

SEP-26-2006 TUE 10:00 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2006-31927204
Accident Class: PROPERTY DAMAGE Police Agency:KIRKLAND TOWN PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3358 State of Registration: NY
Num of Occupants: 1 Drivers Age: 33 Sex: FEMALE Citation Issued: NO
Direction of Travel: NORTH-EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: NOT APPLICABLE UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3393 State of Registration: NY
Num of Occupants: 1 Drivers Age: 22 Sex: MALE Citation Issued: YES
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO

NYSDOT Safety Information Management System
Accident Verbal Description Report
Intersection & Non-Intersection Accidents
Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 12B 2603 1079 NON-INTERSECTION ACCIDENTS *** (Continued)

Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY UNKNOWN

FEB-01-2008 FRI 10:25 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2008-32477538
Accident Class: PROPERTY DAMAGE Police Agency:KIRKLAND TOWN PD Num of Veh: 1
Type of Accident: COLLISION WITH TREE Traffic Control: NONE
Manner of Collision: OTHER Weather: SLEET/HAIL/FREEZING RAIN
Road Surface Collision: SNOW/ICE Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 4450 State of Registration: NY
Num of Occupants: 2 Drivers Age: 52 Sex: MALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNSAFE SPEED NOT APPLICABLE

*** Ref Mrkr: 12B 2603 1079 INTERSECTION ACCIDENTS - JCT NY12B BGN NY233-2601-1000 > ***

OCT-20-2005 THU 01:55 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2005-31587052
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency:MARCY SP Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLOUDY
Road Surface Collision: DRY Road Char: CURVE AND GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3149 State of Registration: NY
Num of Occupants: 1 Drivers Age: 61 Sex: FEMALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE NOT APPLICABLE

Veh: 2 TRUCK Registered Weight: 107000 State of Registration: NY
Num of Occupants: 1 Drivers Age: 66 Sex: MALE Citation Issued: YES
Direction of Travel: NORTH-WEST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY NOT APPLICABLE
Truck/Bus Clsf: NOT ENTERED

NOV-10-2005 THU 04:15 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2005-31664886
Accident Class: PROPERTY DAMAGE Police Agency:NOT ENTERED Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: OVERTAKING Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DUSK

NYSDOT Safety Information Management System
Accident Verbal Description Report
Intersection & Non-Intersection Accidents
Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 12B 2603 1079 INTERSECTION ACCIDENTS - JCT NY12B BGN NY233-2601-1000 > *** (Continued)

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

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3356 State of Registration: NY
Num of Occupants: 1 Drivers Age: 49 Sex: MALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: UNKNOWN UNKNOWN

Veh: 2 OTHER Registered Weight: UNKNOWN State of Registration: PA
Num of Occupants: 1 Drivers Age: 60 Sex: MALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: UNKNOWN UNKNOWN

*** Ref Mrkr: 12B 2603 1081 NON-INTERSECTION ACCIDENTS ***

NOV-12-2005 SAT 05:45 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2005-NR1686147
Accident Class: NON-REPORTABLE Police Agency: Num of Veh: 1
Type of Accident: COLLISION WITH ANIMAL Traffic Control: NO PASSING ZONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Collision: DRY Road Char: Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: Action of Ped/Bicycle:

Veh: 1 OTHER Registered Weight: UNKNOWN State of Registration: UNKNOWN
Num of Occupants: UNKNOWN Drivers Age: UNKNOWN Sex: UNKNOWN Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: ANIMAL'S ACTION UNKNOWN

DEC-17-2006 SUN Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2006-32049233
Accident Class: PROPERTY DAMAGE Police Agency:NOT ENTERED Num of Veh: 1
Type of Accident: COLLISION WITH DEER Traffic Control: UNKNOWN
Manner of Collision: OTHER Weather: FOG/SMOG/SMOKE
Road Surface Collision: WET Road Char: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3095 State of Registration: NY
Num of Occupants: 1 Drivers Age: 43 Sex: MALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN UNKNOWN

MAY-30-2007 WED 07:10 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2007-32214902

NYSDOT Safety Information Management System
Accident Verbal Description Report
Intersection & Non-Intersection Accidents
Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 12B 2603 1081 NON-INTERSECTION ACCIDENTS *** (Continued)

Accident Class: PROPERTY DAMAGE AND INJURY Police Agency:KIRKLAND TOWN PD Num of Veh: 1
Type of Accident: COLLISION WITH DEER Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 4437 State of Registration: NY
Num of Occupants: 1 Drivers Age: 51 Sex: FEMALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: ANIMAL'S ACTION NOT APPLICABLE

JUL-05-2007 THU 04:20 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32302091
Accident Class: PROPERTY DAMAGE Police Agency:KIRKLAND TOWN PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 9500 State of Registration: NY
Num of Occupants: 2 Drivers Age: 56 Sex: MALE Citation Issued: NO
Direction of Travel: SOUTH-WEST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: MAKING U TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 2754 State of Registration: NY
Num of Occupants: 1 Drivers Age: 51 Sex: FEMALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE UNKNOWN

*** Ref Mrkr: 12B 2603 1083 NON-INTERSECTION ACCIDENTS ***

AUG-28-2008 THU 09:55 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2008-32712827
Accident Class: PROPERTY DAMAGE Police Agency:KIRKLAND TOWN PD Num of Veh: 1
Type of Accident: COLLISION WITH GUIDERAIL - END Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Collision: DRY Road Char: CURVE AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2403 State of Registration: NY
Num of Occupants: 2 Drivers Age: 17 Sex: FEMALE Citation Issued: YES
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO

NYSDOT Safety Information Management System
Accident Verbal Description Report
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Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 12B 2603 1083 NON-INTERSECTION ACCIDENTS *** (Continued)

Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: DRIVER INATTENTION FAILURE TO KEEP RIGHT

*** Ref Mrkr: 12B 2603 1084 NON-INTERSECTION ACCIDENTS ***

JUN-18-2006 SUN 02:46 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2006-31828276
Accident Class: PROPERTY DAMAGE Police Agency:KIRKLAND TOWN PD Num of Veh: 1
Type of Accident: COLL. W/LIGHT SUPPORT/UTILITY POLE Traffic Control: UNKNOWN
Manner of Collision: OTHER Weather: CLEAR
Road Surface Collision: DRY Road Char: CURVE AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 4568 State of Registration: NY
Num of Occupants: 1 Drivers Age: 22 Sex: MALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FELL ASLEEP UNKNOWN

*** Ref Mrkr: 12B 2603 1088 NON-INTERSECTION ACCIDENTS ***

JUL-19-2008 SAT 09:55 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2008-32666021
Accident Class: PROPERTY DAMAGE Police Agency:KIRKLAND TOWN PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: SIDESWIPE Weather: RAIN
Road Surface Collision: WET Road Char: CURVE AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 4400 State of Registration: NY
Num of Occupants: 1 Drivers Age: 63 Sex: MALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE NOT APPLICABLE

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3571 State of Registration: NY
Num of Occupants: 4 Drivers Age: 34 Sex: MALE Citation Issued: YES
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FAILURE TO KEEP RIGHT NOT APPLICABLE

*** Ref Mrkr: 12B 2603 1089 NON-INTERSECTION ACCIDENTS ***

AUG-21-2006 MON 04:29 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2006-31891338
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency:ONEIDA CO SHERIFF DEPT Num of Veh: 2

NYSDOT Safety Information Management System
Accident Verbal Description Report
Intersection & Non-Intersection Accidents
Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 12B 2603 1089 NON-INTERSECTION ACCIDENTS *** (Continued)

Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2980 State of Registration: NY
Num of Occupants: 1 Drivers Age: 56 Sex: FEMALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN UNKNOWN

Veh: 2 OTHER Registered Weight: UNKNOWN State of Registration: UNKNOWN
Num of Occupants: UNKNOWN Drivers Age: UNKNOWN Sex: UNKNOWN Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: PARKED
Apparent Factors: UNKNOWN UNKNOWN

MAR-21-2007 WED 07:30 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32149678
Accident Class: PROPERTY DAMAGE Police Agency:NOT ENTERED Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN
Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: UNKNOWN
Road Surface Collision: UNKNOWN Road Char: UNKNOWN Light Condition: UNKNOWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 5035 State of Registration: NY
Num of Occupants: 3 Drivers Age: 16 Sex: MALE Citation Issued: NO
Direction of Travel: UNKNOWN Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 4046 State of Registration: NY
Num of Occupants: 1 Drivers Age: 44 Sex: FEMALE Citation Issued: NO
Direction of Travel: UNKNOWN Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN UNKNOWN

*** Ref Mrkr: 12B 2603 1089 INTERSECTION ACCIDENTS - < FRANKLIN AVE (TOWN) ***

OCT-22-2007 MON 05:04 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2007-32372469
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency:KIRKLAND TOWN PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: UNKNOWN Weather: CLEAR
Road Surface Collision: DRY Road Char: CURVE AND GRADE Light Condition: DAYLIGHT

NYSDOT Safety Information Management System
Accident Verbal Description Report
Intersection & Non-Intersection Accidents
Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 12B 2603 1089 INTERSECTION ACCIDENTS - < FRANKLIN AVE (TOWN) *** (Continued)

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

Veh: 1 CAR/VAN/PICKUP Registered Weight: 4185 State of Registration: NY
Num of Occupants: 1 Drivers Age: 36 Sex: FEMALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE NOT APPLICABLE

Veh: 2 CAR/VAN/PICKUP Registered Weight: 2595 State of Registration: NY
Num of Occupants: 2 Drivers Age: 16 Sex: FEMALE Citation Issued: YES
Direction of Travel: SOUTH-EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY NOT APPLICABLE

MAR-12-2008 WED 07:15 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2008-32535477
Accident Class: PROPERTY DAMAGE Police Agency:KIRKLAND TOWN PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: SNOW
Road Surface Collision: WET Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2483 State of Registration: NY
Num of Occupants: 1 Drivers Age: 36 Sex: FEMALE Citation Issued: NO
Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY NOT APPLICABLE

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3049 State of Registration: NY
Num of Occupants: 1 Drivers Age: 34 Sex: FEMALE Citation Issued: NO
Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE NOT APPLICABLE

*** Ref Mrkr: 12B 2603 1090 NON-INTERSECTION ACCIDENTS ***

NOV-25-2005 FRI 11:12 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2005-NR1731538
Accident Class: NON-REPORTABLE Police Agency: Num of Veh: 1
Type of Accident: COLLISION WITH DEER Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Collision: DRY Road Char: Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: Action of Ped/Bicycle:

Veh: 1 OTHER Registered Weight: UNKNOWN State of Registration: UNKNOWN

NYSDOT Safety Information Management System
Accident Verbal Description Report
Intersection & Non-Intersection Accidents
Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 12B 2603 1090 NON-INTERSECTION ACCIDENTS *** (Continued)

Num of Occupants: UNKNOWN Drivers Age: UNKNOWN Sex: UNKNOWN Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: ANIMAL'S ACTION UNKNOWN

NOV-14-2007 WED 11:30 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32396067
Accident Class: NON-REPORTABLE Police Agency:KIRKLAND TOWN PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: UNKNOWN Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: UNKNOWN State of Registration: NY
Num of Occupants: 1 Drivers Age: 25 Sex: FEMALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE NOT APPLICABLE

Veh: 2 OTHER Registered Weight: UNKNOWN State of Registration: NY
Num of Occupants: 1 Drivers Age: UNKNOWN Sex: UNKNOWN Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: OTHER (VEHICLE) NOT APPLICABLE

*** Ref Mrkr: 12B 2603 1091 NON-INTERSECTION ACCIDENTS ***

MAY-07-2008 WED 06:50 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2008-32593857
Accident Class: PROPERTY DAMAGE Police Agency:KIRKLAND TOWN PD Num of Veh: 1
Type of Accident: COLLISION WITH DEER Traffic Control: NO PASSING ZONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 5516 State of Registration: NY
Num of Occupants: 1 Drivers Age: 35 Sex: FEMALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: ANIMAL'S ACTION NOT APPLICABLE

*** Ref Mrkr: 12B 2603 1092 NON-INTERSECTION ACCIDENTS ***

MAY-23-2007 WED 02:30 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32210458
Accident Class: PROPERTY DAMAGE Police Agency:KIRKLAND TOWN PD Num of Veh: 2

NYSDOT Safety Information Management System
Accident Verbal Description Report
Intersection & Non-Intersection Accidents
Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 12B 2603 1092 NON-INTERSECTION ACCIDENTS *** (Continued)

Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2192 State of Registration: NY
Num of Occupants: 1 Drivers Age: 17 Sex: MALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY NOT APPLICABLE

Veh: 2 CAR/VAN/PICKUP Registered Weight: 4606 State of Registration: NY
Num of Occupants: 1 Drivers Age: 54 Sex: FEMALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: NOT APPLICABLE NOT APPLICABLE

*** Ref Mrkr: 12B 2603 1094 NON-INTERSECTION ACCIDENTS ***

JUN-14-2006 WED 07:42 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2006-31823258
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency:KIRKLAND TOWN PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: INVALID CODE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2910 State of Registration: NY
Num of Occupants: 3 Drivers Age: 44 Sex: FEMALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 2685 State of Registration: NY
Num of Occupants: 1 Drivers Age: 64 Sex: MALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY DRIVER INATTENTION

*** Ref Mrkr: 12B 2603 1095 NON-INTERSECTION ACCIDENTS ***

MAR-27-2007 TUE 10:05 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32165273
Accident Class: PROPERTY DAMAGE Police Agency:KIRKLAND TOWN PD Num of Veh: 1
Type of Accident: COLL. W/LIGHT SUPPORT/UTILITY POLE Traffic Control: NONE

NYSDOT Safety Information Management System
Accident Verbal Description Report
Intersection & Non-Intersection Accidents
Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 12B 2603 1095 NON-INTERSECTION ACCIDENTS *** (Continued)

Manner of Collision: OTHER Weather: CLOUDY
Road Surface Collision: WET Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 8000 State of Registration: NY
Num of Occupants: 1 Drivers Age: 19 Sex: MALE Citation Issued: NO
Direction of Travel: SOUTH-EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: TURNING IMPROPER UNKNOWN

*** Ref Mrkr: 12B 2603 1095 INTERSECTION ACCIDENTS - < FRANKLIN AVE (VILLAGE) ***

FEB-22-2008 FRI 05:15 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2008-32569527
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency:ONEIDA CO SHERIFF DEPT Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: UNKNOWN Weather: CLOUDY
Road Surface Collision: WET Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2922 State of Registration: NY
Num of Occupants: 1 Drivers Age: 41 Sex: FEMALE Citation Issued: YES
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY TURNING IMPROPER

Veh: 2 CAR/VAN/PICKUP Registered Weight: UNKNOWN State of Registration: NY
Num of Occupants: 2 Drivers Age: 54 Sex: MALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN UNKNOWN

JUL-11-2008 FRI 06:06 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2008-32708794
Accident Class: PROPERTY DAMAGE Police Agency:ONEIDA CO SHERIFF DEPT Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: HEAD ON Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3360 State of Registration: NY
Num of Occupants: 1 Drivers Age: 19 Sex: MALE Citation Issued: NO
Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: TURNING IMPROPER UNSAFE SPEED

NYSDOT Safety Information Management System
Accident Verbal Description Report
Intersection & Non-Intersection Accidents
Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 12B 2603 1095 INTERSECTION ACCIDENTS - < FRANKLIN AVE (VILLAGE) *** (Continued)

Veh: 2 CAR/VAN/PICKUP Registered Weight: 4106 State of Registration: NY
Num of Occupants: 4 Drivers Age: 20 Sex: FEMALE Citation Issued: NO
Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE UNKNOWN

*** Ref Mrkr: 12B 2603 1096 NON-INTERSECTION ACCIDENTS ***

MAR-08-2007 THU 02:00 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32158761
Accident Class: PROPERTY DAMAGE Police Agency:NOT ENTERED Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN
Manner of Collision: REAR END Weather: UNKNOWN
Road Surface Collision: UNKNOWN Road Char: UNKNOWN Light Condition: UNKNOWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3490 State of Registration: NY
Num of Occupants: 1 Drivers Age: 18 Sex: MALE Citation Issued: NO
Direction of Travel: UNKNOWN Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 2478 State of Registration: NY
Num of Occupants: 1 Drivers Age: 21 Sex: MALE Citation Issued: NO
Direction of Travel: UNKNOWN Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN UNKNOWN

*** Ref Mrkr: 12B 2603 1096 INTERSECTION ACCIDENTS - JCT NY12B END NY412-2601-1007 ># ***

JAN-31-2007 WED 01:00 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32107591
Accident Class: PROPERTY DAMAGE Police Agency:KIRKLAND TOWN PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Collision: WET Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2590 State of Registration: NY
Num of Occupants: 1 Drivers Age: 20 Sex: MALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE NOT APPLICABLE

NYSDOT Safety Information Management System
Accident Verbal Description Report
Intersection & Non-Intersection Accidents
Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 12B 2603 1096 INTERSECTION ACCIDENTS - JCT NY12B END NY412-2601-1007 ># *** (Continued)

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3355 State of Registration: NY
Num of Occupants: 2 Drivers Age: 32 Sex: MALE Citation Issued: YES
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: FOLLOWING TOO CLOSELY NOT APPLICABLE

MAR-23-2007 FRI 10:51 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2007-32142387
Accident Class: INJURY Police Agency:KIRKLAND TOWN PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2934 State of Registration: NY
Num of Occupants: 1 Drivers Age: 76 Sex: MALE Citation Issued: NO
Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: DRIVER INATTENTION FOLLOWING TOO CLOSELY

Veh: 2 CAR/VAN/PICKUP Registered Weight: 11400 State of Registration: NY
Num of Occupants: 1 Drivers Age: 35 Sex: MALE Citation Issued: NO
Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: UNKNOWN UNKNOWN

APR-14-2007 SAT 06:25 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32175608
Accident Class: PROPERTY DAMAGE Police Agency:ROME CITY PD (LAN) Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OVERTAKING Weather: CLOUDY
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3470 State of Registration: NY
Num of Occupants: 1 Drivers Age: 55 Sex: FEMALE Citation Issued: YES
Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: CHANGING LANES
Apparent Factors: UNSAFE LANE CHANGE UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3485 State of Registration: NY
Num of Occupants: 1 Drivers Age: 48 Sex: FEMALE Citation Issued: NO
Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: UNKNOWN UNKNOWN

NYSDOT Safety Information Management System
Accident Verbal Description Report
Intersection & Non-Intersection Accidents
Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

MAY-06-2007 SUN 04:02 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32192871
Accident Class: PROPERTY DAMAGE Police Agency:KIRKLAND TOWN PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 6000 State of Registration: NY
Num of Occupants: 1 Drivers Age: 27 Sex: MALE Citation Issued: NO
Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: UNKNOWN UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 4991 State of Registration: NY
Num of Occupants: 1 Drivers Age: 31 Sex: MALE Citation Issued: NO
Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: OBSTRUCTION/DEBRIS DRIVER INATTENTION

DEC-28-2007 FRI 08:25 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2007-32447758
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency:KIRKLAND TOWN PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Collision: WET Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3888 State of Registration: NY
Num of Occupants: 1 Drivers Age: 53 Sex: MALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION NOT APPLICABLE

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3804 State of Registration: NY
Num of Occupants: 1 Drivers Age: 39 Sex: FEMALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STARTING IN TRAFFIC
Apparent Factors: NOT APPLICABLE NOT APPLICABLE

MAR-01-2008 SAT 07:45 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2008-32521540
Accident Class: NON-REPORTABLE Police Agency:KIRKLAND TOWN PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: SNOW
Road Surface Collision: SNOW/ICE Road Char: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

NYSDOT Safety Information Management System
Accident Verbal Description Report
Intersection & Non-Intersection Accidents
Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 12B 2603 1096 INTERSECTION ACCIDENTS - JCT NY12B END NY412-2601-1007 ># *** (Continued)

Veh: 1 CAR/VAN/PICKUP Registered Weight: UNKNOWN State of Registration: NY
Num of Occupants: 1 Drivers Age: 51 Sex: FEMALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: FOLLOWING TOO CLOSELY UNSAFE SPEED

Veh: 2 CAR/VAN/PICKUP Registered Weight: UNKNOWN State of Registration: NY
Num of Occupants: 2 Drivers Age: 51 Sex: FEMALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: NOT APPLICABLE NOT APPLICABLE

*** Ref Mrkr: 12B 2603 1097 NON-INTERSECTION ACCIDENTS ***

JAN-18-2007 THU 03:59 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32094647
Accident Class: PROPERTY DAMAGE Police Agency:ONEIDA CO SHERIFF DEPT Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: RIGHT ANGLE Weather: CLOUDY
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3552 State of Registration: NY
Num of Occupants: 2 Drivers Age: 40 Sex: FEMALE Citation Issued: YES
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 2776 State of Registration: NY
Num of Occupants: 1 Drivers Age: 20 Sex: MALE Citation Issued: NO
Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE UNKNOWN

DEC-07-2007 FRI 10:56 AM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: BC Case: 2007-32432112
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency:KIRKLAND TOWN PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3055 State of Registration: NY
Num of Occupants: 1 Drivers Age: 46 Sex: MALE Citation Issued: YES

NYSDOT Safety Information Management System
Accident Verbal Description Report
Intersection & Non-Intersection Accidents
Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 12B 2603 1097 NON-INTERSECTION ACCIDENTS *** (Continued)

Direction of Travel: NORTH-EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY DRIVER INATTENTION

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3133 State of Registration: NY
Num of Occupants: 3 Drivers Age: 17 Sex: FEMALE Citation Issued: NO
Direction of Travel: NORTH-EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE NOT APPLICABLE

MAR-05-2008 WED 03:45 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2008-32535474
Accident Class: NON-REPORTABLE Police Agency:KIRKLAND TOWN PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OVERTAKING Weather: CLOUDY
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: UNKNOWN State of Registration: NY
Num of Occupants: 1 Drivers Age: 33 Sex: FEMALE Citation Issued: NO
Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE NOT APPLICABLE

Veh: 2 CAR/VAN/PICKUP Registered Weight: UNKNOWN State of Registration: NY
Num of Occupants: 1 Drivers Age: 22 Sex: MALE Citation Issued: NO
Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: CHANGING LANES
Apparent Factors: UNSAFE LANE CHANGE NOT APPLICABLE

APR-04-2008 FRI 12:22 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2008-32560624
Accident Class: NON-REPORTABLE Police Agency:KIRKLAND TOWN PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: RAIN
Road Surface Collision: WET Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: UNKNOWN State of Registration: NY
Num of Occupants: 1 Drivers Age: 56 Sex: MALE Citation Issued: NO
Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: BACKING
Apparent Factors: BACKING UNSAFELY NOT APPLICABLE

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

NYSDOT Safety Information Management System
Accident Verbal Description Report
Intersection & Non-Intersection Accidents
Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 12B 2603 1097 NON-INTERSECTION ACCIDENTS *** (Continued)

Num of Occupants: 1 Drivers Age: 56 Sex: MALE Citation Issued: NO
Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: PARKED
Apparent Factors: NOT APPLICABLE NOT APPLICABLE

*** Ref Mrkr: 12B 2603 1097 INTERSECTION ACCIDENTS - < MARVIN ST ***

FEB-16-2006 THU 12:27 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2006-31785389
Accident Class: INJURY Police Agency:KIRKLAND TOWN PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: INVALID CODE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 5500 State of Registration: NY
Num of Occupants: 1 Drivers Age: 70 Sex: MALE Citation Issued: NO
Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: UNKNOWN
Apparent Factors: FOLLOWING TOO CLOSELY UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 4064 State of Registration: NY
Num of Occupants: 2 Drivers Age: 62 Sex: MALE Citation Issued: NO
Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: UNKNOWN
Apparent Factors: NOT APPLICABLE UNKNOWN

*** Ref Mrkr: 12B 2603 1098 NON-INTERSECTION ACCIDENTS ***

MAR-08-2007 THU 03:00 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32113885
Accident Class: NON-REPORTABLE Police Agency:KIRKLAND TOWN PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Collision: SNOW/ICE Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: UNKNOWN State of Registration: NY
Num of Occupants: 2 Drivers Age: 21 Sex: MALE Citation Issued: YES
Direction of Travel: SOUTH-WEST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: UNKNOWN
Apparent Factors: DRIVER INATTENTION VIEW OBSTRUCTED/LIMITED

Veh: 2 CAR/VAN/PICKUP Registered Weight: UNKNOWN State of Registration: NY
Num of Occupants: 1 Drivers Age: 24 Sex: FEMALE Citation Issued: NO

NYSDOT Safety Information Management System
Accident Verbal Description Report
Intersection & Non-Intersection Accidents
Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 12B 2603 1098 NON-INTERSECTION ACCIDENTS *** (Continued)

Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STARTING IN TRAFFIC
Apparent Factors: VIEW OBSTRUCTED/LIMITED NOT APPLICABLE

NOV-17-2007 SAT 02:45 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: A Case: 2007-32404171
Accident Class: INJURY Police Agency:KIRKLAND TOWN PD Num of Veh: 1
Type of Accident: COLLISION WITH PEDESTRIAN Traffic Control: NO PASSING ZONE
Manner of Collision: OTHER Weather: SNOW
Road Surface Collision: SNOW/ICE Road Char: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: PED/BICYCLIST NOT AT INTERSECTION Action of Ped/Bicycle: CROSSING, NO SIGNAL OR CROSSWALK

Veh: 1 CAR/VAN/PICKUP Registered Weight: UNKNOWN State of Registration: CT
Num of Occupants: 1 Drivers Age: 21 Sex: FEMALE Citation Issued: YES
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: ALCOHOL INVOLVEMENT NOT APPLICABLE

Veh: 2 PEDESTRIAN Registered Weight: UNKNOWN State of Registration: UNKNOWN
Num of Occupants: N/A Pedestrian Age: 26 Sex: FEMALE Citation Issued: NO
Direction of Travel: NOT APPLICABLE Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: NOT APPLICABLE
Apparent Factors: PEDESTRIAN'S ERROR/CONFUSION NOT APPLICABLE

MAY-10-2008 SAT 10:21 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2008-32609077
Accident Class: NON-REPORTABLE Police Agency:KIRKLAND TOWN PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: SIDESWIPE Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT/ GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: UNKNOWN State of Registration: NY
Num of Occupants: 2 Drivers Age: 42 Sex: FEMALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE NOT APPLICABLE

Veh: 2 OTHER Registered Weight: UNKNOWN State of Registration: UNKNOWN
Num of Occupants: 1 Drivers Age: UNKNOWN Sex: UNKNOWN Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FAILURE TO KEEP RIGHT FAILURE TO KEEP RIGHT

JUN-10-2008 TUE 11:35 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2008-32635009

NYSDOT Safety Information Management System
Accident Verbal Description Report
Intersection & Non-Intersection Accidents
Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 12B 2603 1098 NON-INTERSECTION ACCIDENTS *** (Continued)

Accident Class: PROPERTY DAMAGE Police Agency:KIRKLAND TOWN PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3397 State of Registration: NY
Num of Occupants: 1 Drivers Age: 35 Sex: FEMALE Citation Issued: NO
Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY NOT APPLICABLE

Veh: 2 CAR/VAN/PICKUP Registered Weight: 4411 State of Registration: NY
Num of Occupants: 4 Drivers Age: 37 Sex: FEMALE Citation Issued: NO
Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: NOT APPLICABLE NOT APPLICABLE

*** Ref Mrkr: 12B 2603 1098 INTERSECTION ACCIDENTS - [<TO<] N.PARK ROW (S) > ***

OCT-12-2006 THU 02:00 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2006-31992403
Accident Class: PROPERTY DAMAGE Police Agency:KIRKLAND TOWN PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: INVALID CODE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 TRUCK Registered Weight: 73021 State of Registration: NY
Num of Occupants: 1 Drivers Age: 74 Sex: MALE Citation Issued: YES
Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY UNKNOWN
Truck/Bus Clsf: NOT ENTERED

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3049 State of Registration: NY
Num of Occupants: 2 Drivers Age: 54 Sex: MALE Citation Issued: NO
Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STARTING IN TRAFFIC
Apparent Factors: NOT APPLICABLE UNKNOWN

SEP-30-2007 SUN 02:55 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: A Case: 2007-32354720
Accident Class: INJURY Police Agency:KIRKLAND TOWN PD Num of Veh: 1
Type of Accident: COLLISION WITH PEDESTRIAN Traffic Control: TRAFFIC SIGNAL

NYSDOT Safety Information Management System
Accident Verbal Description Report
Intersection & Non-Intersection Accidents
Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 12B 2603 1098 INTERSECTION ACCIDENTS - [<TO<] N.PARK ROW (S) > *** (Continued)

Manner of Collision: OTHER Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT/ GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: PED/BICYCLIST AT INTERSECTION Action of Ped/Bicycle: CROSSING WITH SIGNAL

Veh: 1 CAR/VAN/PICKUP Registered Weight: 4002 State of Registration: NY
Num of Occupants: 1 Drivers Age: 37 Sex: FEMALE Citation Issued: YES
Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY UNKNOWN

Veh: 2 PEDESTRIAN Registered Weight: UNKNOWN State of Registration: UNKNOWN
Num of Occupants: N/A Pedestrian Age: 76 Sex: FEMALE Citation Issued: NO
Direction of Travel: NOT APPLICABLE Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: NOT APPLICABLE
Apparent Factors: NOT APPLICABLE UNKNOWN

OCT-25-2007 THU 08:45 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2007-32372471
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency:KIRKLAND TOWN PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3994 State of Registration: NY
Num of Occupants: 1 Drivers Age: 23 Sex: FEMALE Citation Issued: NO
Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 2662 State of Registration: NY
Num of Occupants: 1 Drivers Age: 21 Sex: FEMALE Citation Issued: NO
Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STARTING IN TRAFFIC
Apparent Factors: NOT APPLICABLE UNKNOWN

*** Ref Mrkr: 12B 2603 1098 INTERSECTION ACCIDENTS - N.PARK ROW (N) [KIRKLAND AVE] > ***

FEB-16-2007 FRI 05:00 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32131395
Accident Class: PROPERTY DAMAGE Police Agency:KIRKLAND TOWN PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: RIGHT ANGLE Weather: SNOW
Road Surface Collision: SNOW/ICE Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

NYSDOT Safety Information Management System
Accident Verbal Description Report
Intersection & Non-Intersection Accidents
Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 12B 2603 1098 INTERSECTION ACCIDENTS - N.PARK ROW (N) [KIRKLAND AVE] > *** (Continued)

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3342 State of Registration: NY
Num of Occupants: 1 Drivers Age: 18 Sex: FEMALE Citation Issued: NO
Direction of Travel: NORTH-EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY DRIVER INEXPERIENCE

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3355 State of Registration: NY
Num of Occupants: 1 Drivers Age: 37 Sex: MALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE UNKNOWN

*** Ref Mrkr: 12B 2603 1099 NON-INTERSECTION ACCIDENTS ***

FEB-15-2006 WED 03:11 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2006-31719190
Accident Class: INJURY Police Agency:KIRKLAND TOWN PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: SIDESWIPE Weather: CLEAR
Road Surface Collision: DRY Road Char: CURVE AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: INVALID CODE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 BUS Registered Weight: UNKNOWN State of Registration: NY
Num of Occupants: 4 Drivers Age: 43 Sex: MALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE NOT APPLICABLE
Truck/Bus Clsf: NOT ENTERED

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3074 State of Registration: NY
Num of Occupants: 1 Drivers Age: 56 Sex: FEMALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FAILURE TO KEEP RIGHT PASSING OR LANE USAGE IMPROPERLY

FEB-12-2008 TUE 08:10 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2008-32503234
Accident Class: NON-REPORTABLE Police Agency:KIRKLAND TOWN PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: SIDESWIPE Weather: SNOW
Road Surface Collision: SNOW/ICE Road Char: CURVE AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: UNKNOWN State of Registration: PA

NYSDOT Safety Information Management System
Accident Verbal Description Report
Intersection & Non-Intersection Accidents
Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 12B 2603 1099 NON-INTERSECTION ACCIDENTS *** (Continued)

Num of Occupants: 1 Drivers Age: 22 Sex: FEMALE Citation Issued: YES
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNSAFE SPEED NOT APPLICABLE

Veh: 2 CAR/VAN/PICKUP Registered Weight: UNKNOWN State of Registration: NY
Num of Occupants: 1 Drivers Age: 52 Sex: MALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE NOT APPLICABLE

APR-15-2008 TUE 11:09 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2008-32583877
Accident Class: NON-REPORTABLE Police Agency:KIRKLAND TOWN PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: OVERTAKING Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: UNKNOWN State of Registration: NY
Num of Occupants: 4 Drivers Age: 36 Sex: FEMALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STARTING FROM PARKING
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY NOT APPLICABLE

Veh: 2 CAR/VAN/PICKUP Registered Weight: UNKNOWN State of Registration: NY
Num of Occupants: 2 Drivers Age: 38 Sex: FEMALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STARTING IN TRAFFIC
Apparent Factors: NOT APPLICABLE NOT APPLICABLE

JUN-25-2008 WED 04:05 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2008-32647589
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency:KIRKLAND TOWN PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: REAR END Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3351 State of Registration: NY
Num of Occupants: 1 Drivers Age: 55 Sex: FEMALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: NOT APPLICABLE NOT APPLICABLE

NYSDOT Safety Information Management System
Accident Verbal Description Report
Intersection & Non-Intersection Accidents
Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 12B 2603 1099 NON-INTERSECTION ACCIDENTS *** (Continued)

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3494 State of Registration: NY
Num of Occupants: 1 Drivers Age: 30 Sex: MALE Citation Issued: YES
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY NOT APPLICABLE

*** Ref Mrkr: 12B 2603 1100 NON-INTERSECTION ACCIDENTS ***

FEB-27-2007 TUE 08:42 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32107606
Accident Class: PROPERTY DAMAGE Police Agency:KIRKLAND TOWN PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: RIGHT ANGLE Weather: SNOW
Road Surface Collision: WET Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 4431 State of Registration: NY
Num of Occupants: 1 Drivers Age: 48 Sex: MALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: BACKING
Apparent Factors: BACKING UNSAFELY NOT APPLICABLE

Veh: 2 BUS Registered Weight: UNKNOWN State of Registration: NY
Num of Occupants: 1 Drivers Age: 43 Sex: MALE Citation Issued: NO
Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE NOT APPLICABLE
Truck/Bus Clsf: NOT ENTERED

AUG-21-2007 TUE 11:08 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: A Case: 2007-32304992
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency:KIRKLAND TOWN PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: UNKNOWN Weather: CLOUDY
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 TRUCK Registered Weight: 35000 State of Registration: NY
Num of Occupants: 1 Drivers Age: UNKNOWN Sex: UNKNOWN Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: PARKED
Apparent Factors: DRIVERLESS/RUNAWAY VEHICLE UNKNOWN
Truck/Bus Clsf: 2 AX SINGLE UNIT BOX

Veh: 2 CAR/VAN/PICKUP Registered Weight: 4010 State of Registration: NY

NYSDOT Safety Information Management System
Accident Verbal Description Report
Intersection & Non-Intersection Accidents
Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 12B 2603 1100 NON-INTERSECTION ACCIDENTS *** (Continued)

Num of Occupants: 1 Drivers Age: 26 Sex: FEMALE Citation Issued: NO
Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: LOST CONSCIOUSNESS UNKNOWN

*** Ref Mrkr: 12B 2603 1101 NON-INTERSECTION ACCIDENTS ***

JAN-30-2007 TUE 04:57 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32069763
Accident Class: NON-REPORTABLE Police Agency:MARCY SP Num of Veh: 1
Type of Accident: COLLISION WITH SIGN POST Traffic Control: NO PASSING ZONE
Manner of Collision: OTHER Weather: SNOW
Road Surface Collision: SNOW/ICE Road Char: CURVE AND LEVEL Light Condition: DUSK
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: UNKNOWN State of Registration: NY
Num of Occupants: 1 Drivers Age: 16 Sex: MALE Citation Issued: YES
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNSAFE SPEED NOT APPLICABLE

*** Ref Mrkr: 12B 2603 1101 INTERSECTION ACCIDENTS - < MULBERRY ST ***

FEB-12-2006 SUN 12:55 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2006-31773938
Accident Class: PROPERTY DAMAGE Police Agency:NOT ENTERED Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: INVALID CODE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3160 State of Registration: NY
Num of Occupants: 2 Drivers Age: 48 Sex: FEMALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3964 State of Registration: NY
Num of Occupants: 1 Drivers Age: 18 Sex: MALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN UNKNOWN

JUL-21-2006 FRI 08:10 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2006-31871617
Accident Class: PROPERTY DAMAGE Police Agency:KIRKLAND TOWN PD Num of Veh: 2

NYSDOT Safety Information Management System
Accident Verbal Description Report
Intersection & Non-Intersection Accidents
Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 12B 2603 1101 INTERSECTION ACCIDENTS - < MULBERRY ST *** (Continued)

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

Veh: 1 CAR/VAN/PICKUP Registered Weight: 6000 State of Registration: NY
Num of Occupants: 2 Drivers Age: 30 Sex: MALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: BACKING
Apparent Factors: BACKING UNSAFELY DRIVER INATTENTION

Veh: 2 CAR/VAN/PICKUP Registered Weight: 2905 State of Registration: NY
Num of Occupants: 1 Drivers Age: 44 Sex: FEMALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: UNKNOWN UNKNOWN

JAN-31-2007 WED 05:55 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32107452
Accident Class: PROPERTY DAMAGE Police Agency:KIRKLAND TOWN PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: HEAD ON Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2350 State of Registration: NY
Num of Occupants: 1 Drivers Age: 37 Sex: FEMALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE NOT APPLICABLE

Veh: 2 OTHER Registered Weight: UNKNOWN State of Registration: UNKNOWN
Num of Occupants: UNKNOWN Drivers Age: UNKNOWN Sex: UNKNOWN Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: PASSING OR LANE USAGE IMPROPERLY DRIVER INATTENTION

MAR-16-2007 FRI 05:10 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: B Case: 2007-32142695
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency:KIRKLAND TOWN PD Num of Veh: 1
Type of Accident: COLLISION WITH CURBING Traffic Control: NO PASSING ZONE
Manner of Collision: OTHER Weather: SNOW
Road Surface Collision: SNOW/ICE Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

NYSDOT Safety Information Management System
Accident Verbal Description Report
Intersection & Non-Intersection Accidents
Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 12B 2603 1101 INTERSECTION ACCIDENTS - < MULBERRY ST *** (Continued)

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3152 State of Registration: NY
Num of Occupants: 1 Drivers Age: 60 Sex: MALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY UNSAFE SPEED

FEB-26-2008 TUE 02:00 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2008-32521502
Accident Class: PROPERTY DAMAGE Police Agency:KIRKLAND TOWN PD Num of Veh: 1
Type of Accident: COLLISION WITH SIGN POST Traffic Control: NONE
Manner of Collision: OTHER Weather: SNOW
Road Surface Collision: SNOW/ICE Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3700 State of Registration: NY
Num of Occupants: 1 Drivers Age: 31 Sex: MALE Citation Issued: NO
Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNSAFE SPEED NOT APPLICABLE

*** Ref Mrkr: 12B 2603 1102 NON-INTERSECTION ACCIDENTS ***

DEC-04-2006 MON 05:30 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2006-32010021
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency:KIRKLAND TOWN PD Num of Veh: 4
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: OTHER Weather: SNOW
Road Surface Collision: SNOW/ICE Road Char: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: INVALID CODE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 6500 State of Registration: NY
Num of Occupants: 1 Drivers Age: 37 Sex: MALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: PAVEMENT SLIPPERY UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 4004 State of Registration: NY
Num of Occupants: 1 Drivers Age: 43 Sex: MALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: PAVEMENT SLIPPERY UNKNOWN

Veh: 3 CAR/VAN/PICKUP Registered Weight: 5500 State of Registration: NY
Num of Occupants: 2 Drivers Age: 39 Sex: MALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO

NYSDOT Safety Information Management System
Accident Verbal Description Report
Intersection & Non-Intersection Accidents
Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 12B 2603 1102 NON-INTERSECTION ACCIDENTS *** (Continued)

Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: FOLLOWING TOO CLOSELY PAVEMENT SLIPPERY

Veh: 4 CAR/VAN/PICKUP Registered Weight: UNKNOWN State of Registration: UNKNOWN
Num of Occupants: UNKNOWN Drivers Age: UNKNOWN Sex: UNKNOWN Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY PAVEMENT SLIPPERY

JAN-06-2008 SUN 12:20 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2008-32467611
Accident Class: PROPERTY DAMAGE Police Agency:KIRKLAND TOWN PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: OVERTAKING Weather: CLOUDY
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2180 State of Registration: NY
Num of Occupants: 1 Drivers Age: 62 Sex: FEMALE Citation Issued: YES
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STARTING FROM PARKING
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3376 State of Registration: NY
Num of Occupants: 1 Drivers Age: 81 Sex: MALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE UNKNOWN

JUL-10-2008 THU 04:57 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2008-32662179
Accident Class: PROPERTY DAMAGE Police Agency:KIRKLAND TOWN PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: REAR END Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3049 State of Registration: NY
Num of Occupants: 1 Drivers Age: 53 Sex: FEMALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE NOT APPLICABLE

Veh: 2 CAR/VAN/PICKUP Registered Weight: 2634 State of Registration: NY
Num of Occupants: 1 Drivers Age: 18 Sex: MALE Citation Issued: YES

NYSDOT Safety Information Management System
Accident Verbal Description Report
Intersection & Non-Intersection Accidents
Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 12B 2603 1102 NON-INTERSECTION ACCIDENTS *** (Continued)

Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION FOLLOWING TOO CLOSELY

AUG-11-2008 MON 01:20 PM Persons Killed: 0 Persons Injured: 3 Extent of Injuries: CCC Case: 2008-32689692
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency:KIRKLAND TOWN PD Num of Veh: 3
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: OTHER Weather: CLOUDY
Road Surface Collision: WET Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3308 State of Registration: NY
Num of Occupants: 1 Drivers Age: 21 Sex: MALE Citation Issued: YES
Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY NOT APPLICABLE

Veh: 2 CAR/VAN/PICKUP Registered Weight: 2969 State of Registration: NY
Num of Occupants: 2 Drivers Age: 22 Sex: MALE Citation Issued: NO
Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY NOT APPLICABLE

Veh: 3 CAR/VAN/PICKUP Registered Weight: 4310 State of Registration: NY
Num of Occupants: 1 Drivers Age: 46 Sex: FEMALE Citation Issued: NO
Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: NOT APPLICABLE NOT APPLICABLE

*** Ref Mrkr: 12B 2603 1102 INTERSECTION ACCIDENTS - TAYLOR AVE > [MC BRIDE AVE] ***

SEP-08-2006 FRI 05:31 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2006-31921742
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency:KIRKLAND TOWN PD Num of Veh: 3
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: INVALID CODE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3565 State of Registration: NY
Num of Occupants: 1 Drivers Age: 25 Sex: MALE Citation Issued: YES
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: DRIVER INATTENTION FOLLOWING TOO CLOSELY

NYSDOT Safety Information Management System
Accident Verbal Description Report
Intersection & Non-Intersection Accidents
Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 12B 2603 1102 INTERSECTION ACCIDENTS - TAYLOR AVE > [MC BRIDE AVE] *** (Continued)

Veh: 2 CAR/VAN/PICKUP Registered Weight: 2480 State of Registration: NY
Num of Occupants: 1 Drivers Age: 24 Sex: FEMALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: FOLLOWING TOO CLOSELY UNKNOWN

Veh: 3 CAR/VAN/PICKUP Registered Weight: 3279 State of Registration: NY
Num of Occupants: 2 Drivers Age: 30 Sex: MALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: NOT APPLICABLE UNKNOWN

MAR-01-2007 THU 09:03 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32113811
Accident Class: PROPERTY DAMAGE Police Agency:KIRKLAND TOWN PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: SIDESWIPE Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 4365 State of Registration: NY
Num of Occupants: 2 Drivers Age: 69 Sex: FEMALE Citation Issued: NO
Direction of Travel: NORTH-EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: DRIVER INATTENTION NOT APPLICABLE

Veh: 2 CAR/VAN/PICKUP Registered Weight: UNKNOWN State of Registration: NY
Num of Occupants: 2 Drivers Age: 28 Sex: FEMALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: PASSING OR LANE USAGE IMPROPERLY NOT APPLICABLE

MAR-21-2008 FRI 04:40 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2008-32543288
Accident Class: PROPERTY DAMAGE Police Agency:KIRKLAND TOWN PD Num of Veh: 3
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 5000 State of Registration: NY
Num of Occupants: 1 Drivers Age: 62 Sex: MALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STOPPED IN TRAFFIC

NYSDOT Safety Information Management System
Accident Verbal Description Report
Intersection & Non-Intersection Accidents
Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 12B 2603 1102 INTERSECTION ACCIDENTS - TAYLOR AVE > [MC BRIDE AVE] *** (Continued)

Apparent Factors: NOT APPLICABLE NOT APPLICABLE

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3320 State of Registration: NY
Num of Occupants: 1 Drivers Age: 55 Sex: MALE Citation Issued: YES
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY DRIVER INATTENTION

Veh: 3 CAR/VAN/PICKUP Registered Weight: 3748 State of Registration: NY
Num of Occupants: 1 Drivers Age: 26 Sex: FEMALE Citation Issued: YES
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY NOT APPLICABLE

*** Ref Mrkr: 12B 2603 1103 NON-INTERSECTION ACCIDENTS ***

NOV-17-2006 FRI 09:45 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2006-NR1525634
Accident Class: NON-REPORTABLE Police Agency: Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: OVERTAKING Weather: RAIN
Road Surface Collision: WET Road Char: Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: Action of Ped/Bicycle:

Veh: 1 OTHER Registered Weight: UNKNOWN State of Registration: UNKNOWN
Num of Occupants: UNKNOWN Drivers Age: UNKNOWN Sex: UNKNOWN Citation Issued: NO
Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: PASSING OR LANE USAGE IMPROPERLY UNKNOWN

Veh: 2 OTHER Registered Weight: UNKNOWN State of Registration: UNKNOWN
Num of Occupants: UNKNOWN Drivers Age: UNKNOWN Sex: UNKNOWN Citation Issued: NO
Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: PARKED
Apparent Factors: UNKNOWN UNKNOWN

APR-04-2007 WED 09:12 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2007-32171108
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency:KIRKLAND TOWN PD Num of Veh: 1
Type of Accident: COLL. W/LIGHT SUPPORT/UTILITY POLE Traffic Control: NONE
Manner of Collision: OTHER Weather: RAIN
Road Surface Collision: WET Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3353 State of Registration: NY

NYSDOT Safety Information Management System
Accident Verbal Description Report
Intersection & Non-Intersection Accidents
Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 12B 2603 1103 NON-INTERSECTION ACCIDENTS *** (Continued)

Num of Occupants: 1 Drivers Age: 61 Sex: FEMALE Citation Issued: NO
Direction of Travel: WEST Public Property Damage: YES School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: PHYSICAL DISABILITY NOT APPLICABLE

*** Ref Mrkr: 12B 2603 1104 NON-INTERSECTION ACCIDENTS ***

NOV-24-2006 FRI 05:20 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2006-NR1525686
Accident Class: NON-REPORTABLE Police Agency: Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Collision: DRY Road Char: Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: Action of Ped/Bicycle:

Veh: 1 OTHER Registered Weight: UNKNOWN State of Registration: UNKNOWN
Num of Occupants: UNKNOWN Drivers Age: UNKNOWN Sex: UNKNOWN Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN UNKNOWN

Veh: 2 OTHER Registered Weight: UNKNOWN State of Registration: UNKNOWN
Num of Occupants: UNKNOWN Drivers Age: UNKNOWN Sex: UNKNOWN Citation Issued: NO
Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY UNKNOWN

MAY-08-2008 THU 07:00 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2008-32593937
Accident Class: INJURY Police Agency:KIRKLAND TOWN PD Num of Veh: 3
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: UNKNOWN State of Registration: NJ
Num of Occupants: 4 Drivers Age: 20 Sex: FEMALE Citation Issued: YES
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY NOT APPLICABLE

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3644 State of Registration: NY
Num of Occupants: 1 Drivers Age: 37 Sex: FEMALE Citation Issued: YES
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD

NYSDOT Safety Information Management System
Accident Verbal Description Report
Intersection & Non-Intersection Accidents
Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 12B 2603 1104 NON-INTERSECTION ACCIDENTS *** (Continued)

Apparent Factors: FOLLOWING TOO CLOSELY NOT APPLICABLE

Veh: 3 CAR/VAN/PICKUP Registered Weight: 4279 State of Registration: NY
Num of Occupants: 1 Drivers Age: 47 Sex: FEMALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: NOT APPLICABLE NOT APPLICABLE

*** Ref Mrkr: 12B 2603 1106 NON-INTERSECTION ACCIDENTS ***

DEC-21-2006 THU 06:01 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: A Case: 2006-32048651
Accident Class: INJURY Police Agency:KIRKLAND TOWN PD Num of Veh: 1
Type of Accident: COLLISION WITH BICYCLIST Traffic Control: FLASHING LIGHT
Manner of Collision: OTHER Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: INVALID CODE Action of Ped/Bicycle: ALONG HIGHWAY WITH TRAFFIC

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2359 State of Registration: NY
Num of Occupants: 1 Drivers Age: 22 Sex: FEMALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION UNKNOWN

Veh: 2 BICYCLE Registered Weight: UNKNOWN State of Registration: UNKNOWN
Num of Occupants: N/A Bicyclist Age: 73 Sex: MALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION UNKNOWN

JUN-05-2008 THU 06:55 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2008-32626660
Accident Class: NON-REPORTABLE Police Agency:KIRKLAND TOWN PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: UNKNOWN State of Registration: NY
Num of Occupants: 1 Drivers Age: 49 Sex: FEMALE Citation Issued: NO
Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION NOT APPLICABLE

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

NYSDOT Safety Information Management System
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Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 12B 2603 1106 NON-INTERSECTION ACCIDENTS *** (Continued)

Num of Occupants: 1 Drivers Age: 39 Sex: FEMALE Citation Issued: NO
Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: NOT APPLICABLE NOT APPLICABLE

JUL-22-2008 TUE 10:10 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2008-32677027
Accident Class: NON-REPORTABLE Police Agency:KIRKLAND TOWN PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: REAR END Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: UNKNOWN State of Registration: NY
Num of Occupants: 3 Drivers Age: 19 Sex: FEMALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY NOT APPLICABLE

Veh: 2 CAR/VAN/PICKUP Registered Weight: UNKNOWN State of Registration: NY
Num of Occupants: 1 Drivers Age: 17 Sex: MALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE NOT APPLICABLE

*** Ref Mrkr: 12B 2603 1106 INTERSECTION ACCIDENTS - < CR 15 [BRIMFIELD ST] ***

OCT-28-2006 SAT 04:45 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2006-31993173
Accident Class: PROPERTY DAMAGE Police Agency:KIRKLAND TOWN PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: RAIN
Road Surface Collision: WET Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: INVALID CODE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 4500 State of Registration: NY
Num of Occupants: 1 Drivers Age: 44 Sex: MALE Citation Issued: YES
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 4449 State of Registration: NY
Num of Occupants: 1 Drivers Age: 45 Sex: MALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STOPPED IN TRAFFIC

NYSDOT Safety Information Management System
Accident Verbal Description Report
Intersection & Non-Intersection Accidents
Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 12B 2603 1106 INTERSECTION ACCIDENTS - < CR 15 [BRIMFIELD ST] *** (Continued)

Apparent Factors: NOT APPLICABLE UNKNOWN

DEC-20-2006 WED 12:30 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2006-32026672
Accident Class: PROPERTY DAMAGE Police Agency:KIRKLAND TOWN PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: REAR END Weather: CLEAR
Road Surface Collision: DRY Road Char: CURVE AND GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: INVALID CODE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 4165 State of Registration: NY
Num of Occupants: 1 Drivers Age: 47 Sex: FEMALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE NOT APPLICABLE

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3700 State of Registration: NY
Num of Occupants: 4 Drivers Age: 30 Sex: FEMALE Citation Issued: YES
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY NOT APPLICABLE

*** Ref Mrkr: 12B 2603 1107 NON-INTERSECTION ACCIDENTS ***

SEP-29-2005 THU 07:33 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2005-31594875
Accident Class: INJURY Police Agency:KIRKLAND TOWN PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3483 State of Registration: NY
Num of Occupants: 1 Drivers Age: 21 Sex: MALE Citation Issued: YES
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION FOLLOWING TOO CLOSELY

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3244 State of Registration: NY
Num of Occupants: 1 Drivers Age: 51 Sex: FEMALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: UNKNOWN UNKNOWN

MAY-02-2006 TUE 02:42 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC Case: 2006-31821381

NYSDOT Safety Information Management System
Accident Verbal Description Report
Intersection & Non-Intersection Accidents
Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 12B 2603 1107 NON-INTERSECTION ACCIDENTS *** (Continued)

Accident Class: PROPERTY DAMAGE AND INJURY Police Agency:NOT ENTERED Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: UNKNOWN
Loc. of Ped/Bicycle: INVALID CODE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 6600 State of Registration: NY
Num of Occupants: 1 Drivers Age: 45 Sex: FEMALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: UNKNOWN UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3306 State of Registration: NY
Num of Occupants: 1 Drivers Age: 17 Sex: MALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN UNKNOWN

DEC-04-2007 TUE 09:05 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32432291
Accident Class: PROPERTY DAMAGE Police Agency:KIRKLAND TOWN PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: RIGHT ANGLE Weather: SNOW
Road Surface Collision: SNOW/ICE Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3793 State of Registration: NY
Num of Occupants: 2 Drivers Age: 21 Sex: MALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNSAFE SPEED NOT APPLICABLE

Veh: 2 TRUCK Registered Weight: 107000 State of Registration: NY
Num of Occupants: 1 Drivers Age: 43 Sex: MALE Citation Issued: NO
Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE NOT APPLICABLE
Truck/Bus Clsf: NOT ENTERED

DEC-14-2007 FRI 06:20 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32447614
Accident Class: NON-REPORTABLE Police Agency:KIRKLAND TOWN PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: SIDESWIPE Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED

NYSDOT Safety Information Management System
Accident Verbal Description Report
Intersection & Non-Intersection Accidents
Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 12B 2603 1107 NON-INTERSECTION ACCIDENTS *** (Continued)

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

Veh: 1 CAR/VAN/PICKUP Registered Weight: UNKNOWN State of Registration: NY
Num of Occupants: 1 Drivers Age: 27 Sex: FEMALE Citation Issued: YES
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FAILURE TO KEEP RIGHT FATIGUED/DROWSY

Veh: 2 CAR/VAN/PICKUP Registered Weight: UNKNOWN State of Registration: NY
Num of Occupants: 1 Drivers Age: 23 Sex: MALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE NOT APPLICABLE

*** Ref Mrkr: 12B 2603 1107 INTERSECTION ACCIDENTS - STEBBINS RD (N.END) > ***

MAR-30-2007 FRI 03:17 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32164230
Accident Class: PROPERTY DAMAGE Police Agency:KIRKLAND TOWN PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: CLEAR
Road Surface Collision: DRY Road Char: CURVE AND HILLCREST Light Condition: UNKNOWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 4524 State of Registration: NY
Num of Occupants: 1 Drivers Age: 48 Sex: FEMALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION FOLLOWING TOO CLOSELY

Veh: 2 CAR/VAN/PICKUP Registered Weight: 2870 State of Registration: NY
Num of Occupants: 1 Drivers Age: 18 Sex: MALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE UNKNOWN

*** Ref Mrkr: 12B 2603 1108 NON-INTERSECTION ACCIDENTS ***

OCT-09-2006 MON 03:38 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2006-31976372
Accident Class: PROPERTY DAMAGE Police Agency:NOT ENTERED Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN
Manner of Collision: RIGHT TURN (WITH OTHER CAR) Weather: UNKNOWN
Road Surface Collision: UNKNOWN Road Char: UNKNOWN Light Condition: UNKNOWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

NYSDOT Safety Information Management System
Accident Verbal Description Report
Intersection & Non-Intersection Accidents
Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 12B 2603 1108 NON-INTERSECTION ACCIDENTS *** (Continued)

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2376 State of Registration: NY
Num of Occupants: 1 Drivers Age: 55 Sex: MALE Citation Issued: NO
Direction of Travel: UNKNOWN Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: UNKNOWN UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3574 State of Registration: NY
Num of Occupants: 1 Drivers Age: 53 Sex: MALE Citation Issued: NO
Direction of Travel: UNKNOWN Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: UNKNOWN UNKNOWN

OCT-13-2006 FRI 03:10 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2006-31940769
Accident Class: NON-REPORTABLE Police Agency:KIRKLAND TOWN PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: REAR END Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: UNKNOWN State of Registration: NY
Num of Occupants: 1 Drivers Age: 51 Sex: FEMALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE NOT APPLICABLE

Veh: 2 CAR/VAN/PICKUP Registered Weight: UNKNOWN State of Registration: NY
Num of Occupants: 1 Drivers Age: 19 Sex: FEMALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY NOT APPLICABLE

FEB-15-2007 THU 01:00 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2007-32107443
Accident Class: INJURY Police Agency:KIRKLAND TOWN PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: REAR END Weather: SNOW
Road Surface Collision: SNOW/ICE Road Char: STRAIGHT/ GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3049 State of Registration: NY
Num of Occupants: 1 Drivers Age: 57 Sex: MALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD

NYSDOT Safety Information Management System
Accident Verbal Description Report
Intersection & Non-Intersection Accidents
Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 12B 2603 1108 NON-INTERSECTION ACCIDENTS *** (Continued)

Apparent Factors: FOLLOWING TOO CLOSELY UNSAFE SPEED

Veh: 2 CAR/VAN/PICKUP Registered Weight: 4221 State of Registration: NY
Num of Occupants: 1 Drivers Age: 49 Sex: FEMALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE NOT APPLICABLE

JUN-11-2008 WED 07:25 AM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC Case: 2008-32635007
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency:KIRKLAND TOWN PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2981 State of Registration: NY
Num of Occupants: 1 Drivers Age: 27 Sex: FEMALE Citation Issued: NO
Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY NOT APPLICABLE

Veh: 2 CAR/VAN/PICKUP Registered Weight: 2989 State of Registration: NY
Num of Occupants: 1 Drivers Age: 22 Sex: FEMALE Citation Issued: NO
Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: NOT APPLICABLE NOT APPLICABLE

JUN-30-2008 MON 07:23 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2008-32647587
Accident Class: NON-REPORTABLE Police Agency:KIRKLAND TOWN PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: UNKNOWN Weather: CLOUDY
Road Surface Collision: DRY Road Char: CURVE AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: UNKNOWN State of Registration: NY
Num of Occupants: 1 Drivers Age: 49 Sex: FEMALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE NOT APPLICABLE

Veh: 2 CAR/VAN/PICKUP Registered Weight: UNKNOWN State of Registration: NY
Num of Occupants: 2 Drivers Age: 30 Sex: MALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO

NYSDOT Safety Information Management System
Accident Verbal Description Report
Intersection & Non-Intersection Accidents
Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 12B 2603 1108 NON-INTERSECTION ACCIDENTS *** (Continued)

Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: UNSAFE SPEED FOLLOWING TOO CLOSELY

*** Ref Mrkr: 12B 2603 1109 NON-INTERSECTION ACCIDENTS ***

JUN-05-2006 MON 04:29 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2006-31819232
Accident Class: INJURY Police Agency:KIRKLAND TOWN PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: REAR END Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3217 State of Registration: NY
Num of Occupants: 1 Drivers Age: 38 Sex: MALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3860 State of Registration: NY
Num of Occupants: 1 Drivers Age: 38 Sex: FEMALE Citation Issued: YES
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: FOLLOWING TOO CLOSELY UNSAFE SPEED

*** Ref Mrkr: 12B 2603 1110 NON-INTERSECTION ACCIDENTS ***

JUL-03-2008 THU 02:05 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2008-32662173
Accident Class: PROPERTY DAMAGE Police Agency:KIRKLAND TOWN PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: RAIN
Road Surface Collision: WET Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3272 State of Registration: NY
Num of Occupants: 3 Drivers Age: 19 Sex: MALE Citation Issued: NO
Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY UNSAFE SPEED

Veh: 2 TRUCK Registered Weight: 2500 State of Registration: NY
Num of Occupants: 1 Drivers Age: 20 Sex: MALE Citation Issued: NO
Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STOPPED IN TRAFFIC

NYSDOT Safety Information Management System
Accident Verbal Description Report
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Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 12B 2603 1110 NON-INTERSECTION ACCIDENTS *** (Continued)

Apparent Factors: NOT APPLICABLE NOT APPLICABLE
Truck/Bus Clsf: NOT ENTERED

*** Ref Mrkr: 12B 2603 1110 INTERSECTION ACCIDENTS - ROBINSON RD > ***

JAN-09-2006 MON 03:00 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC Case: 2006-31718885
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency:KIRKLAND TOWN PD Num of Veh: 3
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: OTHER Weather: RAIN
Road Surface Collision: WET Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3392 State of Registration: NY
Num of Occupants: 2 Drivers Age: 28 Sex: FEMALE Citation Issued: YES
Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY NOT APPLICABLE

Veh: 2 CAR/VAN/PICKUP Registered Weight: 5500 State of Registration: NY
Num of Occupants: 1 Drivers Age: 22 Sex: FEMALE Citation Issued: NO
Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE NOT APPLICABLE

Veh: 3 CAR/VAN/PICKUP Registered Weight: 2658 State of Registration: NY
Num of Occupants: 1 Drivers Age: 41 Sex: FEMALE Citation Issued: NO
Direction of Travel: UNKNOWN Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN UNKNOWN

JUL-28-2006 FRI 01:55 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2006-31873952
Accident Class: PROPERTY DAMAGE Police Agency:KIRKLAND TOWN PD Num of Veh: 3
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: OTHER Weather: CLOUDY
Road Surface Collision: WET Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3596 State of Registration: NY
Num of Occupants: 2 Drivers Age: 84 Sex: FEMALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY UNKNOWN

NYSDOT Safety Information Management System
Accident Verbal Description Report
Intersection & Non-Intersection Accidents
Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 12B 2603 1110 INTERSECTION ACCIDENTS - ROBINSON RD > *** (Continued)

Veh: 2 CAR/VAN/PICKUP Registered Weight: 2667 State of Registration: NY
Num of Occupants: 1 Drivers Age: 19 Sex: FEMALE Citation Issued: NO
Direction of Travel: UNKNOWN Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: UNKNOWN
Apparent Factors: NOT APPLICABLE UNKNOWN

Veh: 3 CAR/VAN/PICKUP Registered Weight: 3287 State of Registration: NY
Num of Occupants: 2 Drivers Age: 20 Sex: FEMALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: UNKNOWN UNKNOWN

OCT-19-2006 THU 07:45 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2006-31958845
Accident Class: PROPERTY DAMAGE Police Agency:NOT ENTERED Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3300 State of Registration: NY
Num of Occupants: 2 Drivers Age: 19 Sex: MALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN UNKNOWN

Veh: 2 OTHER Registered Weight: UNKNOWN State of Registration: UNKNOWN
Num of Occupants: UNKNOWN Drivers Age: UNKNOWN Sex: UNKNOWN Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN UNKNOWN

OCT-20-2006 FRI 03:07 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: BC Case: 2006-31953238
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency:KIRKLAND TOWN PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: REAR END Weather: RAIN
Road Surface Collision: WET Road Char: STRAIGHT/ GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3721 State of Registration: NY
Num of Occupants: 2 Drivers Age: 50 Sex: FEMALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE NOT APPLICABLE

NYSDOT Safety Information Management System
Accident Verbal Description Report
Intersection & Non-Intersection Accidents
Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 12B 2603 1110 INTERSECTION ACCIDENTS - ROBINSON RD > *** (Continued)

Veh: 2 CAR/VAN/PICKUP Registered Weight: 2982 State of Registration: NY
Num of Occupants: 1 Drivers Age: 36 Sex: FEMALE Citation Issued: YES
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNSAFE SPEED FOLLOWING TOO CLOSELY

OCT-24-2006 TUE 05:10 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC Case: 2006-31972969
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency:KIRKLAND TOWN PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: RAIN
Road Surface Collision: WET Road Char: STRAIGHT AND LEVEL Light Condition: DUSK
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 TRUCK Registered Weight: 33000 State of Registration: NY
Num of Occupants: 2 Drivers Age: 39 Sex: MALE Citation Issued: YES
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNSAFE SPEED PAVEMENT SLIPPERY
Truck/Bus Clsf: 2 AX SINGLE UNIT BOX

Veh: 2 CAR/VAN/PICKUP Registered Weight: 4220 State of Registration: NY
Num of Occupants: 1 Drivers Age: 44 Sex: MALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: NOT APPLICABLE UNKNOWN

OCT-10-2007 WED 07:00 PM Persons Killed: 0 Persons Injured: 5 Extent of Injuries: CCCCC Case: 2007-32366679
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency:KIRKLAND TOWN PD Num of Veh: 3
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: OTHER Weather: CLOUDY
Road Surface Collision: DRY Road Char: STRAIGHT/ GRADE Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2952 State of Registration: NY
Num of Occupants: 1 Drivers Age: 62 Sex: FEMALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3278 State of Registration: NY
Num of Occupants: 3 Drivers Age: 21 Sex: FEMALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO

NYSDOT Safety Information Management System
Accident Verbal Description Report
Intersection & Non-Intersection Accidents
Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 12B 2603 1110 INTERSECTION ACCIDENTS - ROBINSON RD > *** (Continued)

Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: NOT APPLICABLE UNKNOWN

Veh: 3 CAR/VAN/PICKUP Registered Weight: 3118 State of Registration: NY
Num of Occupants: 1 Drivers Age: 23 Sex: MALE Citation Issued: YES
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY DRIVER INATTENTION

*** Ref Mrkr: 12B 2603 1111 NON-INTERSECTION ACCIDENTS ***

NOV-15-2005 TUE 08:25 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2005-NR1682444
Accident Class: NON-REPORTABLE Police Agency: Num of Veh: 1
Type of Accident: COLLISION WITH DEER Traffic Control: NONE
Manner of Collision: OTHER Weather: RAIN
Road Surface Collision: WET Road Char: Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: Action of Ped/Bicycle:

Veh: 1 OTHER Registered Weight: UNKNOWN State of Registration: UNKNOWN
Num of Occupants: UNKNOWN Drivers Age: UNKNOWN Sex: UNKNOWN Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: ANIMAL'S ACTION UNKNOWN

JUN-27-2006 TUE 08:45 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2006-31851358
Accident Class: PROPERTY DAMAGE Police Agency:NOT ENTERED Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN
Manner of Collision: UNKNOWN Weather: UNKNOWN
Road Surface Collision: UNKNOWN Road Char: UNKNOWN Light Condition: UNKNOWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2010 State of Registration: NY
Num of Occupants: 1 Drivers Age: 19 Sex: FEMALE Citation Issued: NO
Direction of Travel: UNKNOWN Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3878 State of Registration: NY
Num of Occupants: 1 Drivers Age: 55 Sex: FEMALE Citation Issued: NO
Direction of Travel: UNKNOWN Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN UNKNOWN

NYSDOT Safety Information Management System
Accident Verbal Description Report
Intersection & Non-Intersection Accidents
Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 12B 2603 1112 NON-INTERSECTION ACCIDENTS ***

AUG-17-2006 THU 11:15 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2006-31925281
Accident Class: PROPERTY DAMAGE Police Agency:KIRKLAND TOWN PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: OVERTAKING Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 10000 State of Registration: NY
Num of Occupants: 1 Drivers Age: 29 Sex: MALE Citation Issued: NO
Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: PASSING OR LANE USAGE IMPROPERLY UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 2372 State of Registration: NY
Num of Occupants: 1 Drivers Age: UNKNOWN Sex: UNKNOWN Citation Issued: NO
Direction of Travel: UNKNOWN Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: PARKED
Apparent Factors: PASSING OR LANE USAGE IMPROPERLY UNKNOWN

FEB-16-2007 FRI 06:55 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32107209
Accident Class: PROPERTY DAMAGE Police Agency:KIRKLAND TOWN PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: RIGHT ANGLE Weather: SNOW
Road Surface Collision: SNOW/ICE Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 4092 State of Registration: NY
Num of Occupants: 1 Drivers Age: 59 Sex: FEMALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STARTING FROM PARKING
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY NOT APPLICABLE

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3574 State of Registration: NY
Num of Occupants: 1 Drivers Age: 48 Sex: FEMALE Citation Issued: NO
Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY NOT APPLICABLE

*** Ref Mrkr: 12B 2603 1113 NON-INTERSECTION ACCIDENTS ***

FEB-24-2006 FRI 11:05 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2006-31766592
Accident Class: INJURY Police Agency:KIRKLAND TOWN PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE

NYSDOT Safety Information Management System
Accident Verbal Description Report
Intersection & Non-Intersection Accidents
Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 12B 2603 1113 NON-INTERSECTION ACCIDENTS *** (Continued)

Manner of Collision: UNKNOWN Weather: SNOW
Road Surface Collision: SNOW/ICE Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 4079 State of Registration: NY
Num of Occupants: 2 Drivers Age: 47 Sex: FEMALE Citation Issued: NO
Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNSAFE SPEED UNKNOWN

Veh: 2 TRUCK Registered Weight: UNKNOWN State of Registration: PA
Num of Occupants: 1 Drivers Age: 24 Sex: MALE Citation Issued: NO
Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE UNKNOWN
Truck/Bus Clsf: 2 AX SINGLE UNIT BOX

AUG-07-2006 MON 01:20 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2006-31950454
Accident Class: PROPERTY DAMAGE Police Agency:KIRKLAND TOWN PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: SIDESWIPE Weather: CLOUDY
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3402 State of Registration: NY
Num of Occupants: 1 Drivers Age: 65 Sex: FEMALE Citation Issued: NO
Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FAILURE TO KEEP RIGHT UNKNOWN

Veh: 2 TRUCK Registered Weight: 27000 State of Registration: NY
Num of Occupants: 2 Drivers Age: 51 Sex: MALE Citation Issued: NO
Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE UNKNOWN
Truck/Bus Clsf: NOT ENTERED

JAN-07-2007 SUN 11:15 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-NR1525388
Accident Class: NON-REPORTABLE Police Agency: Num of Veh: 1
Type of Accident: COLLISION WITH ANIMAL Traffic Control: FLASHING LIGHT
Manner of Collision: RIGHT ANGLE Weather: RAIN
Road Surface Collision: WET Road Char: Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: Action of Ped/Bicycle:

NYSDOT Safety Information Management System
Accident Verbal Description Report
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Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 12B 2603 1113 NON-INTERSECTION ACCIDENTS *** (Continued)

Veh: 1 OTHER Registered Weight: UNKNOWN State of Registration: UNKNOWN
Num of Occupants: UNKNOWN Drivers Age: UNKNOWN Sex: UNKNOWN Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: ANIMAL'S ACTION UNKNOWN

*** Ref Mrkr: 12B 2603 1114 NON-INTERSECTION ACCIDENTS ***

MAR-15-2006 WED 01:30 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: BC Case: 2006-31736651
Accident Class: INJURY Police Agency:ONEIDA CO SHERIFF DEPT Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: HEAD ON Weather: SNOW
Road Surface Collision: SNOW/ICE Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 TRUCK Registered Weight: UNKNOWN State of Registration: NY
Num of Occupants: 1 Drivers Age: 38 Sex: MALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE UNKNOWN
Truck/Bus Clsf: 3 AX SINGLE UNIT BOX

Veh: 2 CAR/VAN/PICKUP Registered Weight: 2634 State of Registration: NY
Num of Occupants: 2 Drivers Age: 17 Sex: FEMALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNSAFE SPEED FAILURE TO KEEP RIGHT

JAN-22-2007 MON 08:45 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32056090
Accident Class: PROPERTY DAMAGE Police Agency:KIRKLAND TOWN PD Num of Veh: 1
Type of Accident: COLLISION WITH CULVERT/HEADWALL Traffic Control: NONE
Manner of Collision: OTHER Weather: CLOUDY
Road Surface Collision: SNOW/ICE Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2861 State of Registration: NY
Num of Occupants: 1 Drivers Age: 31 Sex: FEMALE Citation Issued: NO
Direction of Travel: EAST Public Property Damage: YES School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNSAFE SPEED NOT APPLICABLE

JAN-31-2007 WED 03:15 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32107263

NYSDOT Safety Information Management System
Accident Verbal Description Report
Intersection & Non-Intersection Accidents
Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 12B 2603 1114 NON-INTERSECTION ACCIDENTS *** (Continued)

Accident Class: NON-REPORTABLE Police Agency:KIRKLAND TOWN PD Num of Veh: 1
Type of Accident: COLLISION WITH SIGN POST Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Collision: SNOW/ICE Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: UNKNOWN State of Registration: NY
Num of Occupants: 1 Drivers Age: 70 Sex: MALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: YES School Bus Involved: NO
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: UNSAFE SPEED PAVEMENT SLIPPERY

*** Ref Mrkr: 12B 2603 1115 NON-INTERSECTION ACCIDENTS ***

MAY-25-2006 THU 09:38 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2006-31828588
Accident Class: INJURY Police Agency:KIRKLAND TOWN PD Num of Veh: 1
Type of Accident: COLLISION WITH PEDESTRIAN Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: PED/BICYCLIST NOT AT INTERSECTION Action of Ped/Bicycle: OTHER ACTIONS IN ROADWAY

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2643 State of Registration: NY
Num of Occupants: 2 Drivers Age: 24 Sex: FEMALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: PEDESTRIAN'S ERROR/CONFUSION UNKNOWN

Veh: 2 PEDESTRIAN Registered Weight: UNKNOWN State of Registration: UNKNOWN
Num of Occupants: N/A Pedestrian Age: 17 Sex: MALE Citation Issued: NO
Direction of Travel: NOT APPLICABLE Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: NOT APPLICABLE
Apparent Factors: NOT APPLICABLE UNKNOWN

JAN-30-2007 TUE 12:44 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2007-32107425
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency:KIRKLAND TOWN PD Num of Veh: 3
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: OTHER Weather: CLOUDY
Road Surface Collision: WET Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3241 State of Registration: NY
Num of Occupants: 1 Drivers Age: 35 Sex: MALE Citation Issued: NO
Direction of Travel: NORTH-WEST Public Property Damage: NO School Bus Involved: NO

NYSDOT Safety Information Management System
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Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 12B 2603 1115 NON-INTERSECTION ACCIDENTS *** (Continued)

Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: NOT APPLICABLE NOT APPLICABLE

Veh: 2 CAR/VAN/PICKUP Registered Weight: 7000 State of Registration: NY
Num of Occupants: 2 Drivers Age: 43 Sex: MALE Citation Issued: YES
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY PASSING OR LANE USAGE IMPROPERLY

Veh: 3 CAR/VAN/PICKUP Registered Weight: 3273 State of Registration: NY
Num of Occupants: 1 Drivers Age: UNKNOWN Sex: UNKNOWN Citation Issued: NO
Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: PARKED
Apparent Factors: NOT APPLICABLE NOT APPLICABLE

DEC-04-2007 TUE 01:00 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32432139
Accident Class: PROPERTY DAMAGE Police Agency:KIRKLAND TOWN PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: SIDESWIPE Weather: SNOW
Road Surface Collision: SNOW/ICE Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 4220 State of Registration: NY
Num of Occupants: 1 Drivers Age: 65 Sex: MALE Citation Issued: NO
Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNSAFE SPEED FAILURE TO KEEP RIGHT

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3089 State of Registration: NY
Num of Occupants: 1 Drivers Age: 23 Sex: FEMALE Citation Issued: NO
Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE NOT APPLICABLE

*** Ref Mrkr: 12B 2603 1116 NON-INTERSECTION ACCIDENTS ***

NOV-03-2006 FRI 09:43 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC Case: 2006-31966488
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency:KIRKLAND TOWN PD Num of Veh: 1
Type of Accident: COLLISION WITH DEER Traffic Control: NO PASSING ZONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT/ GRADE Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

NYSDOT Safety Information Management System
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Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 12B 2603 1116 NON-INTERSECTION ACCIDENTS *** (Continued)

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2830 State of Registration: NY
Num of Occupants: 3 Drivers Age: 41 Sex: MALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: ANIMAL'S ACTION NOT APPLICABLE

*** Ref Mrkr: 12B 2603 1118 NON-INTERSECTION ACCIDENTS ***

APR-30-2007 MON 05:20 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC Case: 2007-32193906
Accident Class: INJURY Police Agency:KIRKLAND TOWN PD Num of Veh: 1
Type of Accident: COLLISION WITH BICYCLIST Traffic Control: NO PASSING ZONE
Manner of Collision: OTHER Weather: CLOUDY
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: PED/BICYCLIST NOT AT INTERSECTION Action of Ped/Bicycle: ALONG HIGHWAY WITH TRAFFIC

Veh: 1 CAR/VAN/PICKUP Registered Weight: 4296 State of Registration: NY
Num of Occupants: 4 Drivers Age: 43 Sex: MALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: AVOIDING OBJECT IN ROADWAY
Apparent Factors: OUTSIDE CAR DISTRACTION UNKNOWN

Veh: 2 BICYCLE Registered Weight: UNKNOWN State of Registration: UNKNOWN
Num of Occupants: N/A Bicyclist Age: 41 Sex: FEMALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN UNKNOWN

Veh: 3 BICYCLE Registered Weight: UNKNOWN State of Registration: UNKNOWN
Num of Occupants: N/A Bicyclist Age: 49 Sex: MALE Citation Issued: NO
Direction of Travel: UNKNOWN Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN UNKNOWN

*** Ref Mrkr: 12B 2603 1121 NON-INTERSECTION ACCIDENTS ***

AUG-22-2007 WED 01:54 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32302090
Accident Class: PROPERTY DAMAGE Police Agency:KIRKLAND TOWN PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: UNKNOWN Weather: CLOUDY
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2875 State of Registration: NY

NYSDOT Safety Information Management System
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Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 12B 2603 1121 NON-INTERSECTION ACCIDENTS *** (Continued)

Num of Occupants: 1 Drivers Age: 21 Sex: MALE Citation Issued: NO
Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: OTHER
Apparent Factors: REACTION TO OTHER UNINVOLVED VEHICL UNKNOWN

Veh: 2 TRUCK Registered Weight: 120000 State of Registration: NY
Num of Occupants: UNKNOWN Drivers Age: UNKNOWN Sex: UNKNOWN Citation Issued: NO
Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: PARKED
Apparent Factors: NOT APPLICABLE UNKNOWN
Truck/Bus Clsf: 3 AX TRAILER, 3 AX TRACTOR BOX

*** Ref Mrkr: 12B 2603 1122 NON-INTERSECTION ACCIDENTS ***

FEB-20-2006 MON 06:10 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2006-31737004
Accident Class: PROPERTY DAMAGE Police Agency:NOT ENTERED Num of Veh: 1
Type of Accident: COLLISION WITH DEER Traffic Control: NONE
Manner of Collision: OTHER Weather: CLOUDY
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3142 State of Registration: NY
Num of Occupants: 1 Drivers Age: 49 Sex: MALE Citation Issued: NO
Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: UNKNOWN UNKNOWN

APR-16-2007 MON 07:20 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32170658
Accident Class: PROPERTY DAMAGE Police Agency:KIRKLAND TOWN PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: SIDESWIPE Weather: SNOW
Road Surface Collision: SNOW/ICE Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3797 State of Registration: NY
Num of Occupants: 1 Drivers Age: 58 Sex: FEMALE Citation Issued: NO
Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: AVOIDING OBJECT IN ROADWAY
Apparent Factors: FAILURE TO KEEP RIGHT PASSING OR LANE USAGE IMPROPERLY

Veh: 2 CAR/VAN/PICKUP Registered Weight: 2632 State of Registration: NY
Num of Occupants: 1 Drivers Age: 27 Sex: MALE Citation Issued: NO
Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 12B 2603 1122 NON-INTERSECTION ACCIDENTS *** (Continued)

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

MAY-07-2007 MON 08:35 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32189924
Accident Class: NON-REPORTABLE Police Agency:KIRKLAND TOWN PD Num of Veh: 1
Type of Accident: COLLISION WITH ANIMAL Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: UNKNOWN State of Registration: NY
Num of Occupants: 1 Drivers Age: 61 Sex: MALE Citation Issued: NO
Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: ANIMAL'S ACTION NOT APPLICABLE

*** Ref Mrkr: 5B 2601 1017 INTERSECTION ACCIDENTS - JCT NY5B BOL < NY12B-2603-1122 ***

AUG-17-2006 THU 09:57 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: AB Case: 2006-31915865
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency:KIRKLAND TOWN PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3340 State of Registration: NY
Num of Occupants: 1 Drivers Age: 54 Sex: FEMALE Citation Issued: NO
Direction of Travel: UNKNOWN Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 4094 State of Registration: NY
Num of Occupants: 1 Drivers Age: 21 Sex: FEMALE Citation Issued: NO
Direction of Travel: UNKNOWN Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN UNKNOWN

AUG-15-2007 WED 09:25 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2007-32300242
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency:KIRKLAND TOWN PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

NYSDOT Safety Information Management System
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Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 5B 2601 1017 INTERSECTION ACCIDENTS - JCT NY5B BOL < NY12B-2603-1122 *** (Continued)

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2254 State of Registration: NY
Num of Occupants: 2 Drivers Age: 19 Sex: FEMALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 4335 State of Registration: NY
Num of Occupants: 2 Drivers Age: 41 Sex: FEMALE Citation Issued: YES
Direction of Travel: NORTH-EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY UNKNOWN

*** Ref Mrkr: 12B 2603 1123 NON-INTERSECTION ACCIDENTS ***

NOV-11-2005 FRI 05:34 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2005-31688996
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency:KIRKLAND TOWN PD Num of Veh: 1
Type of Accident: COLLISION WITH DEER Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2952 State of Registration: NY
Num of Occupants: 4 Drivers Age: 23 Sex: FEMALE Citation Issued: NO
Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN UNKNOWN

JAN-23-2007 TUE 04:57 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32126262
Accident Class: PROPERTY DAMAGE Police Agency:KIRKLAND TOWN PD Num of Veh: 3
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: SNOW
Road Surface Collision: WET Road Char: STRAIGHT AND LEVEL Light Condition: DUSK
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 4002 State of Registration: NY
Num of Occupants: 1 Drivers Age: 41 Sex: FEMALE Citation Issued: YES
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STARTING IN TRAFFIC
Apparent Factors: DRIVER INATTENTION FOLLOWING TOO CLOSELY

Veh: 2 CAR/VAN/PICKUP Registered Weight: 2723 State of Registration: NY
Num of Occupants: 1 Drivers Age: 22 Sex: MALE Citation Issued: NO

NYSDOT Safety Information Management System
Accident Verbal Description Report
Intersection & Non-Intersection Accidents
Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 12B 2603 1123 NON-INTERSECTION ACCIDENTS *** (Continued)

Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: UNKNOWN UNKNOWN

Veh: 3 CAR/VAN/PICKUP Registered Weight: 2969 State of Registration: NY
Num of Occupants: 1 Drivers Age: 21 Sex: MALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: UNKNOWN UNKNOWN

OCT-16-2007 TUE 09:35 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32371897
Accident Class: PROPERTY DAMAGE Police Agency:KIRKLAND TOWN PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 7000 State of Registration: NY
Num of Occupants: 1 Drivers Age: 38 Sex: MALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 2700 State of Registration: NY
Num of Occupants: 1 Drivers Age: 70 Sex: MALE Citation Issued: YES
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: FOLLOWING TOO CLOSELY UNKNOWN

APR-18-2008 FRI 04:18 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2008-32589833
Accident Class: PROPERTY DAMAGE Police Agency:NEW HARTFORD PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2484 State of Registration: NY
Num of Occupants: 1 Drivers Age: 57 Sex: FEMALE Citation Issued: NO
Direction of Travel: SOUTH-WEST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 4500 State of Registration: NY

NYSDOT Safety Information Management System
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Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 12B 2603 1123 NON-INTERSECTION ACCIDENTS *** (Continued)

Num of Occupants: 1 Drivers Age: 43 Sex: MALE Citation Issued: NO
Direction of Travel: SOUTH-WEST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: UNKNOWN UNKNOWN

*** Ref Mrkr: 5B 2601 1017 INTERSECTION ACCIDENTS - JCT NY5B EOL #< NY12B-2603-1123 ***

NOV-25-2005 FRI 11:00 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2005-31673125
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency:KIRKLAND TOWN PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: UNKNOWN Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: UNKNOWN State of Registration: NH
Num of Occupants: 3 Drivers Age: 70 Sex: MALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY TURNING IMPROPER

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3294 State of Registration: NY
Num of Occupants: 1 Drivers Age: 54 Sex: FEMALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN UNKNOWN

JAN-26-2006 THU 06:13 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC Case: 2006-31736916
Accident Class: INJURY Police Agency:KIRKLAND TOWN PD Num of Veh: 1
Type of Accident: COLL. W/EARTH ELE./ROCK CUT/DITCH Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: RAIN
Road Surface Collision: WET Road Char: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2964 State of Registration: NY
Num of Occupants: 2 Drivers Age: 83 Sex: MALE Citation Issued: NO
Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: GLARE NOT APPLICABLE

OCT-08-2006 SUN 12:34 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2006-31977552
Accident Class: PROPERTY DAMAGE Police Agency:NOT ENTERED Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN
Manner of Collision: REAR END Weather: UNKNOWN

NYSDOT Safety Information Management System
Accident Verbal Description Report
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Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 5B 2601 1017 INTERSECTION ACCIDENTS - JCT NY5B EOL #< NY12B-2603-1123 *** (Continued)

Road Surface Collision: UNKNOWN Road Char: UNKNOWN Light Condition: UNKNOWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2919 State of Registration: NY
Num of Occupants: 1 Drivers Age: 59 Sex: FEMALE Citation Issued: NO
Direction of Travel: UNKNOWN Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3025 State of Registration: NY
Num of Occupants: 2 Drivers Age: 51 Sex: MALE Citation Issued: NO
Direction of Travel: UNKNOWN Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN UNKNOWN

FEB-01-2007 THU 04:00 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2007-32107376
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency:KIRKLAND TOWN PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3918 State of Registration: NY
Num of Occupants: 1 Drivers Age: 81 Sex: FEMALE Citation Issued: YES
Direction of Travel: SOUTH-EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY DRIVER INATTENTION

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3452 State of Registration: NY
Num of Occupants: 1 Drivers Age: 61 Sex: MALE Citation Issued: NO
Direction of Travel: SOUTH-EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE NOT APPLICABLE

FEB-03-2007 SAT 03:05 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32107534
Accident Class: PROPERTY DAMAGE Police Agency:KIRKLAND TOWN PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 5991 State of Registration: NY
Num of Occupants: 4 Drivers Age: 42 Sex: FEMALE Citation Issued: YES

NYSDOT Safety Information Management System
Accident Verbal Description Report
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Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 5B 2601 1017 INTERSECTION ACCIDENTS - JCT NY5B EOL #< NY12B-2603-1123 *** (Continued)

Direction of Travel: SOUTH-EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STARTING IN TRAFFIC
Apparent Factors: FOLLOWING TOO CLOSELY DRIVER INATTENTION

Veh: 2 CAR/VAN/PICKUP Registered Weight: UNKNOWN State of Registration: UNKNOWN
Num of Occupants: 3 Drivers Age: 22 Sex: FEMALE Citation Issued: NO
Direction of Travel: SOUTH-EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE NOT APPLICABLE

SEP-23-2007 SUN 03:21 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2007-32339644
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency:KIRKLAND TOWN PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2548 State of Registration: NY
Num of Occupants: 2 Drivers Age: 16 Sex: FEMALE Citation Issued: YES
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: DRIVER INEXPERIENCE FAILURE TO YIELD RIGHT OF WAY

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3512 State of Registration: NY
Num of Occupants: 1 Drivers Age: 35 Sex: FEMALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE UNKNOWN

*** Ref Mrkr: 12B 2603 1124 NON-INTERSECTION ACCIDENTS ***

FEB-09-2008 SAT 01:05 PM Persons Killed: 0 Persons Injured: 5 Extent of Injuries: BBCCC Case: 2008-32515556
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency:NEW HARTFORD PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2606 State of Registration: NY
Num of Occupants: 3 Drivers Age: 29 Sex: MALE Citation Issued: YES
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: PASSENGER DISTRACTION FOLLOWING TOO CLOSELY

NYSDOT Safety Information Management System
Accident Verbal Description Report
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Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 12B 2603 1124 NON-INTERSECTION ACCIDENTS *** (Continued)

Veh: 2 CAR/VAN/PICKUP Registered Weight: 4448 State of Registration: NY
Num of Occupants: 2 Drivers Age: 50 Sex: FEMALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: UNKNOWN UNKNOWN

*** Ref Mrkr: 12B 2603 1125 NON-INTERSECTION ACCIDENTS ***

NOV-05-2006 SUN 07:04 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2006-31981803
Accident Class: PROPERTY DAMAGE Police Agency:NEW HARTFORD PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 4133 State of Registration: NY
Num of Occupants: 2 Drivers Age: 50 Sex: FEMALE Citation Issued: NO
Direction of Travel: UNKNOWN Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: FOLLOWING TOO CLOSELY NOT APPLICABLE

Veh: 2 CAR/VAN/PICKUP Registered Weight: 4001 State of Registration: NY
Num of Occupants: 1 Drivers Age: 34 Sex: MALE Citation Issued: NO
Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE NOT APPLICABLE

*** Ref Mrkr: 12B 2603 1127 NON-INTERSECTION ACCIDENTS ***

FEB-05-2007 MON 11:07 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2007-32100161
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency:NEW HARTFORD PD Num of Veh: 2
Type of Accident: COLLISION WITH OTHER Traffic Control: NONE
Manner of Collision: UNKNOWN Weather: SNOW
Road Surface Collision: SNOW/ICE Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: UNKNOWN State of Registration: PA
Num of Occupants: 1 Drivers Age: 26 Sex: FEMALE Citation Issued: YES
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FAILURE TO KEEP RIGHT UNSAFE SPEED

NYSDOT Safety Information Management System
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Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 12B 2603 1127 NON-INTERSECTION ACCIDENTS *** (Continued)

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3368 State of Registration: NY
Num of Occupants: 1 Drivers Age: 68 Sex: FEMALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE UNKNOWN

OCT-11-2007 THU 07:00 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32354192
Accident Class: PROPERTY DAMAGE Police Agency:NEW HARTFORD PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: OVERTAKING Weather: RAIN
Road Surface Collision: WET Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3434 State of Registration: NY
Num of Occupants: 1 Drivers Age: 23 Sex: MALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: OVERTAKING
Apparent Factors: PASSING OR LANE USAGE IMPROPERLY UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 4339 State of Registration: NY
Num of Occupants: 1 Drivers Age: 59 Sex: FEMALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: AVOIDING OBJECT IN ROADWAY
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY UNKNOWN

*** Ref Mrkr: 12B 2603 1128 NON-INTERSECTION ACCIDENTS ***

MAY-10-2006 WED 01:19 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: AC Case: 2006-31827922
Accident Class: INJURY Police Agency:NEW HARTFORD PD Num of Veh: 3
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3282 State of Registration: NY
Num of Occupants: 1 Drivers Age: 28 Sex: MALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FAILURE TO KEEP RIGHT FELL ASLEEP

Veh: 2 CAR/VAN/PICKUP Registered Weight: 2769 State of Registration: NY
Num of Occupants: 1 Drivers Age: 53 Sex: FEMALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO

NYSDOT Safety Information Management System
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Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 12B 2603 1128 NON-INTERSECTION ACCIDENTS *** (Continued)

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

Veh: 3 CAR/VAN/PICKUP Registered Weight: 4415 State of Registration: NY
Num of Occupants: 1 Drivers Age: 45 Sex: FEMALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: REACTION TO OTHER UNINVOLVED VEHICL UNKNOWN

JAN-05-2007 FRI 06:20 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2007-32062904
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency:NEW HARTFORD PD Num of Veh: 4
Type of Accident: COLL. W/LIGHT SUPPORT/UTILITY POLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: RAIN
Road Surface Collision: WET Road Char: STRAIGHT/ GRADE Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3691 State of Registration: NY
Num of Occupants: 1 Drivers Age: 53 Sex: MALE Citation Issued: YES
Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: ALCOHOL INVOLVEMENT FAILURE TO KEEP RIGHT

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3614 State of Registration: NY
Num of Occupants: 1 Drivers Age: 51 Sex: MALE Citation Issued: NO
Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE NOT APPLICABLE

Veh: 3 CAR/VAN/PICKUP Registered Weight: 2450 State of Registration: NY
Num of Occupants: 1 Drivers Age: 51 Sex: MALE Citation Issued: NO
Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE NOT APPLICABLE

Veh: 4 CAR/VAN/PICKUP Registered Weight: 3220 State of Registration: NY
Num of Occupants: 1 Drivers Age: 40 Sex: FEMALE Citation Issued: NO
Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE NOT APPLICABLE

APR-15-2007 SUN 12:30 PM Persons Killed: 1 Persons Injured: 1 Extent of Injuries: KC Case: 2007-32170185
Accident Class: FATAL Police Agency:NEW HARTFORD PD Num of Veh: 3
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE

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Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 12B 2603 1128 NON-INTERSECTION ACCIDENTS *** (Continued)

Manner of Collision: OTHER Weather: RAIN
Road Surface Collision: WET Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: PED/BICYCLIST NOT AT INTERSECTION Action of Ped/Bicycle: EMERGE FROM BEHIND PARKED VEHICLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3075 State of Registration: NY
Num of Occupants: 1 Drivers Age: 27 Sex: MALE Citation Issued: YES
Direction of Travel: SOUTH-WEST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: PASSING OR LANE USAGE IMPROPERLY DRIVER INATTENTION

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3065 State of Registration: NY
Num of Occupants: 1 Drivers Age: UNKNOWN Sex: UNKNOWN Citation Issued: NO
Direction of Travel: SOUTH-WEST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: PARKED
Apparent Factors: NOT APPLICABLE UNKNOWN

Veh: 3 OTHER Registered Weight: UNKNOWN State of Registration: UNKNOWN
Num of Occupants: 1 Drivers Age: 82 Sex: FEMALE Citation Issued: NO
Direction of Travel: NOT APPLICABLE Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: NOT APPLICABLE
Apparent Factors: NOT APPLICABLE UNKNOWN

JAN-24-2008 THU 02:20 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2008-32540355
Accident Class: PROPERTY DAMAGE Police Agency:NEW HARTFORD PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2431 State of Registration: NY
Num of Occupants: 1 Drivers Age: 22 Sex: FEMALE Citation Issued: YES
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: FOLLOWING TOO CLOSELY NOT APPLICABLE

Veh: 2 CAR/VAN/PICKUP Registered Weight: 7000 State of Registration: NY
Num of Occupants: 1 Drivers Age: 45 Sex: MALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE NOT APPLICABLE

*** Ref Mrkr: 12B 2603 1128 INTERSECTION ACCIDENTS - FAWNCREST BLVD > ***

NYSDOT Safety Information Management System
Accident Verbal Description Report
Intersection & Non-Intersection Accidents
Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 12B 2603 1128 INTERSECTION ACCIDENTS - FAWNCREST BLVD > *** (Continued)

JAN-15-2007 MON 08:35 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: B Case: 2007-32056599
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency:NEW HARTFORD PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: RAIN
Road Surface Collision: WET Road Char: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2705 State of Registration: NY
Num of Occupants: 2 Drivers Age: 17 Sex: MALE Citation Issued: NO
Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY OUTSIDE CAR DISTRACTION

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3240 State of Registration: NY
Num of Occupants: 1 Drivers Age: 55 Sex: MALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN UNKNOWN

NOV-08-2007 THU 05:31 PM Persons Killed: 1 Persons Injured: 0 Extent of Injuries: K Case: 2007-32390754
Accident Class: FATAL Police Agency:NEW HARTFORD PD Num of Veh: 1
Type of Accident: COLLISION WITH PEDESTRIAN Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: PED/BICYCLIST AT INTERSECTION Action of Ped/Bicycle: CROSSING, NO SIGNAL OR CROSSWALK

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3942 State of Registration: NY
Num of Occupants: 2 Drivers Age: 70 Sex: MALE Citation Issued: NO
Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE UNKNOWN

Veh: 2 PEDESTRIAN Registered Weight: UNKNOWN State of Registration: UNKNOWN
Num of Occupants: N/A Pedestrian Age: 46 Sex: MALE Citation Issued: NO
Direction of Travel: NOT APPLICABLE Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: NOT APPLICABLE
Apparent Factors: PEDESTRIAN'S ERROR/CONFUSION UNKNOWN

*** Ref Mrkr: 12B 2603 1129 NON-INTERSECTION ACCIDENTS ***

MAR-17-2007 SAT 06:55 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2007-32146436
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency:ONEIDA CO SHERIFF DEPT Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: OTHER

NYSDOT Safety Information Management System
Accident Verbal Description Report
Intersection & Non-Intersection Accidents
Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 12B 2603 1129 NON-INTERSECTION ACCIDENTS *** (Continued)

Manner of Collision: UNKNOWN Weather: CLOUDY
Road Surface Collision: SNOW/ICE Road Char: STRAIGHT AND LEVEL Light Condition: DAWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3236 State of Registration: NY
Num of Occupants: 1 Drivers Age: 25 Sex: FEMALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 7000 State of Registration: NY
Num of Occupants: 1 Drivers Age: 32 Sex: MALE Citation Issued: NO
Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: BACKING
Apparent Factors: BACKING UNSAFELY FAILURE TO YIELD RIGHT OF WAY

*** Ref Mrkr: 12B 2603 1130 NON-INTERSECTION ACCIDENTS ***

AUG-25-2006 FRI 09:50 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: BB Case: 2006-31918599
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency:NEW HARTFORD PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: RIGHT ANGLE Weather: RAIN
Road Surface Collision: WET Road Char: CURVE AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2364 State of Registration: NY
Num of Occupants: 1 Drivers Age: 85 Sex: FEMALE Citation Issued: YES
Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: UNKNOWN State of Registration: FL
Num of Occupants: 1 Drivers Age: 34 Sex: MALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN UNKNOWN

APR-16-2007 MON 07:09 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32174222
Accident Class: PROPERTY DAMAGE Police Agency:NEW HARTFORD PD Num of Veh: 1
Type of Accident: COLLISION WITH FIRE HYDRANT Traffic Control: NONE
Manner of Collision: OTHER Weather: SNOW
Road Surface Collision: SNOW/ICE Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

NYSDOT Safety Information Management System
Accident Verbal Description Report
Intersection & Non-Intersection Accidents
Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 12B 2603 1130 NON-INTERSECTION ACCIDENTS *** (Continued)

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3075 State of Registration: NY
Num of Occupants: 1 Drivers Age: 20 Sex: FEMALE Citation Issued: NO
Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: PAVEMENT SLIPPERY UNSAFE SPEED

*** Ref Mrkr: 12B 2603 1131 NON-INTERSECTION ACCIDENTS ***

FEB-26-2008 TUE 04:02 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2008-32570171
Accident Class: PROPERTY DAMAGE Police Agency:NEW HARTFORD PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: HEAD ON Weather: SNOW
Road Surface Collision: SNOW/ICE Road Char: CURVE AND GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2519 State of Registration: NY
Num of Occupants: 1 Drivers Age: 36 Sex: MALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNSAFE SPEED FAILURE TO KEEP RIGHT

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3110 State of Registration: NY
Num of Occupants: 1 Drivers Age: 54 Sex: FEMALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE UNKNOWN

MAY-10-2008 SAT 05:50 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2008-32600800
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency:NEW HARTFORD PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Collision: DRY Road Char: CURVE AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3288 State of Registration: NY
Num of Occupants: 4 Drivers Age: 18 Sex: FEMALE Citation Issued: YES
Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY GLARE

Veh: 2 CAR/VAN/PICKUP Registered Weight: 2990 State of Registration: NY
Num of Occupants: 1 Drivers Age: 17 Sex: FEMALE Citation Issued: NO

NYSDOT Safety Information Management System
Accident Verbal Description Report
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Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 12B 2603 1131 NON-INTERSECTION ACCIDENTS *** (Continued)

Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE NOT APPLICABLE

MAY-28-2008 WED 12:57 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2008-32645001
Accident Class: INJURY Police Agency:NEW HARTFORD PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: MAINTENANCE WORK AREA
Manner of Collision: REAR END Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT/ GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3615 State of Registration: NY
Num of Occupants: 1 Drivers Age: 60 Sex: FEMALE Citation Issued: YES
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3354 State of Registration: NY
Num of Occupants: 1 Drivers Age: 52 Sex: FEMALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: UNKNOWN UNKNOWN

*** Ref Mrkr: 12B 2603 1131 INTERSECTION ACCIDENTS - SYCAMORE ST > < MERRITT PL ***

FEB-04-2006 SAT 01:48 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2006-31711244
Accident Class: PROPERTY DAMAGE Police Agency:NOT ENTERED Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Collision: DRY Road Char: STRAIGHT/ GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 4300 State of Registration: NY
Num of Occupants: 1 Drivers Age: 62 Sex: MALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: UNKNOWN UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 2510 State of Registration: NY
Num of Occupants: 1 Drivers Age: 54 Sex: FEMALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN UNKNOWN

NYSDOT Safety Information Management System
Accident Verbal Description Report
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Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

AUG-01-2006 TUE 03:03 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2006-31879143
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency:NEW HARTFORD PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: HEAD ON Weather: CLOUDY
Road Surface Collision: DRY Road Char: CURVE AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2831 State of Registration: NY
Num of Occupants: 2 Drivers Age: 18 Sex: FEMALE Citation Issued: YES
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3049 State of Registration: NY
Num of Occupants: 1 Drivers Age: 52 Sex: FEMALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE UNKNOWN

JAN-13-2007 SAT 11:26 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2007-32060901
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency:NEW HARTFORD PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: UNKNOWN Weather: CLOUDY
Road Surface Collision: DRY Road Char: STRAIGHT/ GRADE Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2837 State of Registration: NY
Num of Occupants: 2 Drivers Age: 31 Sex: FEMALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: TURNING IMPROPER UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3311 State of Registration: NY
Num of Occupants: 2 Drivers Age: 56 Sex: MALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN UNKNOWN

AUG-17-2007 FRI 01:38 AM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: BB Case: 2007-32311952
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency:NEW HARTFORD PD Num of Veh: 2
Type of Accident: COLL. W/LIGHT SUPPORT/UTILITY POLE Traffic Control: NONE
Manner of Collision: UNKNOWN Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

NYSDOT Safety Information Management System
Accident Verbal Description Report
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Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 12B 2603 1131 INTERSECTION ACCIDENTS - SYCAMORE ST > < MERRITT PL *** (Continued)

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3032 State of Registration: NY
Num of Occupants: 1 Drivers Age: 42 Sex: MALE Citation Issued: NO
Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNSAFE SPEED DRIVER INEXPERIENCE

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3025 State of Registration: NY
Num of Occupants: 2 Drivers Age: UNKNOWN Sex: UNKNOWN Citation Issued: NO
Direction of Travel: NOT ENTERED Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: NOT ENTERED
Apparent Factors: NOT APPLICABLE UNKNOWN

*** Ref Mrkr: 12B 2603 1131 INTERSECTION ACCIDENTS - < MERRITT PL SPUR ***

MAY-01-2006 MON 07:04 AM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC Case: 2006-31798928
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency:NEW HARTFORD PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2396 State of Registration: NY
Num of Occupants: 1 Drivers Age: 44 Sex: FEMALE Citation Issued: YES
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY DRIVER INATTENTION

Veh: 2 CAR/VAN/PICKUP Registered Weight: 4141 State of Registration: NY
Num of Occupants: 1 Drivers Age: 64 Sex: MALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: NOT APPLICABLE UNKNOWN

*** Ref Mrkr: 12B 2603 1136 NON-INTERSECTION ACCIDENTS ***

FEB-13-2008 WED 09:46 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2008-32519842
Accident Class: PROPERTY DAMAGE Police Agency:NEW HARTFORD PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: UNKNOWN Weather: SLEET/HAIL/FREEZING RAIN
Road Surface Collision: SNOW/ICE Road Char: CURVE AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

NYSDOT Safety Information Management System
Accident Verbal Description Report
Intersection & Non-Intersection Accidents
Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 12B 2603 1136 NON-INTERSECTION ACCIDENTS *** (Continued)

Veh: 1 CAR/VAN/PICKUP Registered Weight: UNKNOWN State of Registration: DC
Num of Occupants: 1 Drivers Age: 20 Sex: MALE Citation Issued: YES
Direction of Travel: SOUTH Public Property Damage: YES School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNSAFE SPEED FAILURE TO KEEP RIGHT

Veh: 2 CAR/VAN/PICKUP Registered Weight: 5270 State of Registration: NY
Num of Occupants: 1 Drivers Age: 36 Sex: FEMALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE NOT APPLICABLE

*** Ref Mrkr: 12B 2603 1137 NON-INTERSECTION ACCIDENTS ***

JUN-22-2008 SUN 11:50 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2008-32747149
Accident Class: PROPERTY DAMAGE Police Agency:COLUMBIA COUNTY SHERIFF OFFICE Num of Veh: 1
Type of Accident: COLLISION WITH DEER Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Collision: DRY Road Char: CURVE AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3752 State of Registration: NY
Num of Occupants: 1 Drivers Age: 48 Sex: MALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: ANIMAL'S ACTION UNKNOWN

*** Ref Mrkr: 12B 2603 1137 INTERSECTION ACCIDENTS - GERALDINE AVE > ***

DEC-03-2007 MON 12:40 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32434301
Accident Class: PROPERTY DAMAGE Police Agency:NEW HARTFORD PD Num of Veh: 1
Type of Accident: COLLISION WITH TREE Traffic Control: NONE
Manner of Collision: OTHER Weather: CLOUDY
Road Surface Collision: WET Road Char: STRAIGHT/ GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2526 State of Registration: NY
Num of Occupants: 1 Drivers Age: 19 Sex: MALE Citation Issued: NO
Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: PAVEMENT SLIPPERY UNKNOWN

*** Ref Mrkr: 12B 2603 1138 NON-INTERSECTION ACCIDENTS ***

NYSDOT Safety Information Management System
Accident Verbal Description Report
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Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

NOV-15-2007 THU 03:51 PM Persons Killed: 0 Persons Injured: 3 Extent of Injuries: BCC Case: 2007-32402334
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency:NEW HARTFORD PD Num of Veh: 3
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: OTHER Weather: RAIN
Road Surface Collision: WET Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 4716 State of Registration: NY
Num of Occupants: 1 Drivers Age: 45 Sex: MALE Citation Issued: YES
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: FOLLOWING TOO CLOSELY DRIVER INATTENTION

Veh: 2 CAR/VAN/PICKUP Registered Weight: 2892 State of Registration: NY
Num of Occupants: 1 Drivers Age: 45 Sex: FEMALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: UNKNOWN UNKNOWN

Veh: 3 CAR/VAN/PICKUP Registered Weight: 3244 State of Registration: NY
Num of Occupants: 5 Drivers Age: 52 Sex: FEMALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN UNKNOWN

*** Ref Mrkr: 12B 2603 1139 INTERSECTION ACCIDENTS - EDNA TER > ***

DEC-16-2007 SUN 03:28 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2007-32449736
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency:NEW HARTFORD PD Num of Veh: 1
Type of Accident: COLLISION WITH SNOW EMBANKMENT Traffic Control: NONE
Manner of Collision: OTHER Weather: SNOW
Road Surface Collision: SNOW/ICE Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: INVALID CODE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2999 State of Registration: NY
Num of Occupants: 3 Drivers Age: 46 Sex: FEMALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNSAFE SPEED PAVEMENT SLIPPERY

*** Ref Mrkr: 12B 2603 1139 INTERSECTION ACCIDENTS - MARLEY PL > < ALVIN PL ***

JAN-05-2006 THU 04:30 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2006-31680516
Accident Class: INJURY Police Agency:NEW HARTFORD PD Num of Veh: 2

NYSDOT Safety Information Management System
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Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 12B 2603 1139 INTERSECTION ACCIDENTS - MARLEY PL > < ALVIN PL *** (Continued)

Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: UNKNOWN Weather: RAIN
Road Surface Collision: WET Road Char: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: INVALID CODE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 4328 State of Registration: NY
Num of Occupants: 2 Drivers Age: 30 Sex: MALE Citation Issued: NO
Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: BACKING
Apparent Factors: BACKING UNSAFELY FAILURE TO YIELD RIGHT OF WAY

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3495 State of Registration: NY
Num of Occupants: 1 Drivers Age: 35 Sex: FEMALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN UNKNOWN

FEB-04-2007 SUN 06:03 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32100167
Accident Class: PROPERTY DAMAGE Police Agency:NEW HARTFORD PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: SNOW
Road Surface Collision: SNOW/ICE Road Char: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2289 State of Registration: NY
Num of Occupants: 1 Drivers Age: 19 Sex: FEMALE Citation Issued: YES
Direction of Travel: NORTH-EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 5500 State of Registration: NY
Num of Occupants: 1 Drivers Age: 36 Sex: FEMALE Citation Issued: NO
Direction of Travel: NORTH-EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN UNKNOWN

AUG-21-2008 THU 05:16 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2008-32728729
Accident Class: PROPERTY DAMAGE Police Agency:NEW HARTFORD PD Num of Veh: 1
Type of Accident: COLL. W/EARTH ELE./ROCK CUT/DITCH Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

NYSDOT Safety Information Management System
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Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 12B 2603 1139 INTERSECTION ACCIDENTS - MARLEY PL > < ALVIN PL *** (Continued)

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2687 State of Registration: NY
Num of Occupants: 1 Drivers Age: 19 Sex: MALE Citation Issued: YES
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION UNKNOWN

*** Ref Mrkr: 12B 2603 1141 NON-INTERSECTION ACCIDENTS ***

NOV-01-2007 THU 02:45 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32396679
Accident Class: NON-REPORTABLE Police Agency:NEW HARTFORD PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: UNKNOWN Weather: CLOUDY
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: INVALID CODE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3280 State of Registration: NY
Num of Occupants: 1 Drivers Age: 66 Sex: MALE Citation Issued: YES
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FAILURE TO KEEP RIGHT ILLNESS

Veh: 2 TRUCK Registered Weight: 74375 State of Registration: NY
Num of Occupants: 1 Drivers Age: 61 Sex: MALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE UNKNOWN
Truck/Bus Clsf: NOT ENTERED

FEB-20-2008 WED 08:15 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2008-32525231
Accident Class: PROPERTY DAMAGE Police Agency:NEW HARTFORD PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Collision: WET Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 4547 State of Registration: NY
Num of Occupants: 1 Drivers Age: 40 Sex: MALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY DRIVER INATTENTION

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3887 State of Registration: NY
Num of Occupants: 1 Drivers Age: 75 Sex: MALE Citation Issued: NO

NYSDOT Safety Information Management System
Accident Verbal Description Report
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Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 12B 2603 1141 NON-INTERSECTION ACCIDENTS *** (Continued)

Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: UNKNOWN UNKNOWN

MAR-08-2008 SAT 11:36 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2008-32555247
Accident Class: PROPERTY DAMAGE Police Agency:NEW HARTFORD PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: UNKNOWN Weather: SNOW
Road Surface Collision: SNOW/ICE Road Char: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2384 State of Registration: NY
Num of Occupants: 1 Drivers Age: 32 Sex: FEMALE Citation Issued: YES
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: PAVEMENT SLIPPERY FOLLOWING TOO CLOSELY

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3413 State of Registration: NY
Num of Occupants: 1 Drivers Age: 55 Sex: MALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE UNKNOWN

MAR-22-2008 SAT 04:13 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2008-32571606
Accident Class: PROPERTY DAMAGE Police Agency:NEW HARTFORD PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 1889 State of Registration: NY
Num of Occupants: 1 Drivers Age: 64 Sex: MALE Citation Issued: YES
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: UNKNOWN
Apparent Factors: DRIVER INATTENTION UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 4034 State of Registration: NY
Num of Occupants: 2 Drivers Age: 24 Sex: FEMALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: UNKNOWN UNKNOWN

APR-17-2008 THU 07:02 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: BC Case: 2008-32595627

NYSDOT Safety Information Management System
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Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 12B 2603 1141 NON-INTERSECTION ACCIDENTS *** (Continued)

Accident Class: INJURY Police Agency:NEW HARTFORD PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3066 State of Registration: NY
Num of Occupants: 2 Drivers Age: 50 Sex: MALE Citation Issued: YES
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION FOLLOWING TOO CLOSELY

Veh: 2 CAR/VAN/PICKUP Registered Weight: 2780 State of Registration: NY
Num of Occupants: 2 Drivers Age: 61 Sex: FEMALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: UNKNOWN UNKNOWN

MAY-10-2008 SAT 12:14 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2008-32609544
Accident Class: PROPERTY DAMAGE Police Agency:NEW HARTFORD PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3244 State of Registration: NY
Num of Occupants: 1 Drivers Age: 41 Sex: MALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 4456 State of Registration: NY
Num of Occupants: 1 Drivers Age: 32 Sex: FEMALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: UNKNOWN UNKNOWN

MAY-15-2008 THU 11:13 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2008-32646091
Accident Class: INJURY Police Agency:NEW HARTFORD PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

NYSDOT Safety Information Management System
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Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 12B 2603 1141 NON-INTERSECTION ACCIDENTS *** (Continued)

Veh: 1 CAR/VAN/PICKUP Registered Weight: 6500 State of Registration: NY
Num of Occupants: 1 Drivers Age: 20 Sex: MALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STARTING IN TRAFFIC
Apparent Factors: FOLLOWING TOO CLOSELY DRIVER INATTENTION

Veh: 2 CAR/VAN/PICKUP Registered Weight: 2790 State of Registration: NY
Num of Occupants: 1 Drivers Age: 56 Sex: FEMALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: UNKNOWN UNKNOWN

JUN-05-2008 THU 10:54 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2008-32649721
Accident Class: PROPERTY DAMAGE Police Agency:NEW HARTFORD PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3146 State of Registration: NY
Num of Occupants: 1 Drivers Age: 57 Sex: FEMALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY DRIVER INATTENTION

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3369 State of Registration: NY
Num of Occupants: 1 Drivers Age: 22 Sex: FEMALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN UNKNOWN

JUN-25-2008 WED 08:07 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2008-32666407
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency:NEW HARTFORD PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2745 State of Registration: NY
Num of Occupants: 1 Drivers Age: 45 Sex: MALE Citation Issued: NO
Direction of Travel: NORTH-EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STARTING IN TRAFFIC

NYSDOT Safety Information Management System
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Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 12B 2603 1141 NON-INTERSECTION ACCIDENTS *** (Continued)

Apparent Factors: DRIVER INATTENTION UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3805 State of Registration: NY
Num of Occupants: 1 Drivers Age: 23 Sex: FEMALE Citation Issued: NO
Direction of Travel: NORTH-EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: UNKNOWN UNKNOWN

JUL-01-2008 TUE 11:40 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2008-32678577
Accident Class: INJURY Police Agency:NEW HARTFORD PD Num of Veh: 1
Type of Accident: COLLISION WITH BICYCLIST Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: PED/BICYCLIST AT INTERSECTION Action of Ped/Bicycle: CROSSING WITH SIGNAL

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3574 State of Registration: NY
Num of Occupants: 1 Drivers Age: 49 Sex: FEMALE Citation Issued: YES
Direction of Travel: NORTH-EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: MAKING RIGHT TURN ON RED
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY UNKNOWN

Veh: 2 BICYCLE Registered Weight: UNKNOWN State of Registration: UNKNOWN
Num of Occupants: N/A Bicyclist Age: 15 Sex: MALE Citation Issued: NO
Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN UNKNOWN

*** Ref Mrkr: 5 2610 3145 INTERSECTION ACCIDENTS - JCT NY 5 END #< NY 12B-2603-1141 ***

SEP-09-2005 FRI 11:15 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2005-31541690
Accident Class: NON-REPORTABLE Police Agency:MARCY SP Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: UNKNOWN State of Registration: NY
Num of Occupants: 1 Drivers Age: 76 Sex: MALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY NOT APPLICABLE

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

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Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 5 2610 3145 INTERSECTION ACCIDENTS - JCT NY 5 END #< NY 12B-2603-1141 *** (Continued)

Num of Occupants: 3 Drivers Age: 32 Sex: MALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE NOT APPLICABLE

NOV-29-2005 TUE 07:08 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2005-31694288
Accident Class: INJURY Police Agency:NEW HARTFORD PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Collision: WET Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3175 State of Registration: NY
Num of Occupants: 1 Drivers Age: 26 Sex: MALE Citation Issued: YES
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STARTING IN TRAFFIC
Apparent Factors: FOLLOWING TOO CLOSELY UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 2339 State of Registration: NY
Num of Occupants: 1 Drivers Age: 42 Sex: FEMALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: NOT APPLICABLE UNKNOWN

APR-07-2006 FRI 09:45 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2006-31792556
Accident Class: INJURY Police Agency:NEW HARTFORD PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 5500 State of Registration: NY
Num of Occupants: 1 Drivers Age: 53 Sex: MALE Citation Issued: YES
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: FOLLOWING TOO CLOSELY UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3946 State of Registration: NY
Num of Occupants: 1 Drivers Age: 54 Sex: FEMALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN UNKNOWN

NYSDOT Safety Information Management System
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Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 5 2610 3145 INTERSECTION ACCIDENTS - JCT NY 5 END #< NY 12B-2603-1141 *** (Continued)

JUN-01-2006 THU 05:44 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC Case: 2006-31819605
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency:NEW HARTFORD PD Num of Veh: 3
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: INVALID CODE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2698 State of Registration: NY
Num of Occupants: 3 Drivers Age: 27 Sex: FEMALE Citation Issued: YES
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: FOLLOWING TOO CLOSELY UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 2976 State of Registration: NY
Num of Occupants: 3 Drivers Age: 51 Sex: MALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE UNKNOWN

Veh: 3 CAR/VAN/PICKUP Registered Weight: 6200 State of Registration: NY
Num of Occupants: 1 Drivers Age: 47 Sex: MALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE UNKNOWN

JUN-26-2006 MON 03:15 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2006-31862993
Accident Class: PROPERTY DAMAGE Police Agency:NOT ENTERED Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: RAIN
Road Surface Collision: WET Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3045 State of Registration: NY
Num of Occupants: 1 Drivers Age: 59 Sex: FEMALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: UNKNOWN UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: UNKNOWN State of Registration: NY
Num of Occupants: 1 Drivers Age: 25 Sex: MALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN UNKNOWN

NYSDOT Safety Information Management System
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Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

JUL-07-2006 FRI 04:05 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2006-31849049
Accident Class: INJURY Police Agency:NEW HARTFORD PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 6161 State of Registration: NY
Num of Occupants: 1 Drivers Age: 54 Sex: FEMALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 2407 State of Registration: NY
Num of Occupants: 1 Drivers Age: 64 Sex: MALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE UNKNOWN

JUL-17-2006 MON 08:10 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2006-31855306
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency:NEW HARTFORD PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT TURN (AGAINST OTHER CAR) Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 7700 State of Registration: NY
Num of Occupants: 2 Drivers Age: 38 Sex: MALE Citation Issued: YES
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STARTING IN TRAFFIC
Apparent Factors: FOLLOWING TOO CLOSELY NOT APPLICABLE

Veh: 2 CAR/VAN/PICKUP Registered Weight: 2772 State of Registration: NY
Num of Occupants: 1 Drivers Age: 28 Sex: FEMALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE NOT APPLICABLE

JUL-25-2006 TUE 03:22 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2006-31872210
Accident Class: PROPERTY DAMAGE Police Agency:NEW HARTFORD PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Collision: DRY Road Char: CURVE AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

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Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 5 2610 3145 INTERSECTION ACCIDENTS - JCT NY 5 END #< NY 12B-2603-1141 *** (Continued)

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2934 State of Registration: NY
Num of Occupants: 1 Drivers Age: 27 Sex: FEMALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 6500 State of Registration: NY
Num of Occupants: 1 Drivers Age: 41 Sex: MALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STARTING IN TRAFFIC
Apparent Factors: OUTSIDE CAR DISTRACTION FOLLOWING TOO CLOSELY

AUG-03-2006 THU 10:05 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2006-31893160
Accident Class: PROPERTY DAMAGE Police Agency:NEW HARTFORD PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: OTHER
Manner of Collision: UNKNOWN Weather: CLOUDY
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3269 State of Registration: NY
Num of Occupants: 1 Drivers Age: 24 Sex: FEMALE Citation Issued: NO
Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: MERGING
Apparent Factors: DRIVER INATTENTION PASSING OR LANE USAGE IMPROPERLY

Veh: 2 CAR/VAN/PICKUP Registered Weight: UNKNOWN State of Registration: IN
Num of Occupants: 1 Drivers Age: 53 Sex: MALE Citation Issued: NO
Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE NOT APPLICABLE

AUG-28-2006 MON 06:25 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2006-31917897
Accident Class: PROPERTY DAMAGE Police Agency:NEW HARTFORD PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3254 State of Registration: NY
Num of Occupants: 1 Drivers Age: 83 Sex: MALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: MAKING RIGHT TURN

NYSDOT Safety Information Management System
Accident Verbal Description Report
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Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 5 2610 3145 INTERSECTION ACCIDENTS - JCT NY 5 END #< NY 12B-2603-1141 *** (Continued)

Apparent Factors: FOLLOWING TOO CLOSELY DRIVER INATTENTION

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3952 State of Registration: NY
Num of Occupants: 1 Drivers Age: 30 Sex: MALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE UNKNOWN

SEP-21-2006 THU 08:00 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2006-31951035
Accident Class: INJURY Police Agency:NEW HARTFORD PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2919 State of Registration: NY
Num of Occupants: 1 Drivers Age: 59 Sex: FEMALE Citation Issued: YES
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY NOT APPLICABLE

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3109 State of Registration: NY
Num of Occupants: 1 Drivers Age: 37 Sex: FEMALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE NOT APPLICABLE

OCT-27-2006 FRI 07:31 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2006-31992290
Accident Class: PROPERTY DAMAGE Police Agency:NEW HARTFORD PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3401 State of Registration: NY
Num of Occupants: 1 Drivers Age: 53 Sex: FEMALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: FOLLOWING TOO CLOSELY DRIVER INATTENTION

Veh: 2 TRUCK Registered Weight: UNKNOWN State of Registration: UNKNOWN
Num of Occupants: 1 Drivers Age: 41 Sex: MALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO

NYSDOT Safety Information Management System
Accident Verbal Description Report
Intersection & Non-Intersection Accidents
Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 5 2610 3145 INTERSECTION ACCIDENTS - JCT NY 5 END #< NY 12B-2603-1141 *** (Continued)

Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: NOT APPLICABLE NOT APPLICABLE
Truck/Bus Clsf: NOT ENTERED

NOV-10-2006 FRI 05:34 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2006-31990890
Accident Class: PROPERTY DAMAGE Police Agency:NEW HARTFORD PD Num of Veh: 3
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3014 State of Registration: NY
Num of Occupants: 1 Drivers Age: 19 Sex: FEMALE Citation Issued: YES
Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3229 State of Registration: NY
Num of Occupants: 1 Drivers Age: 19 Sex: FEMALE Citation Issued: NO
Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: NOT APPLICABLE UNKNOWN

Veh: 3 CAR/VAN/PICKUP Registered Weight: 3173 State of Registration: NY
Num of Occupants: 1 Drivers Age: 17 Sex: FEMALE Citation Issued: NO
Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: UNKNOWN UNKNOWN

NOV-21-2006 TUE Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2006-31990594
Accident Class: PROPERTY DAMAGE Police Agency:NOT ENTERED Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2586 State of Registration: NY
Num of Occupants: 2 Drivers Age: 58 Sex: MALE Citation Issued: NO
Direction of Travel: NORTH-EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: UNKNOWN UNKNOWN

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

NYSDOT Safety Information Management System
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Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 5 2610 3145 INTERSECTION ACCIDENTS - JCT NY 5 END #< NY 12B-2603-1141 *** (Continued)

Num of Occupants: 1 Drivers Age: 21 Sex: MALE Citation Issued: NO
Direction of Travel: NORTH-EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: UNKNOWN UNKNOWN

DEC-13-2006 WED 03:38 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2006-32027932
Accident Class: PROPERTY DAMAGE Police Agency:NOT ENTERED Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: UNKNOWN
Road Surface Collision: UNKNOWN Road Char: UNKNOWN Light Condition: UNKNOWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2975 State of Registration: NY
Num of Occupants: 1 Drivers Age: 50 Sex: MALE Citation Issued: NO
Direction of Travel: UNKNOWN Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN UNKNOWN

Veh: 2 OTHER Registered Weight: UNKNOWN State of Registration: UNKNOWN
Num of Occupants: 1 Drivers Age: 38 Sex: FEMALE Citation Issued: NO
Direction of Travel: UNKNOWN Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN UNKNOWN

DEC-21-2006 THU 05:04 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2006-32028097
Accident Class: PROPERTY DAMAGE Police Agency:NEW HARTFORD PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Collision: DRY Road Char: STRAIGHT/ GRADE Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3605 State of Registration: NY
Num of Occupants: 1 Drivers Age: 42 Sex: FEMALE Citation Issued: YES
Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY DRIVER INATTENTION

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3040 State of Registration: NY
Num of Occupants: 1 Drivers Age: 60 Sex: MALE Citation Issued: NO
Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: UNKNOWN UNKNOWN

NYSDOT Safety Information Management System
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Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 5 2610 3145 INTERSECTION ACCIDENTS - JCT NY 5 END #< NY 12B-2603-1141 *** (Continued)

DEC-28-2006 THU 07:56 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2006-32065275
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency:NEW HARTFORD PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2919 State of Registration: NY
Num of Occupants: 1 Drivers Age: 40 Sex: FEMALE Citation Issued: YES
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STARTING IN TRAFFIC
Apparent Factors: FOLLOWING TOO CLOSELY UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3469 State of Registration: NY
Num of Occupants: 1 Drivers Age: 54 Sex: FEMALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE UNKNOWN

JAN-12-2007 FRI 06:20 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32052289
Accident Class: PROPERTY DAMAGE Police Agency:NOT ENTERED Num of Veh: 4
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: RAIN
Road Surface Collision: FLOODED WATER Road Char: STRAIGHT/ GRADE Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 OTHER Registered Weight: UNKNOWN State of Registration: UNKNOWN
Num of Occupants: 2 Drivers Age: 51 Sex: MALE Citation Issued: NO
Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: UNKNOWN UNKNOWN

Veh: 2 OTHER Registered Weight: UNKNOWN State of Registration: UNKNOWN
Num of Occupants: UNKNOWN Drivers Age: UNKNOWN Sex: UNKNOWN Citation Issued: NO
Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: OTHER
Apparent Factors: UNKNOWN UNKNOWN

Veh: 3 OTHER Registered Weight: UNKNOWN State of Registration: UNKNOWN
Num of Occupants: UNKNOWN Drivers Age: UNKNOWN Sex: UNKNOWN Citation Issued: NO
Direction of Travel: UNKNOWN Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN UNKNOWN

NYSDOT Safety Information Management System
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Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 5 2610 3145 INTERSECTION ACCIDENTS - JCT NY 5 END #< NY 12B-2603-1141 *** (Continued)

Veh: 4 OTHER Registered Weight: UNKNOWN State of Registration: UNKNOWN
Num of Occupants: UNKNOWN Drivers Age: UNKNOWN Sex: UNKNOWN Citation Issued: NO
Direction of Travel: UNKNOWN Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN UNKNOWN

FEB-12-2007 MON 07:25 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32100154
Accident Class: PROPERTY DAMAGE Police Agency:NEW HARTFORD PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2385 State of Registration: NY
Num of Occupants: 1 Drivers Age: 31 Sex: FEMALE Citation Issued: NO
Direction of Travel: NORTH-EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: NOT APPLICABLE UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 6000 State of Registration: NY
Num of Occupants: 1 Drivers Age: 24 Sex: MALE Citation Issued: YES
Direction of Travel: NORTH-EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY UNKNOWN

FEB-23-2007 FRI 09:50 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32125960
Accident Class: PROPERTY DAMAGE Police Agency:NEW HARTFORD PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3268 State of Registration: NY
Num of Occupants: 1 Drivers Age: 25 Sex: MALE Citation Issued: NO
Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: CELL PHONE (HANDS FREE) DRIVER INATTENTION

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3316 State of Registration: NY
Num of Occupants: 1 Drivers Age: 40 Sex: FEMALE Citation Issued: NO
Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STOPPED IN TRAFFIC

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 5 2610 3145 INTERSECTION ACCIDENTS - JCT NY 5 END #< NY 12B-2603-1141 *** (Continued)

Apparent Factors: NOT APPLICABLE NOT APPLICABLE

MAR-08-2007 THU 04:58 PM Persons Killed: 0 Persons Injured: 3 Extent of Injuries: CCC Case: 2007-32131140
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency:NEW HARTFORD PD Num of Veh: 4
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: CLEAR
Road Surface Collision: DRY Road Char: CURVE AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3824 State of Registration: NY
Num of Occupants: 1 Drivers Age: 22 Sex: MALE Citation Issued: YES
Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 4000 State of Registration: NY
Num of Occupants: 1 Drivers Age: 26 Sex: MALE Citation Issued: NO
Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE UNKNOWN

Veh: 3 OTHER Registered Weight: UNKNOWN State of Registration: NY
Num of Occupants: 1 Drivers Age: 37 Sex: FEMALE Citation Issued: NO
Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE UNKNOWN

Veh: 4 CAR/VAN/PICKUP Registered Weight: 3057 State of Registration: NY
Num of Occupants: 2 Drivers Age: 40 Sex: FEMALE Citation Issued: NO
Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE UNKNOWN

MAR-19-2007 MON 04:14 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32142685
Accident Class: PROPERTY DAMAGE Police Agency:NEW HARTFORD PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3506 State of Registration: NY
Num of Occupants: 2 Drivers Age: 40 Sex: MALE Citation Issued: YES
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO

NYSDOT Safety Information Management System
Accident Verbal Description Report
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Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 5 2610 3145 INTERSECTION ACCIDENTS - JCT NY 5 END #< NY 12B-2603-1141 *** (Continued)

Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY DRIVER INATTENTION

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3049 State of Registration: NY
Num of Occupants: 1 Drivers Age: 58 Sex: FEMALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE NOT APPLICABLE

APR-18-2007 WED 04:50 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC Case: 2007-32173021
Accident Class: INJURY Police Agency:NEW HARTFORD PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3012 State of Registration: NY
Num of Occupants: 1 Drivers Age: 16 Sex: FEMALE Citation Issued: NO
Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3135 State of Registration: NY
Num of Occupants: 2 Drivers Age: 38 Sex: FEMALE Citation Issued: NO
Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE UNKNOWN

MAY-23-2007 WED 11:05 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32208306
Accident Class: PROPERTY DAMAGE Police Agency:NEW HARTFORD PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3168 State of Registration: NY
Num of Occupants: 1 Drivers Age: 36 Sex: FEMALE Citation Issued: YES
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: FOLLOWING TOO CLOSELY DRIVER INATTENTION

Veh: 2 CAR/VAN/PICKUP Registered Weight: 5600 State of Registration: NY
Num of Occupants: 1 Drivers Age: 43 Sex: MALE Citation Issued: NO

NYSDOT Safety Information Management System
Accident Verbal Description Report
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Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 5 2610 3145 INTERSECTION ACCIDENTS - JCT NY 5 END #< NY 12B-2603-1141 *** (Continued)

Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE NOT APPLICABLE

SEP-21-2007 FRI 11:59 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32340014
Accident Class: PROPERTY DAMAGE Police Agency:NEW HARTFORD PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2834 State of Registration: NY
Num of Occupants: 1 Drivers Age: 57 Sex: FEMALE Citation Issued: NO
Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY DRIVER INATTENTION

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3810 State of Registration: NY
Num of Occupants: 1 Drivers Age: 43 Sex: FEMALE Citation Issued: NO
Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: UNKNOWN UNKNOWN

NOV-09-2007 FRI 08:12 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32391670
Accident Class: PROPERTY DAMAGE Police Agency:NEW HARTFORD PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: INVALID CODE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3895 State of Registration: NY
Num of Occupants: 1 Drivers Age: 57 Sex: FEMALE Citation Issued: NO
Direction of Travel: NORTH-WEST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: FOLLOWING TOO CLOSELY UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 2264 State of Registration: NY
Num of Occupants: 1 Drivers Age: 21 Sex: FEMALE Citation Issued: NO
Direction of Travel: NORTH-WEST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: NOT APPLICABLE UNKNOWN

NOV-12-2007 MON 11:28 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2007-32398554

NYSDOT Safety Information Management System
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Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 5 2610 3145 INTERSECTION ACCIDENTS - JCT NY 5 END #< NY 12B-2603-1141 *** (Continued)

Accident Class: PROPERTY DAMAGE AND INJURY Police Agency:NEW HARTFORD PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: INVALID CODE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2510 State of Registration: NY
Num of Occupants: 1 Drivers Age: 30 Sex: FEMALE Citation Issued: NO
Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY FATIGUED/DROWSY

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3049 State of Registration: NY
Num of Occupants: 1 Drivers Age: 59 Sex: FEMALE Citation Issued: NO
Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE NOT APPLICABLE

DEC-02-2007 SUN 09:58 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32434298
Accident Class: PROPERTY DAMAGE Police Agency:NEW HARTFORD PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: REAR END Weather: SNOW
Road Surface Collision: SNOW/ICE Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: INVALID CODE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3472 State of Registration: NY
Num of Occupants: 1 Drivers Age: 19 Sex: FEMALE Citation Issued: NO
Direction of Travel: NORTH-EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: UNSAFE SPEED UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3211 State of Registration: NY
Num of Occupants: 1 Drivers Age: 52 Sex: FEMALE Citation Issued: YES
Direction of Travel: NORTH-EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: UNKNOWN UNKNOWN

DEC-07-2007 FRI 02:08 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2007-32440634
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency:NEW HARTFORD PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: INVALID CODE Action of Ped/Bicycle: NOT APPLICABLE

NYSDOT Safety Information Management System
Accident Verbal Description Report
Intersection & Non-Intersection Accidents
Complete Accident Data From NYSDMV Is Only Available thru 31-AUG-2008

Route: 12B Highway Location Ref Mrkr Range: 26 26051000 - 12B26031141 Dates: 01-SEP-2005 - 31-AUG-2008

*** Ref Mrkr: 5 2610 3145 INTERSECTION ACCIDENTS - JCT NY 5 END #< NY 12B-2603-1141 *** (Continued)

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3193 State of Registration: NY
Num of Occupants: 1 Drivers Age: 34 Sex: MALE Citation Issued: YES
Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY BRAKES DEFECTIVE

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3332 State of Registration: NY
Num of Occupants: 1 Drivers Age: 26 Sex: FEMALE Citation Issued: NO
Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: NOT APPLICABLE UNKNOWN

DEC-16-2007 SUN 01:53 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32458698
Accident Class: PROPERTY DAMAGE Police Agency:NEW HARTFORD PD Num of Veh: 1
Type of Accident: COLLISION WITH GUIDE RAIL Traffic Control: NONE
Manner of Collision: OTHER Weather: SNOW
Road Surface Collision: SNOW/ICE Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3107 State of Registration: NY
Num of Occupants: 1 Drivers Age: 22 Sex: MALE Citation Issued: NO
Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNSAFE SPEED PAVEMENT SLIPPERY

TOTAL NUMBER OF ACCIDENTS PRINTED: 273

ABSENCE OF REFERENCE MARKERS OR INTERSECTION WITHIN A SPECIFIED ROADWAY SECTION & TIME PERIOD INDICATES NO ACCIDENTS FOUND

*** END OF REPORT ***

APPENDIX 5

TECHNICAL MEMORANDUM No. 2

TECHNICAL MEMORANDUM No. 2

PIN 2065.35

NYS ROUTE 12B CORRIDOR STUDY

US ROUTE 20 to NY ROUTES 5/12
MADISON AND ONEIDA COUNTIES, NEW YORK

Prepared For:

New York State Department of Transportation

Prepared By:

CLOUGH HARBOUR & ASSOCIATES LLP

with
NUSSBAUMER & CLARKE ENGINEERS, INC.
VN ENGINEERS, INC

September 2010

PIN 2065.35

ROUTE 12B: CORRIDOR STUDY

MADISON AND ONEIDA COUNTIES, NEW YORK

Prepared For:

New York State Department of Transportation
Utica State Office Building
207 Genesee Street
Utica, New York 13501

September 2010

Prepared By:

CLOUGH HARBOUR & ASSOCIATES LLP

with
NUSSBAUMER & CLARKE ENGINEERS, INC.
VN ENGINEERS, INC

CHA Project No. 20356

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SECTION I INTRODUCTION

A. OVERVIEW

Over the past several years, the NYS Route 12B Corridor has been the subject of several inquiries, requests, and letters of concern from the various municipalities along the corridor pertaining to various traffic and safety related issues. The New York State Department of Transportation (NYSDOT), in coordination with these municipalities, initiated this comprehensive Transportation Safety Study as a means of addressing these concerns. The NYSDOT has performed many studies and implemented several improvements over the corridor including, but not limited to, traffic operation improvements, pavement markings and pedestrian improvements. The limits of this study are along NYS Route 12B from US Route 20, in the Town of Madison, Madison County to the junction of NYS Routes 5, 12 and 12B in the Town of New Hartford, Oneida County, New York. The location of this study area is shown in Figure 1 in Appendix A.

Technical Memorandum No.1 (TM1), dated December 2009, was prepared to document and describe the existing transportation conditions and land use within the study area, which were documented through a combination of document research, field inventories, and data collection, which is the basis for the assessment of safety issues and improvement opportunities discussed in this Technical Memorandum No. 2. This effort included a review of existing land uses and zoning along the corridor, an inventory of study area roadway and intersection geometry and traffic control devices, collection of daily and peak hour traffic volumes, review of existing pedestrian and bicycle infrastructure and facilities, driveway and parking characteristics, and a review of safety statistics within the study area. A summary of the existing transportation conditions is provided in Section III of this Technical Memorandum No. 2.

In addition to the initial data collection efforts for this project, as reported in the Technical Memorandum No. 1, CHA conducted additional turning movement counts at the following intersections to address safety concerns raised by the Study Advisory Committee (SAC):

- Route 12B and Robinson Road
- Route 12B and Taylor Avenue
- Route 12B and Grant Road / Post Street

A discussion of the existing and future operating conditions of these intersections is included in Sections III and IV, respectively.

This report evaluates and recommends, on a conceptual (planning) level, specific areas that address documented vehicular, pedestrian, and bicycle safety along the corridor for the existing conditions based upon a review of the data collection efforts and analysis for this project, including traffic analysis, accident analysis, and speed studies. The alternatives were developed based on the type of accident occurrences and the potential remediation measure with regard to cost and potential improvement. The existing conditions have been forecast to a ten (10) year projection and conceptual level alternatives identified where necessary.

The highway and intersection improvements considered as part of this study, include:

- Intersection widening, addition of turning lanes, channelization.
- Shoulder widening and/or roadside improvements (access).
- Selective roadway widening or addition of passing lanes.
- Modifications to signal control, coordination, signing.
- Pedestrian and bike accommodations, public awareness initiatives.
- Traffic calming alternatives.
- Access management and local land use ordinances that may impact transportation safety along the corridor.

This document includes conceptual diagrams, preliminary order of magnitude cost estimates, and potential environmental constraints for each of the recommended alternatives.

Some alternatives were discussed but eliminated from further review when they were not considered viable options. This was based on consideration of anticipated relative construction costs, impacts stemming from traffic diversions, likely requirement of displacements, need for extensive reconstruction of existing roads/streets to accommodate diverted traffic, and right-of-way acquisition associated with widening to achieve reconstruction.

Study Goal

The goal of this study is to provide a comprehensive evaluation of the land use and transportation system characteristics of the corridor culminating with a set of recommendations, procedures, and ideas at a conceptual (planning) level to address the vehicular, pedestrian, and bicycle safety concerns along Route 12B within the study limits.

This Technical Memorandum No. 2 is the second in a series of three interim reports that will be produced as part of this Route 12B Corridor Study. The purpose of it is to document and describe the findings as they relate to current and future conditions in the corridor.

B. PUBLIC PARTICIPATION PROCESS

A Study Advisory Committee (SAC) has been established that includes representatives of County, Town, and local officials who provide local knowledge of issues and concerns. The first SAC meeting was held on January 26, 2010. The committee met three more times throughout this process to give input on the study goals and expected outcomes with regard to potential conceptual alternatives and recommendations to address the vehicular, pedestrian, and bicycle safety along the corridor for existing conditions and ten (10) year forecast conditions. Public information meetings were also held during the study process to present the findings and recommendations of the study.

SECTION II OTHER ROUTE 12B STUDIES AND PROJECTS

NYSDOT has conducted several previous studies of safety-related issues within the corridor, in addition to spot investigations and actions responding to specific community requests. Two notable studies previously conducted for this area include the Clinton By-Pass Study and a study of the Route 12B / Fountain Street / Kellogg Street intersection. Information about these previous studies is provided below. The traffic safety issues pertaining to these studies continue to be a community concern, as reflected by SAC committee input, and so they have been included for consideration in this current study effort. (See Section VI and VII for further discussion).

A. EXISTING PREVIOUS STUDIES

Clinton by-pass

Discussions for a Clinton by-pass began when local officials of the Town of Kirkland and the Village of Clinton expressed concerns to the Department of Public Works regarding the existing road network of Route 12B and Route 233. Between 1969 and 1981, the Clinton by-pass was the subject of many reviews and revisions. In 1981, a Clinton/Kirkland SubArea Analysis report was prepared to examine alternatives to alleviate the problems in the Village and compare them to the current conditions in terms of cost effectiveness and general positive and negative effects of those justified. The report includes the field data collection and an origin-destination survey and a traffic study to project the future use of a bypass. This data collection efforts and the review of analysis of four alternatives plus the Null Alternative, and economic analysis make up the study package. Each of the Alternatives analyzed include prohibiting heavy trucks (vehicle class of more than 2 axles) from the village via posting and designation of Route 233 as a truck route. The other alternatives also included (1) no other improvement, (2) improved geometric and pavement widths on Route 233, (3) A new 2-lane roadway constructed from Route 12B and Route 233 intersection to the Route 5 and Route 233 intersection, and (4) A new 2-lane roadway beginning at the Route 12B and Route 233 intersection, bypassing Clinton in two corridor locations, to the north or south of the village, terminating at the Route 12B and Route 5B intersection. The lesser cost alternatives (items 1, 2 and 3) either did not solve the problem of the through traffic and trucks or were not economically justifiable. This last alternative was determined to be feasible as the main benefit of this alternative was smoother traffic flow on existing routes rather than the savings to through traffic, it was a more costly alternative. While it was recognized that there are ancillary benefits to decreasing the traffic in Clinton, the environmentally, socially and economically founded benefits were considered subjective and not easily quantified. Due to lack of funding and competing problems with more quantifiable solutions, the bypass alternative was not progressed further.

Route 12B / Fountain Street / Kellogg Street

The project was initiated in response to requests by residents of the Village of Clinton to improve the operation and safety of the intersection of Route 12B with Kellogg Street and Fountain Street. At that time, the Department determined that this was a Priority Investigation Location (PIL), based on the available accident data. In April 2008, NYSDOT began preliminary field data collection and on July 23, 2008, the NYSDOT held a public meeting to discuss the project and solicit input from the local elected officials, businesses and residents about their specific concerns and possible alternatives. During this July 2008 meeting, the NYSDOT committed to developing

alternatives that would not impact the Village Green parking or green space, and committed to reviewing the accident history again.

In order to provide significant improvements to the operation and traffic flow at the intersection, it was determined that a major realignment of the roadways was necessary. The NYSDOT developed concepts for two alternatives for improvements: (1) a roundabout and (2) signalization of the intersection, which included geometric changes to support signal control. Neither of these improvement options was presented to the public as a result of the sentiment expressed at the July 23, 2008 public meeting about potential effects of improvements to the existing character of the area. The NYSDOT also reviewed their most recent accident information which indicated that the safety concerns did not meet the criteria for a major reconstruction. Because of these considerations and public comments received during and after the public meeting, which indicated there was little support for changes at the intersection, the project was removed from the Department's capital program. A news release of this action was issued on November 24, 2008 and is included in Appendix B.

B. PREVIOUS ROUTE 12B CORRIDOR IMPROVEMENTS IMPLEMENTED BY NYSDOT

The NYSDOT implemented many signal improvements in the corridor between 2007 and 2009. The improvements are:

Route 12B and Route 412

- Optimized signal timings to favor Route 12B traffic (August 2009).
- Installed MUTCD No. R10-15 "Turning Traffic Must Yield to Pedestrians" on span for both Route 412 and Route 12B northbound. (Spring 2008).
- Programmed a 7 second 'all red time' for vehicle phases during pedestrian walk interval. (Spring 2008).
- Installed countdown pedestrian signals for both pedestrian crossings (Fall 2007).
- Prohibited right turns on red for northbound Route 12B. (Fall 2007).
- Installed full presence detection (Fall 2007).
- Optimized signal timings. (Fall 2007).
- Lengthened pedestrian clearance phase to new standard. (Fall 2007).

Route 12B/West Park Row/Williams Street

- Optimized signal timings. (February 2010)
- Installed MUTCD No. R10-15 "Turning Traffic Must Yield to Pedestrians" on span for West Park Row approach. (Spring 2008)
- Increased 'all red time' for vehicle phases during pedestrian walk interval from 4 to 7 seconds. (Spring 2008)
- Installed countdown pedestrian signals for pedestrian crossing. (Fall 2007)
- Lengthened pedestrian clearance phase to new standard. (Fall 2007)

Route 12B/Route 5B

- Optimized signal timing and programming (March 2009)

Route 12B/Route 5

- Implemented new coordination plan (for Route 5 corridor). Shortened overall cycle lengths. (November 2009)
- Prohibited right turns on red for northbound Route 12B (double right turn movement) (January 2009)

C. CURRENT STUDIES AND PROJECTS

Town of Madison Sidewalk Improvements
As part of the American Recovery and Reinvestment Act (ARRA), the NYSDOT is completing a sidewalk replacement and Americans with Disabilities Act (ADA) compliance project in the Town of Marshall. The project consists of sidewalk, ramp and detectible warning improvements along both sides of Route 12B in the Hamlet of Deansboro. The limits of these improvements are:

- West side: from approximately 935 feet south of West Hill Road to approximately 1,425 feet north of West Hill Road.
- East side: from approximately 475 feet south of Route 315 to approximately 1,180 feet north of Route 315.

Sidewalk improvements will also be provided on the south side of Route 315, from its intersection with Route 12B, easterly for approximately 540 feet. A copy of the work limits are included in Appendix C.

SECTION III SUMMARY OF EXISTING CONDITIONS

The existing traffic and land use conditions of the study area have been documented in TM1, including analysis of fourteen study intersections identified by NYSDOT. Three additional intersections were identified for detailed analysis of volumes and operations based on the initial round of field investigations and SAC input, as follows:

- Route 12B and Robinson Road
- Route 12B and Taylor Avenue
- Route 12B and Grant Road / Post Street

This report section provides a brief overview of the study area and existing conditions as documented in TM1, and these three additional study intersections.

A. STUDY AREA

The study area consists of a 16-mile segment of Route 12B from US Route 20 in the Town of Madison, Madison County to NYS Route 5 in the Town of New Hartford, Oneida County. For study purposes, the corridor has been separated into three segments, which are illustrated on Figure 1 in Appendix A and described below.

Segment 1: Route 20, Madison County to Hamlet of Deansboro, Oneida County
This segment of Route 12B extends from its intersection with Route 20 in the Town of Madison, Madison County through the Village of Oriskany Falls in the Town of Augusta to the Hamlet of Deansboro in the Town of Marshall, Oneida County. This segment is approximately 7 miles long.

Segment 2: Hamlet of Deansboro, Oneida County to Clinton Village, Oneida County
This segment of Route 12B extends from the Hamlet of Deansboro in the Town of Marshall, Oneida County at its southerly end, through the Town of Kirkland to the Village of Clinton's southerly boundary at its northern end in the Town of Kirkland, Oneida County. The length of this segment is approximately 5 miles.

S*egment 3: Clinton Village, Oneida County to Route 5, Oneida County*
This segment of Route 12B extends from the Village of Clinton's southerly boundary line in the Town of Kirkland through the Village of Clinton, to its intersection with Route 5 in the Town of New Hartford, Oneida County. This segment is approximately 4 miles long.

B. SUMMARY OF EXISTING CONDITIONS

The documentation of existing conditions for the study included the physical and operational characteristics of the transportation system, land use and zoning along the corridor, and documentation of existing crash patterns. Following is a brief summary of these conditions.

SECTION III SUMMARY OF EXISTING CONDITIONS

1. Roadway Features and Characteristics

The 16-mile study section of NYS Route 12B has three functional classifications: Rural Major Collector, Rural Minor Arterial and Urban Principal Arterial. The basic physical features of this roadway include:

- The roadway is a two-lane road with 12-foot wide travel lanes and 6- to 8-foot wide paved shoulders. Within the two Villages, the paved shoulders are replaced either with on-street parking lanes or curb offsets and sidewalks.
- Four of the intersections within the corridor are controlled by traffic signals; the remaining intersections are unsignalized with Stop sign control on the minor street approaches. The signalized intersections have auxiliary turn lanes to assist with the efficient processing of peak traffic loads.
- Approximately 75% of the corridor consists of non-passing zones, 21% consisting of passing in one direction (either northbound or southbound). Passing in both directions is permitted along only 4% of the corridor.
- Sidewalks primarily exist within the Villages and Hamlets, with 15% of the corridor containing sidewalks on one or both sides of the roadway.
- Crosswalks exist at principal intersections, along with two midblock locations:
    - Lutheran Home/Clinton Senior between Brimfield Street and Toggletown Road (Kirkland).
    - South of Division Street (Oriskany Falls).

2. Existing land use and zoning

The existing zoning codes and regulations of the various communities along the Route 12B corridor were reviewed to provide additional context of existing conditions and for an assessment of the potential future growth within the study area. In summary:

- The major land use classifications are rural/agricultural and Village/Hamlet.
- There is limited vacant land within the Villages.
- There are no zoning ordinances for the Town of Madison and the Village of Oriskany Falls which means there is little control of future development in these communities.
- There is a lack of access management through the corridor. Managing the type and degree of vehicular access to Route 12B from adjacent land uses result in a roadway that functions safely and efficiently. In addition, access management plans can facilitate fewer traffic delays and congestion, maintenance of roadway capacity and enhance pedestrian and bicycle travel.

3. Existing capacity and level of service analysis

TM1 described the existing operations of the three corridor segments and the fourteen main study area intersections. The traffic count data for these three corridor segments and fourteen study area intersections can be found in Appendix F of TM1. The capacity analysis of these locations conducted for the AM and PM peak hours is included in Appendix C of TM1. Additional turning

movement counts were conducted on March 9-10, 2010 at the following three intersections that were added for detailed analysis:

- Route 12B and Robinson Road
- Route 12B and Taylor Avenue
- Route 12B and Grant Road / Post Street

Traffic count data for these three intersections can be found in Appendix D of TM2. Figure 2 in Appendix A of this report show the 2010 Existing AM and PM peak hour volumes for the three above noted locations. Capacity analysis of these locations were conducted for the AM and PM peak hours to determine the existing operations of the intersections, using the same methodologies as for the original study intersections as described in TM1 and is presented in Appendix F of TM 2. Table III-1 below shows the existing capacity analysis results for these three additional unsignalized intersections. These analyses show that they have sufficient capacity to accommodate the peak period traffic volumes with the existing Stop sign control.

Table III-1
Intersection Capacity Analysis Summary: Existing Conditions

Intersection	Movement	AM				PM			
		Ave. Delay (sec/veh)	LOS	V/C	95th %ile Queue (feet)	Ave. Delay (sec/veh)	LOS	V/C	95th %ile Queue (feet)
Route 12B at Grant Road / Post Street (unsignalized)	Rte 12B SB L	8.3	A	0.02	2	7.9	A	0.06	5
	Post NWB L-T- R	11.0	B	0.07	6	9.9	A	0.05	4
	Grant WB L-R	11.6	B	0.05	2	13.7	B	0.06	5
Route 12B at Taylor Avenue (unsignalized)	Rte 12B NB L-T	8.3	A	0.3	3	9.0	A	0.02	2
	Taylor EB L-R	23.3	C	0.38	43	15.3	C	0.17	16
Route 12B at Robinson Road (unsignalized)	Rte 12B NB L	8.2	A	0.04	4	18.8	C	0.17	15
	Robinson EB L- R	8.8	A	0.01	1	28.1	D	0.51	68

EB=eastbound, WB=westbound, NB=northbound, SB=southbound, NWB = northwestbound
L=left, T=through, R=right, LTR = shared left/through/right, LT = shared left/through, TR= shared through/right, LR=shared left/right

The results of these analyses and of those documented in TM1 show that the corridor generally has sufficient system capacity to accommodate existing traffic demand. The following conclusions are evident based upon a review of the existing capacity analysis:

- All of the signalized intersections in the study area are currently operating at overall acceptable levels of service, with all individual movements/approaches operating at LOS D or better except for the Route 12B westbound left turn movement during the PM peak period at Route 412 which shows a LOS E.
- All of the unsignalized intersections currently operate satisfactorily with LOS D or better indicating sufficient capacity to accommodate the AM and PM peak period volumes.
- All of the roadway segments operate at LOS D or better indicating sufficient capacity to accommodate the AM and PM peak period volumes. The section from the Village of Clinton north to Route 5B shows higher levels of peak-hour congestion as a result of the higher volumes on this segment and the lack of passing opportunities.

4. Existing accident analysis

TM1 provided a discussion on the existing three year accident data obtained from the NYSDOT for the period of September 2005 through August 2008. This analysis included an examination of crash experience at the key study intersections as well as along the link segments. The following conclusions are evident based upon a review of crash data for the most recent three-year period available:

- There were a total of 273 accidents over the 3-year period along the 16-mile corridor.
- The overall accident rate for each of the study segments, which relates the frequency of accidents to the volume of traffic and the length of each segment in which the accident occurred, are all lower than the statewide average accident rates for similar facilities.
- Of the seventeen intersections included in the study, four intersection locations experienced an average of two or more accidents per year.
- Two of the four intersections that showed higher than statewide average rates include the accidents prior to the improvements installed by the NYSDOT.
- Approximately two-thirds of all of the accidents occurred during the day and on dry pavement.
- The majority of the accidents in the segments south of the Village of Clinton were animal related or fixed object accidents.
- The accidents in the Village of Clinton and along the segment north of the Village to the Town of New Hartford were primarily rear end accidents.
- Nine of the 273 (or 3%) accidents over the 3-year period involved a pedestrian or bicyclist.
- Sixteen of the 273 (or 6%) accidents over the 3-year period involved a truck.
- There were a total of 4 fatal accidents; 1 in each of segments 1 and 2, none in segment 3 and two in segment 4; both at the same location.

5. Existing speeds

Speed data collected for the study at various locations throughout the corridor showed that the vehicle operating speeds are consistent with the posted speed limits. Travel speeds for northbound and southbound directions were also comparable.

6. Travel Time and Delay Study

A travel time and delay study of the corridor was performed to evaluate the quality of traffic movement along Route 12B and to determine the locations, types and extent of traffic delays. This study showed:

- Most of the stop-delay is associated with the intersection controls (signal or Stop-sign) in the corridor, and occasionally with turn movements at unsignalized roadways or driveways.
- The rural segments of the corridor experience little impedance to travel speed.

- The speeds are generally consistent with the posted speed limits and the sampled free-flow speeds during non-peak hours.
- The general traffic conditions in the Village of Clinton produce average operating speeds that are well below the posted speed limit. When factoring in the signal delays, the effective travel speed during peak hours is 5-10 mph.

SECTION IV FUTURE CONDITIONS

This section discusses the methodology for developing and analyzing the future traffic operating conditions in the Route 12B corridor. The Estimated Time of Completion (ETC) is 2010 and the 10 year projection is 2020. The purpose in developing the future traffic conditions is to identify and develop potential future (2020) transportation alternatives as they relate to transportation safety, future land development access and future growth.

A. FUTURE LAND USE & ZONING CHARACTERISTICS

The existing land use mapping and the zoning ordinances indicate that the land use adjacent to Route 12B within the study area generally falls into two categories: rural/agriculture and village/hamlet. The exceptions to this are the large quarry facility located in the Town of Marshall and the more suburban style development occurring in the Town of New Hartford. Much of the existing corridor is without access control, meaning that properties with frontage along Route 12B have a general right of access to the arterial so long as the design of the access meets the minimum requirements of NYSDOT's policies and standards. However, the locations and design of access can have a major impact on the quality of traffic operations and safety in the corridor, such that management of access should be given a priority consideration in the evaluation of future land use and development proposals.

The Town of Marshall, Town of Kirkland, Village of Clinton and Town of New Hartford govern land use through their zoning ordinances. The Town of Madison and the Village of Oriskany Falls do not currently have a zoning ordinance which could lead to potential for future land use and development issues that are not consistent with the current character of these communities.

Recent development along Route 12B has been scattered with a concentration of new development occurring primarily in the Town of New Hartford. This sparse development pattern is expected to continue over the next ten years and should be managed carefully in particular as it relates to managing access to Route 12B. Therefore, from a planning perspective, the Town of Madison and Village of Oriskany Falls should prepare and adopt a zoning ordinance to avoid the potential for future land use issues that may conflict with the community's long-range vision. All of the towns and villages along the corridor should consider adopting some form of access management policies and standards that will maintain and strengthen the functionality and safety of the corridor for vehicles, pedestrians and bicyclists. Otherwise, the trend of unmanaged accesses along Route 12B will increase the number conflict points in the corridor, which will lead to future congestion and safety issues. Additional discussion of access management considerations are provided in Section VI of his technical memorandum.

B. FUTURE TRAFFIC CONDITIONS

Future traffic volume conditions were developed by applying a background growth rate to the existing traffic volumes to obtain the estimated time of completion (ETC) and 10-year projection (ETC+10 = 2020) conditions. The background growth rate was based upon a culmination of work that consisted of assessing the historical traffic volume trends over the last 10 to 30 years, reviewing the Herkimer-Oneida Counties Transportation Study (HOCTS) 2010-2030 Long Range Transportation Plan, reviewing and assessing future growth based upon existing land use, zoning and comprehensive plans, and discussions with NYSDOT, which yielded a 1% per year growth rate used for this project.

SECTION IV FUTURE CONDITIONS

1. Daily Traffic Volumes (AADT)

The existing daily traffic volumes for the various segment locations along Route 12B were reported in TM1. Projections of future daily traffic volumes were developed for the 2020 conditions by applying the 1 percent per year growth rate to the existing 2009 (and 2010) daily volumes. The existing and projected future Annual Average Daily Traffic (AADT) volumes are shown in Table IV-1.

Table IV-1
AADT volumes (vehicles / day)

Location	Station	2009	2020
Segment 1			
Route 20 to Madison/Oneida Co. Line	240221	2,850[1]	3,175
Madison/Oneida Co. Line to End Route 26 overlap	260030	3,570	3,980
End Route 26 overlap to the Village of Oriskany Falls N Line	026065	4,220[1]	4,705
The Village of Oriskany Falls N Line to Route 315, Deansboro	260329	3,650[1]	4,070
Segment 2			
Route 315, Deansboro to Route 233, Franklin Springs	260441	6,055	6,755
Route 233, Franklin Springs to CR16, Post Street	260312	5,360[1]	5,985
Segment 3			
CR16, Post Street to Route 412, College Street	260001	5,350	5,970
Route 412, College Street to CR 15, Brimfield Street	260002	12,240[1]	13,660
CR 15, Brimfield Street to Route 5B overlap	260316	11,930[1]	13,310
Start Route 12B to end Route 12B overlap	260042	10,490	11,705
Route 5B overlap to Route 5 end Route 12B	260319	10,030	11,190

Note: [1]Volume estimated based on NYSDOT AADT data

2. Peak Hour Traffic Volumes (Intersections)

Existing design hour turning movement traffic counts for fourteen intersections were included in TM1. The design hour turning movement traffic counts for three additional intersections noted above are included in Figure 2 of Appendix A. Future peak hour traffic volumes were developed for the 2020 conditions by applying the 1 percent per year growth rate to the 2009 (and 2010) volumes to obtain the future AM and PM peak-hour traffic volumes shown in Appendix A, Figures 3 through 8.

C. LEVEL OF SERVICE (LOS) METHODOLOGY

As noted in the TM1, the operating conditions of transportation facilities are evaluated based on the relationship of existing or projected traffic volumes to the theoretical capacity of the highway. Various factors affect capacity including traffic volume, speed, roadway geometry, grade, number and width of travel lanes and intersection control. The current standards for evaluating capacity and operating conditions are contained in the 2000 Highway Capacity Manual (HCM), published by the Transportation Research Board. The procedures describe operating conditions in terms of Level of Service (LOS). In general, "A" represents the best operating condition and "F" represents the worst. Level of Service "D" or better normally represents acceptable operating conditions during peak periods. Descriptions of levels of service and the associated performance measures set forth in the HCM2000 are provided in Appendix E.

D. CAPACITY ANALYSIS

A future condition (2020) capacity analysis was performed for the 14 intersections included in TM1 and the three intersections included subsequent to the SAC meeting. The traffic analysis for each intersection was performed using the Highway Capacity Software (HCS+) program, Version 5.4, that is based on the HCM which is the accepted industry standard for evaluating the operations of intersections. Appendix F provides the capacity analyses for this project.

Table IV-2 summarizes the results of the 2020 capacity analysis which includes such measures as LOS, delay, volume to capacity ratio (v/c) and 95th percentile queues. For both signalized and unsignalized intersections, the primary performance measure is LOS which is based on the control delay per vehicle, but the LOS criteria differs primarily because it is the expectation that a signalized intersection is designed to carry higher traffic volumes and experience greater delay than an unsignalized intersection.

The results of this analysis, shown in Table IV-2 indicate that all of the signalized intersections in the study area are projected to operate with overall acceptable levels of service (LOS B or better) with all individual movements/approaches operating at LOS D or better during both AM and PM peak periods except for the following:

- NYS Route 12B at NYS Route 412: LOS F for the Route 12B westbound left turn movement during the PM peak period (v/c=1.12)

The results of this analysis also indicate that all of the movements at the unsignalized intersections are projected to operate with LOS D or better during both the AM and PM peak periods in 2020 except for the following locations:

- NYS Route 12B at Brimfield Street – LOS E for the Brimfield Street left-right approach in the PM peak hour (v/c=0.45)
- NYS Route 12B at Robinson Road – LOS F for the Robinson Road left-right approach in the PM peak hour (v/c = 0.78)

- NYS Route 12B at Limberlost Road – LOS E for the Limberlost Road left-right approach in the PM peak hour (v/c=0.48)

While these movements show a LOS E and F during the PM peak period, other measures such as the v/c ratio and the 95th percentile queue shows that there is sufficient capacity to accommodate these movements.

Table IV-2
Intersection Capacity Analysis Summary: Future (2020) Conditions

Intersection	Movement	AM				PM			
		Ave. Delay (sec/veh)	LOS	V/C	95th %ile Queue (feet)	Ave. Delay (sec/veh)	LOS	V/C	95th %ile Queue (feet)
Route 12B at Route 20 (Unsignalized)	Rte 20 EB L	8.0	A	0.05	4	8.1	A	0.15	13
	Rte 12B SB L- R	9.9	A	0.67	17	10.2	B	0.18	16
Route 12B at Route 26 (Unsignalized)	Rte 12B WB L-T-R	7.7	A	0.08	6	7.5	A	0.11	9
	Rte 12B NB L-T-R	10.7	B	0.24	24	13.9	B	0.40	49
	Rte 26 SB L-T-R	11.1	B	0.05	4	13.8	B	0.13	11
Route 12B at Route 315 (Unsignalized)	Rte 12B SB L	7.9	A	0.07	6	7.9	A	0.09	7
	Route 315 WB L- R	11.2	B	0.13	11	11.8	B	0.15	14
Route 12B at Grant Road/Post Street (Unsignalized)	Rte 12B SB L	8.4	A	0.03	2	7.9	A	0.06	5
	Post NWB L-T- R	11.8	B	0.09	8	11.1	B	0.06	6
	Grant WB L-R	12.7	B	0.07	6	14.4	B	0.07	6
Route 12B at Route 412 (Signalized)	Rte 12B EB T-R	26.0	C	0.53	268	44.7	D	0.89	550
	Rte 12B WB L	12.5	B	0.41	123	103.3	F	1.12	675
	Rte 12B WB T	11.3	B	0.32	183	12.1	B	0.41	265
	Rte 412 NB L	17.0	B	0.15	73	18.7	B	0.35	183
	Rte 412 NB R	7.8	A	0.38	203	8.0	A	0.41	225
	Overall	***14.3***	***B***			***42.8***	***D***		
Route 12B at West Park Row/Williams Street (Signalized)	Rte 12B EB T-R	17.5	B	0.66	420	20.0	B	0.74	508
	Rte 12B WB L-T	14.9	B	0.51	265	13.8	B	0.48	305
	Williams Street NB L-R	11.9	B	0.03	13	11.8	B	0.02	5
	W. Park Row SB L-T-R	12.4	B	0.13	58	14.5	B	0.43	233
	Overall	***16.1***	***B***			***16.8***	***B***		
Route 12B at Taylor Ave (Unsignalized)	Rte 12B NB L	8.5	A	0.3	3	9.3	A	0.02	2
	Taylor Ave EB L-R	30.1	D	0.49	62	25.2	D	0.31	33
Route 12B at Brimfield Street (Unsignalized)	Rte 12B SB L	8.8	A	0.03	2	9.1	A	0.08	2
	Brimfield WB L-R	24.8	C	0.47	61	37.5	E	0.45	53
Route 12B at Robinson Road (Unisgnalized)	Rte 12B NB L	8.3	A	0.05	4	9.2	A	0.02	2
	Robinson Road EB L-R	21.9	C	0.22	21	56.5	F	0.77	139
Route 12B at Toggletown Road (Unsignalized)	Rte 12B SB L	9.3	A	0.00	0	8.5	A	0.02	1
	Toggletown WB L-R	15.8	C	0.07	6	20.5	C	0.06	5
Route 12B at Limberlost Road (Unsignalized)	Rte 12B EB L	8.3	A	0.02	2	9.4	A	0.02	2
	Limberlost SB L-R	27.5	D	0.46	57	39.2	E	0.48	59
Route 12B at Route 5B (Signalized)	Route 12B EB L	9.2	A	0.37	125	10.2	B	0.44	140
	Rte 12B EB T-R	9.5	A	0.44	305	8.6	A	0.32	208
	Rte 12B WB L-T	22.4	C	0.54	305	23.8	C	0.61	370
	Rte 12B WB R	18.6	B	0.15	63	18.4	B	0.12	53
	Driveway NB L-T-R	34.7	C	0.08	515	36.1	D	0.24	30
	Route 5B SB L	30.9	C	0.29	80	31.6	C	0.39	118
	Rte 5B SB R	19.0	B	0.20	83	22.5	C	0.54	278
	Overall	***15.5***	***B***			***18.2***	***B***		
Route 12B at Preswick Glen Drive (Unsignalized)	Rte 12B EB L	9.2	A	0.00	0	8.5	A	0.02	2
	Preswick SB L-T-R	15.9	C	0.07	5	16.5	C	0.02	2
Route 12B at Fawncrest Blvd (Unsignalized)	Rte 12B EB L	8.2	A	0.02	1	8.3	A	0.01	1
	Fawncrest SB L-R	14.6	B	0.13	11	14.2	B	0.07	6
Route 12B at Merritt Pl and Sycamore Dr. (Unsignalized)	Rte 12B EB L-T-R	8.2	A	0.01	1	8.3	A	0.02	2
	Rte 12B WB L-T-R	8.2	A	0.01	1	8.6	A	0.02	2
	Merritt Place NB L-T-R	16.9	C	0.19	18	22.4	C	0.21	19
	Sycamore Dr. SB L-T-R	21.1	C	0.23	22	22.4	C	0.22	20
Route 12B at Myles Elementary School (Unsignalized)	Rte 12B EB L	8.7	A	0.02	1	8.5	A	0.02	2
	Myles Elem. SB L-T-R	17.9	C	0.12	10	19.5	C	0.26	25

Table IV-2 (Con't)
Intersection Capacity Analysis Summary: Future (2020) Conditions

Intersection	Movement	AM				PM			
		Ave. Delay (sec.veh.)	LOS	V/C	95th %ile Queue (feet)	Ave. Delay (sec.veh.)	LOS	V/C	95th %ile Queue (feet)
Route 12B at Route 5 (Signalized)	Rte 5 EB L	29.4			5	39.5			5
	Rte 5 EB T-R	23.3	C	0.87	483	22.1	C	0.91	800
	Rte 5 WB L	26.3	C	0.56	175	37.5	D	0.72	330
	Rte 5 WB T-R	4.3	A	0.52	165	2.5	A	0.69	218
	Rte 12B NB L-T	27.7	C	0.04	7.5	39.3	D	0.40	98
	Rte 12B NB R	21.9	C	0.63	273	26.1	C	0.48	243
	Driveway SB L-T-R	29.7	C	0.08	13	40.6	D	0.20	33
	Overall	***17.3***	***B***			***17.5***	***B***		

EB=eastbound, WB=westbound, NB=northbound, SB=southbound, NWB = northwestbound
L=left, T=through, R=right, LTR = shared left/through/right, LT = shared left/through, TR= shared through/right, LR=shared left/right

A future condition (design year 2020) capacity analysis was also performed for the mainline segments of Route 12B. The traffic analysis for each segment was performed using the HCS+ Software program, Version 5.4 that is based on the HCM. These analyses are also provided in Appendix F.

The results of this analysis, shown in Table IV-3 indicate that all of the sections of roadway in the study area are projected to operate in 2020 at overall acceptable levels of service.

Table IV-3
Two-Lane Highway Segment Future (2020) Capacity Analysis

Highway Segment	AM Peak Hour		PM Peak Hour	
	LOS	V/C	LOS	V/C
US Route 20 to Oriskany Falls	C	0.17	C	0.14
Oriskany Falls to Deansboro	C	0.16	C	0.19
Deansboro to Clinton Village	C	0.18	C	0.22
Clinton Village to NYS Route 5B	D	0.36	D	0.40

These analyses of the mainline segments and key intersections show that the configuration of the transportation system and current intersection traffic controls have sufficient capacity to accommodate the projected traffic volumes through the 2020 planning horizon. However, there is some existing peak-hour congestion noted in the Village of Clinton at the intersection of Route 12B and Route 412 that will be exacerbated as traffic volumes increase generally over time.

SECTION V CORRIDOR ISSUES

Through the data collection, documented research, projection of future conditions and project coordination, the project team and the SAC identified a series of priority concerns and issues within the Route 12B corridor. Most of the issues raised are related to improving the safety of the traveling public. These issues are summarized in Table V-1 below:

Table V - I
Route 12B Corridor Issues Identified

Sub-section	Location	Issue Number	Issue
A	Village of Oriskany Falls	1	Limited/no pedestrian accommodations near Cottage Street
		2	Operations/flashing signal control causes confusion at NYS Route 12B, College Street
		3	Parking Safety on Main Street
		4	Division Street parking lot access / circulation
		5	Parking on Route 12B between South Main Street (south) /Broad Street and Main Street (north)/ Route 12B
B	Town of Marshall	1	Shoulder deterioration on Route 12B near Route 315
		2	Congestion and limited visibility on Route 315 at Route 12B
		3	Water run-off onto Route 12B. Drainage problems on the west side of Route 12B between Van Hyning Road and Green Vedder Road
		4	Accidents between Burnham Road (CR9) and Hughes Road
		5	Jake brake usage throughout the Hamlet of Deansboro
C	Town of Kirkland	1	Congestion/ queuing/ accidents/ limited sight distance on Route 12B southbound at Brimfield Street
		2	Safety concerns for pedestrian & bicyclists
		3	Limited sight distance on Homewood Drive
		4	Queuing / congestion near Robinson Road
		5	Excessive speeds & limited sight distance near Bogusville Hill Rd
		6	Route 12B with Grant Road and Post Street (CR 16)
		7	Lighting in the Town of Kirkland
		8	Limited/no pedestrian accommodations to commercial district south of Clinton Village)
		9	Limited pedestrian accommodations north of Grant Road in Franklin Springs
D	Village of Clinton	1	Truck Traffic Causing Congestion
		2	Intersections of Route 12B with Fountain and Kellogg Street
		3	Pedestrian crossings at Route 412
		4	Limited/no bicyclist accommodations between Route 412 and West Park Row/Williams Street
		5	Congestion between Route 412 and West Park Row/Williams Street
		6	Congestion/conflict of pedestrian/vehicular movements near/at Chenango Avenue/Franklin
		7	Lighting in the Village of Clinton
		8	Congestion at Route 12B and Taylor Avenue
E	Town of New Hartford	1	Drainage improvements at Fawncrest
		2	Lack of pedestrian & bicycle path and sidewalks
		3	Queuing / accidents on Route 12B at Preswick Glen Drive and at Fawncrest Boulevard
		4	DOT approved stop sign on Preswick Glen Drive at intersection
		5	Reduce speed limit between Sycamore Drive & Route 5B
		6	Lighting in the Town of New Hartford

SECTION VI CORRIDOR WIDE METHODOLOGY AND ALTERNATIVES

Many of the issues raised in one municipality were also raised for the other municipalities along the Route 12B corridor. For example, one issue raised in the Town of New Hartford was for an exclusive turn lane on Route 12B at Preswick Glen Drive. This same issue, an exclusive left turn lane, was also raised in the Town of Marshall on Route 12B at Route 315. While the location is different, the criteria used to evaluate and determine the need for an exclusive left turn lane is the same. Therefore, this section identifies those corridor wide issues that are consistent between municipalities and where the methodology and criteria for evaluation is the same.

Such issues and concerns included in this section are: [A] land use and access management, [B] speed, [C] truck traffic, [D] lighting, [E] pedestrian and bicycle facilities and linkages [F] exclusive turn lanes, [G] signage and visual cues, [H] enforcement, and [I] education.

The site specific improvements by municipality are discussed in Section VII.

Both Sections VI and VII describes a series of alternatives that have been identified at a concept/planning level to address the various vehicular, pedestrian, and bicycle safety issues along the corridor. A series of cost-effective improvements to the existing transportation network have been developed after a thorough review of the concerns raised and an analysis of the current and future traffic conditions. These are considered feasible alternatives.

Alternatives were also discussed but eliminated from further consideration when they were not considered viable options. This was based on consideration of anticipated relative construction costs, impacts to neighborhoods stemming from traffic diversion, need for extensive reconstruction of existing roads/streets, and right-of-way acquisition associated with widening to achieve reconstruction.

A. LAND USE AND ACCESS MANAGEMENT

"Access Management" is defined by the Transportation Research Board (TRB)[1] as the "systematic control of the location, spacing, design and operation of driveways, median openings, interchanges, and street connections to a roadway." Managing access to Route 12B from adjacent land uses as future development occurs will create the following benefits:

- Create a safer environment for vehicular and pedestrian traffic.
- Allow motorists to drive the route with less delay while creating less fuel emissions, and fuel consumption.
- Provide reasonable access to properties.
- Maintain the integrity and efficiency of Route 12B.

[1] The Transportation Research Board is one of six major divisions of the National Research Council— a private, nonprofit institution that is the principal operating agency of the National Academies in providing services to the government, the public, and the scientific and engineering communities. The National Research Council is jointly administered by the National Academy of Sciences, the National Academy of Engineering, and the Institute of Medicine. The Access Management Manual is available in print and in CD-ROM from TRB [www.TRB.org/trb/ bookstore/ or by calling 202-339-3213).

- Reflect coordination between land uses located within the adjacent municipalities and transportation decisions.
- Protect the route's rural character and unique aesthetic qualities.

As stated previously, most of the land adjacent to Route 12B is zoned as Rural Residential. The Village of Clinton is zoned for Commercial uses and the Town of Madison and the Village of Oriskany Falls does not govern its land use through zoning. With the exception of the Town of Kirkland and the Town of New Hartford, no other municipality has a comprehensive plan. Since the region has not experienced significant economic pressure or growth in the past, the towns and villages along Route 12B have not felt the need to plan for the future or strengthen current land use controls. Unfortunately, without stronger land use guidelines or standards in place, the communities run the risk of not being able to legally deny unwanted development or adequately control site characteristics and in particular, access to major travel routes.

Access management controls are generally tied to land use controls and/or zoning regulations. Without them, and considering the general attitude of reduced governmental control, it seemed necessary to provide a few alternatives for controlling access to Route 12B for review and selection by the Study Advisory Committee. Each alternative presented below requires a different level of commitment from the individual municipalities. It is important that a general consensus be reached among all of the municipalities on the best method of instituting access management guidelines to ensure the integrity, efficiency and safety of all of Route 12B. The alternatives to consider include:

- Prepare a Route 12B Access Management Plan as a supplement to this study.
- Address Access Management in town and village comprehensive plans by establishing a broad range of transportation and land use goals, supported by basic access management guidelines.
- Organize future land uses along the Route 12B corridor to support the existing villages and hamlets as activity centers and therefore the existing street network and current points of access to Route 12B.

Each of these alternatives is discussed below:

1. Create a Route 12B Corridor Access Management Plan – A committee comprised of members from the Study Advisory Committee and NYSDOT representatives should be formed to create this plan. The plan should address the entire corridor, drawing on the analysis and recommendations of this study. It should be designed to specify, in advance, where access along the corridor would occur in the future thus, creating a long range plan for access to the route. The plan would provide a coherent frame of reference for future developers and the municipalities within the corridor. Developers could use the plan to establish permissible access points. It would provide a predictable and consistent basis by which to plan and locate future access points while focusing on improving existing access opportunities. The plan would give property owners guidance for sharing access between two adjacent lots; consolidating access for contiguous lots; and obtaining alternative access via collector streets, local streets, or frontage roads.

   The Access Management Plan should be a clear, well-defined document that includes a map and text showing where and how access can be provided, detailing how development and associated

network changes should be implemented. All modes of transportation including bicycles and pedestrians should be considered as well as providing land use techniques such as nodal development. The plan should be adopted by each municipality located along Route 12B that governs land use development. It would be referenced and administered during the site plan review process.

Access management techniques suggested for new development or where redevelopment occurs should encourage shared driveways, cross access connections, access and turn restrictions, and interconnection of parking areas.[2] Key elements of these access management techniques are described below:

Driveway Spacing and Shared Driveways: Mandating a minimum separation of distance between driveways as well as encouraging shared driveways reduces the potential for collisions as vehicles enter or exit a roadway. Managing driveway placement at intersections and corners allows for consideration of adequate sight distance and response times and creates opportunities for sufficient space for stacking cars.

Driveway offsets and Alignment: Closely spaced driveways on opposite sides of an undivided roadway can pose safety and operational issues due to the jog maneuvers and conflicting left turns. Aligning opposing driveways on undivided roadways is desirable as it reduces the number of left-turn conflicts.

Interconnection of Parking Areas: Adjacent properties, in particular within areas like the Village of Clinton, should be encouraged to provide cross access driveways and pedestrian access to facilitate circulation between sites. Shared parking should also be encouraged through permitting a reduction of required parking spaces if peak parking demand periods at interconnected developments do not occur at the same time.

A "Model Access Management Ordinance" is provided in Appendix G of this document for further reference of these types of regulations. NYSDOT also has a policy for access which contains minimum standards for location and design of property access. These policies are generic in nature and should be customized and strengthened by local guidelines or ordinances to ensure that arterial function and safety on Route 12B are sustained.

2. Update or Create New Municipal Comprehensive Plans – Municipalities located along Route 12B should use the comprehensive planning process to, at a minimum establish land use goals that speaks to their vision of preserving their rural environment. These land use goals should bring attention to the role of Route 12B has in maintaining this desired quality of life and how the route itself would be protected from sprawl. Land use planning is an effective way to address community transportation needs on a conceptual level by focusing future development in areas where development currently exist utilizing current, well functioning access points. The communities along Route 12B could also go as far as to adopt specific policies, directives or guidelines that are directly related to access management.

[2] NY5 Access Management Plan, June 2009, Prepared for the Capital District Transportation Authority & Capital District Transportation Authority by Creighton Manning Engineering

The Town of New Hartford and Town of Kirkland should review their current comprehensive plan and update it as appropriate to include access management principles that address policy issues of:

- Adjacent street networks and connectivity.
- Degree of access control.
- Bicycle and pedestrian facility requirements.

3. Focus New Development into Existing Activity Centers – The villages and hamlets located along Route 12B are activity centers that should continue to be the focus of future residential and commercial growth if the economy demands it. This would maintain the rural character of the rest of the route and protect its function as a major arterial roadway. Organizing land use into activity centers creates destinations that can be served by controlled driveways and an internal circulation network. Also, this land use pattern facilitates pedestrian and bicycle circulation and amenities. If a new activity center outside of the village and hamlets occur they should meet the following guidelines:

- Shallow commercial nodes should be avoided. Sufficient frontage width and depth should be provided to accommodate internal circulation and/or street network.
- Shallow commercial nodes that straddle major roadway intersections should be avoided.
- Sufficient separation of access points from signalized intersections should be provided to avoid conflicts with queuing and turning traffic.

B. SPEED

The purpose of a speed limit is to provide for the safety of all highway users. They are established by the governing body which has jurisdictional control over the roadway. To meet this purpose a speed limit must be realistic and enforceable by police. The State Department of Transportation gives the final authority to establish and enforce the speed limit.

The posted speed limit, also referred to as the regulatory or legal speed limit is the maximum speed along a highway segment allowed by local or state regulation. The posted speed limit is established based upon the characteristics of the roadway and its associated design speed, which is either the maximum functional class speed or a speed based on the anticipated off-peak 85th percentile speed within the range of functional class speeds.

One of the concerns raised by the SAC was a perception of inconsistent and excessive vehicle speeds along the entire Route 12B corridor. A discussion of the posted and operational speeds is discussed below. It is noted that the accident analysis for the Route 12B segments show that the accident rate is less than the statewide average rate for comparable roads. While the posted speed limit varies through the corridor, it is consistent with its road classification. In addition, the spot speed radar study, travel time and delay study, and Automatic Traffic Recording (ATR) data show that the operational and posted speed has a good correlation, indicating that there is little evidence to support a need to reduce the posted speed limit.

Table VI-1 shows the three functional classifications of Route 12B, as well as The American Association of State Highway and Transportation Officials (AASHTO), A *Policy on Geometric Design of Streets and Highways*, 2004, design speed for the given classification and the existing posted speed limits.

Table VI-1
Comparison of Roadway Functional Classification and Speeds
NYS Route 12B

Roadway Segment	Functional Classification	AASHTO Design Speed[2]	Existing Posted Speed Limits[1]
US Route 20 (Madison County) to Hamlet of Deansboro (Oneida County)	Rural Major Collector	50 mph (rolling) 60 mph (level)	55 mph
Hamlet of Deansboro (Oneida County) to Village of Clinton (Oneida County)	Rural Minor Arterial	50 to 60 mph (rolling) 60 to 75 mph (level)	55 mph
Village of Clinton (Oneida County) to NY Route 5 (Oneida County)	Urban Principal Arterial	30 to 60 mph [3]	50 mph

[1]The posted speed limits within each of the segment vary from 30 mph to its upper limit as shown in the table. The lower speed limits are to accommodate the Village and Hamlet areas and to transition back to the non-Village and non-Hamlet areas.
[2] As documented in AASHTO's, A *Policy on Geometric Design of Streets and Highways*, 2004
[3] Lower speeds apply in central business districts and in more developed areas, while higher speeds are generally used in suburban and developing areas.

As shown in Table VI-1, the existing posted speed limits are consistent with the typical design speed for its classification of roadway.

Another consideration for establishing speed limits is the statistical measure of prevailing speeds, including the 85th percentile speed. The 85th percentile speed, or operating speed, is a single speed that reflects the speed that the majority of motorists are traveling at or below. The 85th percentile speed is the operating speed that only 15% of the motorists exceed under free-flow conditions (typically during off-peak hours). While other speed measures include the 10 mph pace speed, which is the highest 10 mph range of speeds that represents more vehicles than in any other like range of speed and the average (50th percentile) speed, which represents the speed that half of the motorists are traveling at., it is the 85th percentile speed that is used to determine the posted speed limit. The current 85th percentile, average (50$^{th)}$ percentile and pace speeds in the corridor were determined by the spot speed radar study conducted and the ATR's placed as part of the data collection efforts for this project. A summary of the results is provided by segment in Table VI-2.

Segment 1 – Route 20 to Hamlet of Deansboro

The posted speed limit for Route 12B changes over this segment. From Route 20 to south of the Village of Oriskany Falls, Route 12B is posted 55 mph; 35 mph at the approach to and southerly limits to the Village; 30 mph through the central part of the Village; 40 mph at the northerly end of the Village, near Geranium Lane, and 55 mph approximately 200 feet north of the access to the Hanson Aggregates quarry facilities.

Segment 2 – Hamlet of Deansboro to Village of Clinton

Within this segment, Route 12B is posted 35 mph in the Hamlet of Deansboro, 55 mph between Deansboro and Franklin Springs, 40 mph in Franklin Springs and 30 mph at the Clinton Village line.

Segment 3 – Village of Clinton to NY Route 5

Within this segment, Route 12B is posted at 30 mph in the Village of Clinton, 40 mph between the North Village line to Robinson Road and from Merritt Place to Route 5; and 50 mph between Robinson Road and Merritt Place.

The following table shows that there is a good correlation between the operating 85th percentile speed and the posted speed limit. The table also indicates that in some locations, motorists are traveling above the posted speed limit and therefore, additional enforcement is essential to creating a safer environment for all modes of transportation.

Table VI- 2
Comparison of Posted and Operating Speed

Location	Posted Speed (mph)	Method	Direction	85th % Speed (mph)	50th % (Avg.) speed (mph)	Pace Speed [4] (mph)
Segment 1						
north of Oriskany Falls	40	radar	NB	43	38	N/A
			SB	40	36	N/A
approximately 4000 feet south of Route 26	55	CHA ATR	NB	64	58	51 - 60
			SB	60	55	51 – 60
between the Oriskany Falls north line to Route 315	55	NYSDOT ATR[1] (Station 260329)	NB	64	57.2	N/A
			SB	61	56.2	N/A
Segment 2						
approximately 1 mile north of Route 315	55	CHA ATR	NB	60	54	51 - 60
			SB	55	51	46 – 55
between Dugway Road and Grant Road	40	radar	NB	42	38	N/A
			SB	46	41	N/A
between Route 233 and Post Street (CR16)	55	NYSDOT ATR[2] (Station 260312)	NB	67	62.0	N/A
			SB	69	63.6	N/A
Segment 3						
1 mile south of Route 412	40 nearing the 55 mph zone	CHA ATR	NB	57	51	46 – 55
			SB	57	57	46 – 55
Village of Clinton approximately 300 feet east of Route 412	30	CHA ATR	EB	29	23	16 – 25
			WB	30	23	21 – 30
between Toggletown Road and Stebbins Drive	40	radar	NB	44	40	N/A
			SB	44	41	N/A
between Fawncrest Boulevard and Route 5B	50	radar	NB	51	46	N/A
			SB	50	46	N/A
between Route 5 and Route 5B	40 nearing the 50 mph zone	CHA ATR	NB	50	44	41 – 50
			SB	50	45	41 – 50
Route 5B overlap and Route 5/ end Route 12B	50	NYSDOT ATR[3] (Station 260319)	NB	49	44.0	N/A
			SB	49	44.5	N/A

[1] NYS ATR data from April 2008
[2] NYS ATR data from July 2006
[3] NYS ATR data from August 2006
[4] N/A= Not provided

As noted above, the spot speed radar study, travel time and delay study, as well as the ATR data show that the operational and posted speed limits have a good correlation, and given the existing road classification and geometry, there is little evidence to support a need to reduce the posted speed limit. If fact, an unrealistically low speed can actually lead to accidents for the following reasons:

- A driver's speed is influenced more by the appearance of the roadway and the prevailing traffic conditions than it is by the posted speed limit.
- Some drivers will obey the lower posted speed while others will feel it is unreasonable and simply ignore it which disrupts the uniform traffic flow and increases the accident potential between the faster and slower drivers and.
- When traffic is traveling at different speeds, the accuracy of the judgment of speeds by crossing pedestrians and motorists decreases.

While there is little evidence to support the need to reduce the posted speed limit, the data collected as part of this study suggests that in some locations, motorists are exceeding the speed limit suggesting that mitigating actions may be appropriate to achieve better compliance with the existing posted speed limit as well as alerting the driver to where the speed limit changes. Alternative actions include:

Alternative #1: Enforcement

As shown in Table VI-2 above, there are several locations where motorists are traveling significantly above the posted speed limit. Enforcement in these areas is essential to creating a safer environment for all modes of transportation.

- Between the Oriskany Falls north line to Route 315.
- Between the Route 233 and Post Street (CR16).
- Between Route 5 and Route 5B.
- South of Route 412.

Alternative #2: Install signage

Posting speed limit signs and Reduced Speed Zone Ahead signs in accordance with the Federal Highway Administrations (FHWA) *Manual on Uniform Traffic Control Devices*, or MUTCD and the NYS Supplement will provide safety benefits by alerting the motorist of the allowable speeds as well as the change in speed limit. A Reduced Speed Limit Ahead (W3-5) sign should be used to inform road users of a reduced speed zone where the speed limit is being reduced by more than 10 mph. There are several locations where the Reduced Speed Limit sign is being used in the corridor. In the northbound direction, there is a 35 mph reduced speed limit sign north of Bonusville Road, south of the Village of Oriskany Falls where the speed changes from 55 mph to 35 mph and there is a 40 mph reduced speed limit sign posted near Dugway Road, north of Route 233, where the speed changes from 55 mph to 40 mph. See Figure 1 below. In the southbound direction, there is a 40 mph reduced speed limit sign north of Green Vedder Road where the speed limit changes from 55 mph to 40 mph. While reduced speed limit signs exist, there are two additional locations where the reduced speed limit signs should be posted due to changes in the speed limit by more than 10 mph. These locations include:

- On Route 12B in the northbound direction south of Route 315 where the speed changes from 55 mph to 35 mph.
- On Route 12B in the southbound direction near Bogusville Hill Road where the speed changes from 55 mph to 35 mph.

Subsequent to the submission of this TM2 to the NYSDOT for their preliminary review, the NYSDOT installed a W3-5 sign in the southbound direction approximately 400 feet in advance of the 35 mph zone in the Hamlet of Deansboro.

The NYSDOT is aware of the need for the reduced speed zone ahead sign in the northbound direction and will install the reduced speed zone ahead sign upon determining the appropriate location for the sign.

Figure 1 – On Route 12B looking northbound toward Dugway Road

Alternative #3: Visual cues

Visual cues such as speed reduction markings, which are transverse markings placed on the roadway within a lane (along both edges of the lane) in a pattern of progressively reduced spacing, gives drivers the impression that their speed is increasing. See Figure 2 below. In accordance with the Federal MUTCD and the NYS Supplement, these markings can be placed in advance of an unexpectedly severe horizontal or vertical curve or other roadway feature where drivers need to decelerate prior to reaching the feature and where the desired reduction in speeds have not been achieved by the installation of warning signs and/or other traffic control devices.

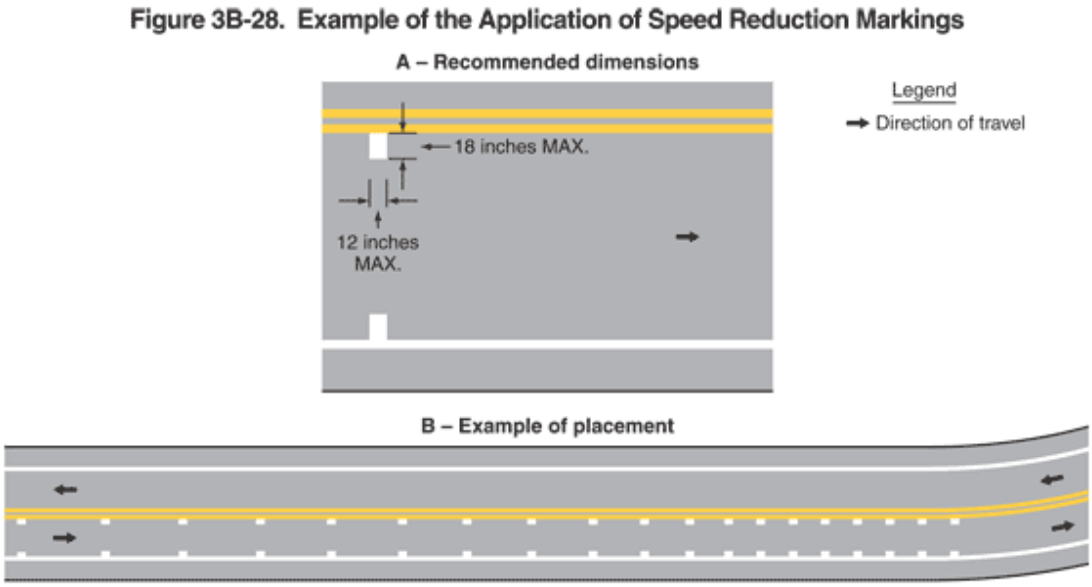


Figure 2 – MUTCD example of speed reduction pavement markings

As future development occurs, more visual elements like trees, streetscaping and gateways can be used to create more obvious distinctions between the various parts of Route 12B. Such features can de-homogenize the corridor and create a greater awareness of varying traffic conditions. Developing streetscaping will also naturally cause more appropriate or desired speeds in the developed areas. While streetscaping has many benefits, care must be taken to ensure that these features themselves do not create a safety issue. Care must be taken to ensure that sight distance is not limited and that deadly fixed objects (DFO's) are not being created in or near the roadway.

C. TRUCK TRAFFIC

One of the issues and concerns raised by the SAC was the truck traffic in the Route 12B corridor and specifically within the Village of Clinton. For additional information pertaining to the previous work done with regard to the concept of the Clinton bypass, refer to Section II.

As noted in TM1, heavy truck traffic represents between 5% and 13% of the daily traffic volume on Route 12B. Vehicle classification data obtained at the study intersections indicate that the percentage of trucks during peak hours is generally 5-6% in the AM peak hour and 2% in the PM peak hour, which is consistent with other state roadways. The higher truck percentage occurs in the southern segments of the corridor. The percentage of trucks on the section of Route 12B from Route 20 to the end of the Route 26 overlap in the Village of Oriskany Falls is 10-15% during the AM peak hour and 3-4% during the PM peak hour. Heavy truck traffic, in accordance with the Federal Highway Administration's vehicle classification system, was considered to be any vehicle excluding motorcycles, passenger cars, buses and other two-axle, four-tire single unit vehicles, such as pickups,

panels, vans, and other vehicles such as campers, motor homes, ambulances, hearses, carryalls, and minibuses. The trucks shown in Figures 3 through 6 would all be classified as heavy vehicles and all would be permitted on the entire section of Route 12B provided they meet the criteria identified in Section 385 of the Vehicle and Traffic (V&T) Law which outlines the dimensions and weights of vehicles permitted on State roadways. The V&T Law should be consulted for the entire description of trucks permitted on State routes, including the various combinations, weight, height and lengths. However, in general, Section 385.3.a and b state the following with regard to the lengths permitted for a single truck and the trailer/semi trailer portion of the truck:

- The length of a single vehicle, inclusive of load and bumpers, shall be not more than forty feet unless otherwise provided in Subdivision b.
- Subdivision b of Section 385.3 states that the length of a semitrailer or trailer shall not exceed forty-eight feet provided, however, that the length of any trailer or semitrailer being operated in combination with another trailer or semitrailer shall not exceed twenty-eight and one-half feet.

Section 385.4 of the V&T Law states the following with regard to the total length of truck:

- The total length of a combination of vehicles, inclusive of load and bumpers, shall not be more than sixty-five feet.

There is a section of Route 12B that is designated an "Access Highway". Highways designated as Access Highways have regulations that permit trucks of additional length and/or width to operate on those roadways. According to the *Official Description of Designated Qualifying and Access Highways* in New York State, April 2010, the section of NYS Route 12B from NYS Route 233 to the Oneida-Madison County line in the Towns of Kirkland and Marshall, and the Village of Oriskany Falls is considered an Access Highway. An Access Highway is a highway designated for use by Surface Transportation Assistance Act (STAA) of 1982 which allows STAA vehicles (tractor trailers combinations greater than 65 feet, tractor with 28 foot tandem trailers, maxi-cubes, triple saddle mounts, stringer-steered auto carriers and boat transporters) vehicles and 53' trailers to travel those designated routes. As an Access Highway though, these vehicle combinations may not travel off the access highway for any distance.

All of the trucks shown in Figures 3 through 6 are permitted on the section of Route 12B designated as an "Access Highway".

Figure 3 – Looking southbound in the Village of Clinton

Figure 4 – Looking northbound in the Village of Clinton

Figure 5 – Looking westbound at Route 12B and Route 26

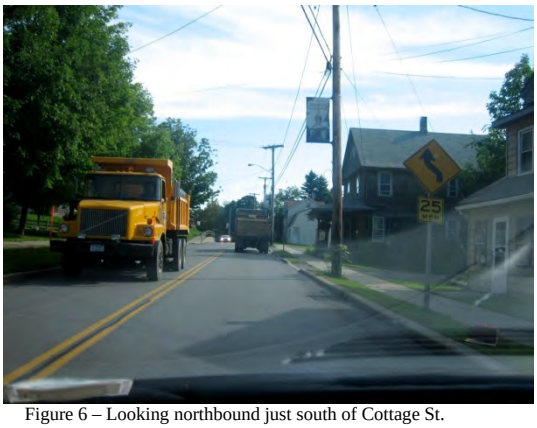


Figure 6 – Looking northbound just south of Cottage St.

Therefore, along Route 12B, regardless of the additional dimensional criteria for that section of roadway designated "Access Highway", vehicles that have a combination length of 65 feet, or a single trailer length of 48 feet are allowed regardless of destination and route.

In addition to the truck traffic volume, the accident data for the 3-year period as provided by the NYSDOT was reviewed. The data showed a total of 16 accidents (or 6%) involving a truck over the 16-mile section of Route 12B, with 3 of them occurring within the Village limits. The accident data did not identify the type of truck involved.

The accident data revealed that of the 16 accidents that involved a truck, only 8 were reportedly caused by a truck. The remaining 8 accidents (or 50%) resulted from the passenger vehicle either driving at an unsafe speed or failing to yield the right-of-way. Four of these accidents involved the passenger vehicle driver being between the age of 17 and 22.

The SAC suggested that Route 233 be used to remove truck traffic through the Village. Route 233 extends from Route 12B to the NYS Thruway; Westmoreland Interchange and is signed at the Route 12B intersection with Thruway trailblazer (guide) signing. It is currently designated on the

Official Description of Designated Qualifying and Access Highways in New York State, April 2010, as an Access Highway. The major intersections on Route 233 are Route 412, Route 5 and the Thruway, which can accommodate large tractor-trailers. In essence the Route 233 corridor acts as an unmarked bypass for the Village of Clinton.

Considering that peak hour truck volumes are low and that many trucks are local deliveries that would not be diverted, it is concluded that a bypass would not significantly change the operational or safety characteristics of the corridor.

Bypass routes could also have a negative economic consequence to the Village by diverting potential patronage from the downtown businesses. This wouldn't likely solve the underlying issue of traffic congestion or road geometry.

D. LIGHTING

The NYSDOT Policy on Highway Lighting has established conditions, or warrants, that are to be used to determine when lighting is necessary and will be installed by NYSDOT.

According to this policy, if a warrant is met then the state will pay for installation of highway lighting. If no warrant is met, however, then the lighting would be considered an amenity, and is likely that a municipality would need to assume some or all of the cost for installation if lighting is still desired. Maintenance and ownership of lighting, along with electrical billing, would be assumed by the municipalities in either case.

The following information has been excerpted from the Highways Without Access-Control (WAC) section of the NYSDOT Policy on Highway Lighting. Light Policy Element (LPE)s are discussed elsewhere in that document, which can be referred to for additional information. The policy indicates that lighting will be treated as an amenity instead of a safety benefit if neither of the following warrants is met:

> WAC-I: Continuous or partial lighting is considered warranted on those sections or at those intersections of a non-controlled access highway where the ratio of night-to-day accident rates is at least 3.0 and where the total accident rate is at least 2 times greater than the statewide average for similar facility types, provided an average of 6 or more night accidents per mile per year or 1 night accident per spot location (intersection) per year have occurred on the section or at the intersection over a 3-year period. When applying this warrant, see note on page 11 of that document.
>
> Or
>
> WAC-2: Lighting is considered warranted at intersections of highways without access-control where the following conditions are met: For a period of any 4 nighttime hours, a minimum pedestrian volume of 400 pedestrians per intersection area and 600 entering vehicles (all approaches) is encountered during the 4-hour

period. Where the 85th percentile speed of artery traffic exceeds 40 miles per hour (64 km/hr) or when the intersection lies within the built-up area of an isolated community having a population less than 10,000, the minimum pedestrian and vehicular volume warrant is 70 percent of the above requirements. This recognizes the differences in nature and operational characteristics of traffic in urban and rural environments. (NYS MUTCD Section 280.5, modified).

NOTE: If a location on a highway without access-controlled, does not satisfy vehicle or pedestrian safety warrants WAC-1, or WAC-2, that is not to say provision of lighting is not possible. If such local government(s) desire installation of street or arterial lighting based on non-user benefits (crime reduction, increased business activity, civic pride, and aesthetic appeal), it will be treated as an amenity rather than a safety feature. The local government will be permitted to provide/operate/maintain such lighting in accordance with LPE-3 and LPE-4.

While lighting can increase visibilty for pedestrians and vehicles and enhance opportunities to walk other issues such feasibility, potential utility conflicts, cost and maintanence should be considered.

The accident analysis presented in the TM1 showed that the crash rate for each of the study segments was less than the statewide average crash rate. Of the four intersections where the intersection accident rate was calculated, only the Route 12B at Robinson Road and Route 12B at Route 5 intersections showed an intersection accident rate of at least 2 times the statewide rate. Further review of the accident data shows the following:

Route 12B at Robinson Road

- Four of the six accidents that occurred at this intersection were daytime accidents.
- The night to day accident rate is less than a 3.0 ratio.

Route 12B at Route 5

- While there is little or no lighting throughout the Town of New Hartford, there is lighting as Route 12B approaches the intersection of Route 5 (Seneca Turnpike).
- Twenty-five of the thirty accidents that occurred at this intersection were daytime accidents.
- The night to day accident rate is less than a 3.0 ratio.
- While the accident rate for this location is nearly three times the statewide average rate, the reason can be attributable to the high number rear-end accidents (18) on the Route 12B northbound approach to the Route 5 intersection. In January 2009, the NYSDOT installed "No Turn on Red" signs for this approach to reduce the number of accidents.

Based upon this data, it does not appear that the warrants for lighting would be met for this project at this time. However, the municipalities should continue to monitor the volumes and accidents in the corridor and perform a detailed lighting analysis as necessary.

E. PEDESTRIAN AND BICYCLE FACILITIES AND LINKAGES

The Herkimer-Oneida Counties Transportation Study (HOCTS) already includes some pedestrian and bicycle planning information for the area. One such planning effort is the Town of Kirkland Sidewalk Inventory, 2007, which was initiated to determine the time and resources necessary to conduct a comprehensive sidewalk inventory for communities throughout Herkimer and Oneida Counties. The purpose of the report was to provide a methodology for other municipalities to use in assessing pedestrian infrastructure. Additional bicycle facility planning has been done for the Chenango Canal Towpath. These planning efforts can be expanded for a Village, Town, and County to include developing goals, involving the public, identifying locations of traffic generators, considering land use and transportation policies, including an inventory of bicycle racks and facilities, developing guidelines for promoting and accommodating non-vehicular modes, and preparing an implementation plan for system improvements. Additional planning would help develop a more complete network of facilities to serve non-motorized travel. Maps could be generated for public use showing walking and bike routes through the towns and counties. While this study is limited to the Route 12B corridor, which may need additional pedestrian and bicycle accommodations to improve safety, it is important to consider that it is part of a system. For the shorter distances traveled by pedestrians and bicyclists, the local network of roadways is important for providing safe alternative routes and improved access to and from destinations to supplement what is provided by the more major roadways in the area.

It is Department policy to consider the accommodation of pedestrians, including persons with disabilities, into Department projects. The NYSDOT's *Highway Design Manual* provides their minimum standards and guidelines to be used in assessing if pedestrian facilities should be installed. The general criteria used to consider the need for pedestrian facilities include but are not limited to, existing and/or planned sidewalk, trail, or pedestrian-crossing facilities, existing pedestrian activity, existing or planned pedestrian activity centers/land uses that promote pedestrian activity, transit facilities, accident history, etc. When such standards are met, pedestrian facilities are to be incorporated into the project. The NYSDOT's *Highway Design Manual* also provides their minimum standards and guidelines to be used in assessing if bicycle facilities should be included.

The Department policy also recognizes that there are situations where pedestrian facilities may not be needed, such as in areas of sparse population. In these areas, pedestrians may utilize the available shoulder. As stated in the *Highway Design Manual*, pedestrians are permitted to use the shoulders of most State highways, with the exception of controlled-access highways where they are specifically prohibited (interstates, parkways, etc.). Shoulders do not have to meet ADAAG standards in these cases where the transportation/land use context of the roadway indicates that sidewalks and/or other pedestrian facilities are not warranted.

Within the Route 12B Corridor, sidewalks are provided in the Villages of Clinton Oriskany Falls, and the Hamlet of Deansboro. There is also a separate off-road pedestrian/bicycle trail that connects the Robert Myers Elementary School to the adjacent residential subdivisions in New Hartford, and a small section of sidewalk that connects the Lutheran Senior Citizen complex to a transit shelter on Route 12B. Beyond these areas, pedestrians can use the existing shoulders, in accordance with

Section 1156 of the Vehicle and Traffic (V&T) Law." The shoulder widths within the corridor are generally adequate to accommodate pedestrians.

The Institute of Transportation Engineer's (ITE) *Design and Safety of Pedestrian Facilities* and the NYSDOT *Highway Design Manual* provide recommended guidelines for the installation of midblock crossings. These guidelines consider pedestrian and vehicular volumes and help guide against the placement of unjustified devices. See Figures 7 and 8 below. In assessing the need for midblock crossings, however, the distance between signalized crossings should also be considered.

Midblock crossings can identify to motorists where to expect pedestrians, direct pedestrians to a crossing location with better visibility, direct pedestrians along to desirable sidewalks, and improve pedestrian access and safety at night. If a midblock crossing is needed and properly located and installed, then many of these benefits can be realized. However, if a crossing is installed that is not well used, or is not located properly, then the risk of crashes may increase as drivers awareness of pedestrians at other locations decreases and/or pedestrians using the crossing gain a false sense of security. Additionally, motorists could lose respect for other traffic controls and pedestrian accommodations if they perceive the crossing as unjustified. (NYSDOT *Highway Design Manual*)

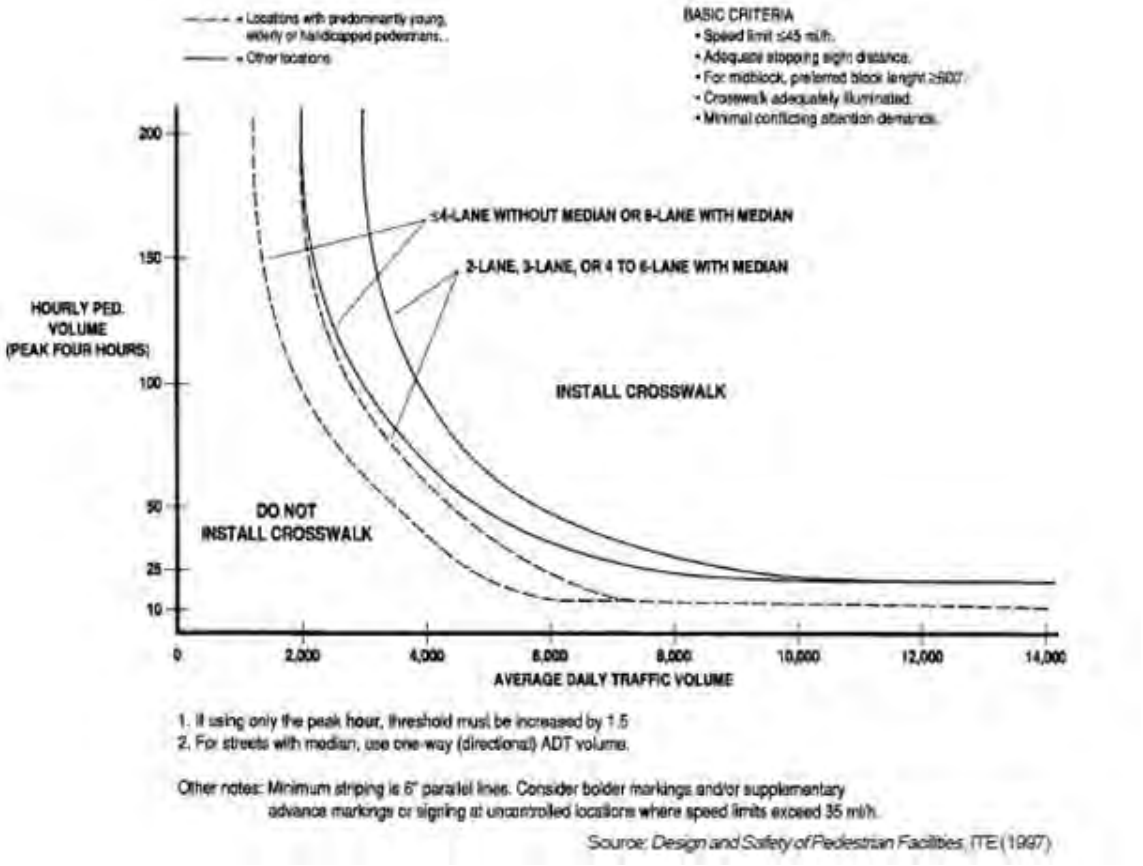


Figure 7 – Guidelines for the Installation of Midblock Crossings

PEDESTRIAN FACILITY DESIGN 18-53

Exhibit 18-20 Recommendations for Installing Marked Crosswalks and Other Needed Pedestrian Improvements at Uncontrolled Locations *

No. of Lanes and Median Type	Vehicle AADT < 9,000			Vehicle AADT > 9,000 to 12,000			Vehicle AADT > 12,000 to 15,000			Vehicle AADT > 15,000		
	Speed Limit**											
	<50 km/h	57 km/h	65 km/h	<50 km/h	57 km/h	65 km/h	<50 km/h	57 km/h	65 km/h	<50 km/h	57 km/h	65 km/h
2 Lanes	C	C	P	C	C	P	C	C	N	C	P	N
3 Lanes	C	C	P	C	P	P	P	P	N	P	N	N
4 or more Lanes With Raised Median	C	C	P	C	P	N	P	P	N	N	N	N
4 or More Lanes Without Raised Median	C	P	N	P	P	N	N	N	N	N	N	N

Source: *Safety Effects of Marked Vs. Unmarked Crosswalks at Uncontrolled Locations: Executive Summary and Recommended Guidelines*, Federal Highway Administration.

C = **Candidate sites for marked crosswalks.** Before installing new marked crosswalks, an engineering study is needed to determine whether the location is suitable for a marked crosswalk. For an engineering study, a site review may be sufficient at some locations, while a more in-depth study of pedestrian volume, walking speed, vehicle speed, sight distance, vehicle mix, etc., may be needed at other sites. It is recommended that a minimum of 20 pedestrian crossings per peak hour (or 15 or more disabled, elderly, or child pedestrians) exist at a location before placing a high priority on the installation of a marked crosswalk alone.

P = **Possible increase in pedestrian crash risk may occur if crosswalks are added without adequate design features and/or traffic control devices.** These locations should be closely monitored and enhanced with other pedestrian crossing improvements, if necessary, before adding a marked crosswalk.

N = **Marked crosswalks alone are insufficient, since pedestrian crash risk may be increased due to providing marked crosswalks alone.** Consider using other treatments where warranted, such as traffic calming treatments, pedestrian signals, various signal phasing and progressions to improve pedestrian safety, ITS and accessible signals, and other substantial improvements to provide safe pedestrian crossing.

- These guidelines include intersection and midblock locations with no traffic signals, stop signs or any warning/regulatory signing on the approach to the crossing. They do not apply to school crossings. A two-way center turn lane is not considered a median

** Where the speed limit exceeds 65 km/h, marked crosswalks alone should not be used at unsignalized locations.

(NYSDOT *Highway Design Manual*)
Figure 8 – Guidelines for the Installation of Midblock Crossings

To enhance visibility at locations where mid-block crossings are implemented, a push button actuated flashing beacon, or the High-Intensity Activated Crosswalk (HAWK) could be installed as per the Federal MUTCD and NYS Supplement to warn motorists when a pedestrian is present such as those shown in Figures 9, 9a and 10 below. The High Intensity Activated Crosswalk (HAWK) is a pedestrian-activated beacon located on the roadside and on mast arms over major approaches to an intersection.

Figure 9 - Push button actuated flashing beacon
http://www.walkinginfo.org/ Dan Burden

Figure 9a – HAWK
http://www.walkinginfo.org/ MikeCynecki

Figure 10 - Push button actuated flashing beacon
http://www.walkinginfo.org/ Dan Burden

F. EXCLUSIVE TURN LANES

Dedicated left- and right-turn lanes are generally provided in situations where traffic volumes and speeds are relatively high and conflicts are likely to develop at intersections between through and turning traffic. Installing left-turn lanes are intended to remove turning vehicles from the through traffic flow by providing space for the deceleration and storage of turning vehicles. This reduces the frequency of rear-end collisions at locations where there is considerable left-turn movements.

The SAC committee identified the following locations for consideration of an exclusive left turn lane:

- Route 12B with Brimfield Street (southbound left).
- Route 12B with Robinson Road (northbound left).
- Route 12B with Route 315 (southbound left).
- Route 12B with Preswick Glen Drive (northbound left).
- Route 12B with Fawncrest Boulevard (northbound left).

To determine the need for a left turn lane, the traffic volumes, capacity analysis and accident analyses were reviewed.

A review of the existing and 2020 capacity analysis shows that each of these intersections operate with acceptable levels of service in the respective direction for which a left turn lane could be provided on Route 12B. The analysis indicates that an exclusive left turn lane is not necessary to accommodate the volume or the operation of the intersection.

A review of the crash records for these locations shows that only one location, the intersection of Route 12B and Robinson Road, had a pattern of rear-end accidents over the three-year period (6 accidents). These accidents all occurred in the northbound direction; with four of the accidents occurring on wet pavement and two of the accidents occurring at night. Five of the six accidents occurred in 2006, one occurred in 2007 and none occurred in 2008. As shown by this data, the majority of the accidents at this location occurred over the 1-year period in 2006 and that the more recent accident history does not show a significant trend of crashes. While the accidents that occurred in 2006 could be addressed by providing a left-turn treatment on Route 12B, the overall accident history does not suggest a recurring pattern indicating a need for safety improvements. For this reason, it is recommended that the accident data for the 2009 and 2010 periods should be reviewed to further confirm these characteristics.

The remainder of the above noted intersections each showed two intersection accidents over the three-year period. Given that there is not a history of accidents and no predominate pattern of accidents, a turn lane is not necessary to alleviate accidents.

In addition to the capacity analysis and the accident analysis, AASHTO's *A Policy on Geometric Design of Streets and Highways*, provides guidance for determining where left-turn facilities should be considered on two-lane highways based on traffic volume conditions. The existing and 2020 AM and PM peak hour traffic volumes were reviewed to determine if the volumes met AASHTO's left turning volume criteria for an exclusive left turn lane. These criteria include factors of speed, left-

turn volumes, and advancing and opposing volumes. Only the intersection of Route 12B and Robinson Road meets the volume criteria of the AASHTO guidelines. See Figures 5A through 5E in Appendix A of TM1 and Figures 2 through 8 in Appendix A of TM2 for the existing and future (2020) volumes for the intersections included in this Route 12B Corridor Study.

An alternative to the exclusive left turn lane is the use of the shoulder as a bypass lane where space permits, such as at Route 315 and at Preswick Glen Drive and Fawncrest Boulevard. However, the use of the shoulder as a bypass lane has the potential to [1] reduce the structural integrity of the shoulder, resulting in pavement deterioration unless improvements are made, [2] increase conflicts between pedestrians and bicyclists who use the shoulder, and [3] maintain and/or increase the operating speeds.

Either of these potential treatments of constructing an exclusive turn lane or providing a widened shoulder at Robinson Road requires significant modifications to existing drainage structures and acquisition of right-of-way that will need to be assessed so that the improvement could be prioritized within DOT's capital and maintenance programs. Additional discussion on alternatives and site specific improvements for each location are included in Section VII.

As future volumes increase along the Route 12B corridor due to background growth, there may be some locations where an exclusive left and/or right turn lane will be warranted and therefore, should continue to be monitored by the NYSDOT. In addition, site specific developments will also add traffic to Route 12B and effect the potential need for exclusive turn lanes. As such, municipalities should include language in their land use and comprehensive plans that require developers during the site plan review process to evaluate the potential impact of the proposed development to the Route 12B corridor and the need for exclusive turn lanes.

G. SIGNAGE AND VISUAL CUES

Signage, pavement markings and other visual cues convey information to vehicular, pedestrian and bicyclist traffic and have safety benefits. According to the ITE's *A Traffic Safety Toolbox, A Primer on Traffic Safety,* "Improvements in traffic signing have one of the highest benefit-cost ratios for highway safety improvements". This same publication notes that pavement markings are one of the most cost effective highway improvements in terms of reducing accidents and providing aid to motorists, especially at night. Their use is documented in the Federal MUTCD and NYS Supplement.

Signage

Signs are roadside displays designed to provide drivers information about conditions they will experience downstream from their current roadway location. Signs are categorized as [1] warning, to alert drivers to potential hazards; [2] regulatory, to inform drivers of a prescribed condition that governs how they will operate or use their vehicles, such as a posted speed limit sign, and [3] guide signs, which communicate information to the driver about their route, destination and potential services they may need.

The *Manual on Uniform Traffic Control Devices*, or MUTCD defines the nationwide standards to install and maintain traffic control devices on all public streets, highways, bikeways, and private

roads open to public traffic. The MUTCD is published by the Federal Highway Administration (FHWA) under 23 Code of Federal Regulations (CFR), Part 655, Subpart F.

Traffic control devices in New York on all streets, highways, bikeways, and private roads open to public travel are currently regulated by the National MUTCD and 17 NYCRR Chapter V (New York State Supplement).

Signs should be completely visible to the road user to be effective. The unobstructed line of sight to any roadside signs or roadway hazards should be far enough ahead to allow them to react safely to each situation. As shown in Figure 11, vegetation is blocking a portion of the sign. Trees and underbrush should be pruned and removed as necessary to ensure roadside visibility.

Figure 11–North of Route 233 looking southbound

Pavement Markings

Pavement markings are lines, word messages and symbols that are painted on the pavement surface to communicate information to the driver and to pedestrians. Major marking types include pavement and curb markings, delineators, colored pavements, channelizing devices, and islands. Pavement markings can be used alone to effectively convey regulations, guidance, or warnings, or in conjunction with other traffic control devices such as signs, signals, and other markings.

Pavement markings to delineate parking spaces encourages more orderly and efficient use of parking spaces where parking turnover is substantial and tends to prevent encroachment into fire hydrant zones, bus stops, loading zones, approaches to intersections, curb ramps, and clearance spaces for islands and other zones where parking is restricted.

Traffic signs and pavement markings should be reviewed periodically to ensure that they are still in use, effective and in compliance with the Federal MUTCD and NYS Supplement.

H. ENFORCEMENT

NYS Route 12B is a 16 mile corridor extending through a total of nine municipalities including two counties (Madison and Oneida), five towns (Madison, Augusta, Marshall, Kirkland and New Hartford) and two villages (Clinton and Oriskany Falls). Traffic law enforcement is provided by New York State police, Madison and Oneida Sheriff Departments, Town of Kirkland police, and Town of New Hartford police. Consistent enforcement of traffic safety laws among all of these separate entities is certain to be a challenge for the respective enforcing agency. A review of current laws and enforcement practices amongst all of the various agencies should be conducted on an annual basis.

I. EDUCATION

Law enforcement agencies are tasked with improving traffic safety along the 12B corridor by reducing the incidence of speeding, as well as ensuring compliance with safety restraint laws and other motor vehicle and bicycle laws. The effects of any enforcement program are greatly enhanced if the general public is reminded on a consistent basis, of the "rules of the road." Actions to raise public awareness of traffic safety laws and their purpose can significantly enhance enforcement efforts. Public education of traffic safety can take the form of increased enforcement with, for instance, the use of radar detecting equipment and maximizing the visibility of police presence in areas of greatest concern.

Radar speed feedback signs are effective tools for improving compliance with posted speed limits by providing real time speed information to drivers (See Figure 12). These devices can be portable, trailer-mounted for temporary applications or they can be deployed as a permanent installation where needed. Some models of this equipment have the capability to record traffic count and speed data throughout the day, which can be used to identify periods with higher incidences of speed infractions for targeted enforcement. Speed trailers need to be placed in locations where they do not impair sight distances for pedestrians, bicyclists, motor vehicle traffic or obstruct other traffic control devices. The Town of New Hartford uses this device as part of their traffic safety program and has experienced favorable results.

The spot speed data collected along Route 12B for this project did not indicate any specific areas of significant speed infractions, so there are no locations recommended for permanent speed feedback signs. However, a permanent installation might be appropriate in the vicinity of the Robert Myers Elementary School. Portable trailers can be deployed in the corridor periodically to help reinforce compliance with existing speed zones and at speed transition points.

Figure 12 – Portable speed trailer

Villages, towns, counties, and the state can work together and individually to implement education and enforcement programs to inform motorists, pedestrians, and bicyclists of traffic laws and local ordinances. An education campaign could include running articles in local newspapers, the posting or distribution of flyers at problem location and community gathering areas, the development of walking programs including safe routes to school and/or safe routes to elderly destinations (senior center, drug store). Police officers could voluntarily educate the public about driver safety by providing demonstrations for instance of the use laser equipment, or driving in an area with a high deer population. These demonstrations could be given by providing television and radio interviews or inviting reporters to ride-along opportunities. In addition, NYSDOT and the FHWA provides a number of educational materials that communities could access for their use and placement at areas of public gatherings like town and village halls, community centers, churches and shopping venues. Websites to such information is provided below.

http://safety.fhwa.dot.gov/newsletter/safetycompass/
http://safety.fhwa.dot.gov/ped_bike/pedforum/
http://safety.fhwa.dot.gov/local_rural/pedcampaign/
http://www.bicyclinginfo.org/education/resource/bestguidedoc.pdf
http://safety.fhwa.dot.gov/local_rural/innovate_prgm.cfm
http://safety.fhwa.dot.gov/intersection/redlight/srlr/campaign/material.cfm

Developing a public information and education program can be time consuming and difficult for law enforcement agencies to manage because of lack of staff and resources. A committee of concerned citizens and civic leaders from the various municipalities located along Route 12B could be formed to develop and implement effective program and support activities. Significant achievements can be made when local law enforcement agencies and the community work together toward the common goal of improved traffic safety.

SECTION VII ALTERNATIVES – SITE SPECIFIC BY MUNICIPALITY

This section of the document addresses site specific issues identified by municipality. The discussion below is arranged by [A] Village of Oriskany Falls, [B] Town of Marshall, [C] Town of Kirkland, [D] Village of Clinton and [E] Town of New Hartford. This section references Section VI of this document which provides the methodology and criteria used to evaluated alternatives for those issues that were common to each of the muncipalities.

Therefore, both Sections VI and VII describes alternatives that have been identified at a concept/planning level to address the various vehicular, pedestrian, and bicycle safety issues along the corridor. A series of cost-effective improvements to the existing transportation network have been developed after a thorough review of the concerns raised and an analysis of the current and future traffic conditions.

Alternatives were also discussed but eliminated from further consideration when they were not considered viable options. This was based on consideration of anticipated relative construction costs, impacts to neighborhoods stemming from traffic diversion, need for extensive reconstruction of existing roads/streets, and right-of-way acquisition associated with widening to achieve reconstruction.

A. VILLAGE OF ORISKANY FALLS

The issues raised for the Village of Oriskany Falls include [1] limited / no pedestrian accommodations near Cottage Street, [2] operations/flashing signal control at NYS Route 12B and College Street, [3] parking safety on Main Street, [4] Division Street parking lot access/circulation, and [5] parking on Route 12B between South Main Street (south) /Broad Street and Main Street (north)/ Route 12B.

Issue #A1: Limited/no pedestrian accommodations near Cottage Street

The intersection of Route 12B and Cottage Street is on the north edge of the Village of Oriskany Falls. It is a T- intersection with Route 12B aligned approximately northeast/southwest and Cottage Street aligned east/west. Cottage Street is one-way westbound (away from the intersection). There are sidewalks along both sides of Route 12B at the intersection, although the sidewalk on the east side ends approximately 50 feet north of Cottage Street. The sidewalk on the west side of Route 12B, north of Cottage Street is several feet higher than the adjacent roadway and has a handrail for pedestrian safety. South of the intersection, the sidewalks on both sides of Route 12B are set back from the roadway a few feet, separated from the curb line by a strip of landscaping. There is a striped crosswalk across the Cottage Street leg of the intersection. The posted speed limit in this area on Route 12B is 30 miles per hour. There are horizontal alignment signs with a 25 mph speed advisory sign in both directions. Concern was expressed for pedestrian safety in this area because of the lack of pedestrian accommodations (presumably a crosswalk across Route 12B) and the sight distance in this area (an elevated sidewalk and horizontal curve in the roadway alignment north of the intersection exist). See Figures 13 through 15 below.

Stopping sight distance along Route 12B was measured in the field in June 2010 to determine if there was sufficient sight distance to place a crosswalk across Route 12B at Cottage Street, in the vicinity

of the Clark library or Route 26/College Street. There is an existing Route 12B marked crosswalk on the west leg (Main Street) and marked crosswalks on the north (College Street) and south (Route 12B) legs of the Route 12B/Route 26 intersection.

The sight distance was evaluated against AASHTO's criteria for a design speed of 30 mph. The sight distance evaluation resulted in the following:

- For each of the above noted locations, there is sufficient stopping sight distance in both the north- and southbound directions to provide a marked crosswalk.
- Although there is sufficient sight distance, the elevated sidewalk and handrail along the westerly side of Route 12B limits visibility for vehicles traveling in the southbound direction.

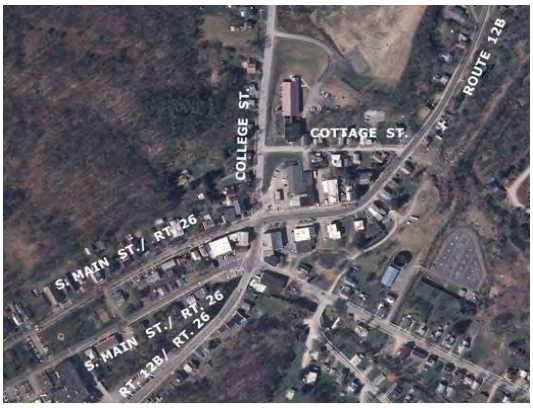


Figure 13 – Aerial of the Village of Oriskany Falls

Figure 14 – On Route 12B at Cottage Street looking northbound

Figure 15 – On Route 12B at Cottage Street looking southbound

There were two accidents at the Route 12B and Cottage Street intersection during the three-year study period (2005-2008). One involved a bike traveling west being struck by a northbound turning vehicle. This was the only accident on Route 12B in the entire Village of Oriskany Falls that involved a pedestrian or bicyclist. The other accident at this intersection involved a parked car being struck in snowy/icy conditions.

SECTION VII ALTERNATIVES – SITE SPECIFIC BY MUNICIPALITY

The only designated place for pedestrians to cross Route 12B in the Village is at the intersection of Route 12B with Route 26 Main Street and College Street. There are attractions on both sides of Route 12B through the village, and with no conveniently located crossing, pedestrians may prefer to cross midblock, rather than walk very far out of their way to use a crosswalk.

#A1: Alternative #1: Pedestrian Education Materials

a. Description: Provide educational information for pedestrian education programs focusing on crossing the street safely, pedestrian rules of the road and correct use of crosswalks and existing crosswalk locations. See Section VI.I for additional discussion on education.

b. Graphic: N/A

c. Cost: Nominal cost

#A1: Alternative #2: Install marked crosswalk and ADA compliant ramps

a. Description: The recommended guidelines for the installation of midblock crossings, which consider pedestrian and vehicular volumes and help guide against the placement of unjustified devices, were identified in Section VI.E. With a 2008 ADT of approximately 4,200 vehicles (ADT data collected just north of Oriskany Falls), an hourly pedestrian volume of approximately 30 - 35 pedestrians would be necessary to meet the guidelines for installing a midblock crossing. To accommodate pedestrians desiring to patronize the attractions on both sides of Route 12B, a crosswalk within the limits of the Cottage Street and the College Street/Route 26 intersection could be installed, with appropriate sidewalk ramps as necessary. As noted above, the ramps on either side of Route 12B near the Clark library are non ADA compliant and are offset from each other. A marked crosswalk could be placed in this vicinity however, the ramps should be removed.

The crosswalks should be signed with the pedestrian warning sign (W11-2) in accordance with the 2009 MUTCD and NYS Supplement to alert road users in advance of locations where unexpected entries into the roadway might occur or where shared use of the roadway by pedestrians might occur. For added visibility, the line of sight for vehicles and pedestrians to view each other should be clear and unobstructed. A no parking zone on the north side of Route 12B in the vicinity of the crosswalk should be provided and trees and vegetation should be removed and/or maintained as necessary. All bushes, shrubs and vegetation should be kept at a height of 3 feet or lower and all trees and hanging branches should be trimmed to a minimum height of 7 feet.

To determine the appropriate location the following should also be considered: the number of pedestrian, their origin – destination patterns, the available sight distance and number of gaps. As noted above, there is sufficient stopping sight distance to place a crosswalk at Cottage Street or at a mid-block location in the vicinity of the current ramps near the Clark library.

b. *Graphic:* Figure A1 in Appendix A

c. Cost: The approximate cost could be $16,000 for a crossing, including ADA ramps, two roadside flashing beacons, two pushbuttons on pedestals, and markings, depending on type of design.

#A1: Alternative #3: Remove the ramps in the vicinity of the Clark library

a. Description: The existing sidewalk ramps on each side of Route 12B, south of the Cottage Street intersection, closer to the Clark library could be removed.

b. Graphic: N/A

c. Cost: The approximate cost would be $1,000 for each ramp

Issue #A2: Operations/flashing signal control at NYS Route 12B, College Street

NYS Route 12B, College Street, and Main Street (NYS Route 26) intersect at a 4-way intersection in the Village of Oriskany Falls. Route 12B is the south and east legs of the intersection. Main Street (Route 26) is the west leg of the intersection. It is a one-way street that provides traffic flow in the westbound direction (i.e. traffic heads away from the intersection only). College Street is the north leg of the intersection. On-street parking is accommodated on the south side of Main Street and on both sides of the east leg of Route 12B.

This intersection uses conflicting traffic control devices on the flashing beacons for the Route 12B northbound approach. While the intersection is intended to be stop- controlled for the northbound and southbound approaches via the red flashing beacons, a steady green arrow permits the northbound right turn movement to be a free flowing movement. There are crosswalks on the north (College Street), south (Route 12B), and west legs (Main Street) of the intersection. The College Street southbound approach has two red flashing indications on the beacon as well as a stop sign and stop bar, which is standard and acceptable. The Route 12B northbound approach has one 17-foot wide lane, as well as a stop bar, but no stop sign. On the flashing beacon there are two flashing red indications as well as a steady green (right turn) arrow indication. See Figure 16 below. Flashing yellow beacons are displayed on the westbound approach of Route 12B. These signal face displays are in conflict, are most likely confusing to drivers unfamiliar with the intersection, and could cause an unsafe condition for pedestrians crossing the south leg of the intersection.

In accordance with the FHWA's MUTCD, December 2009, an intersection control beacon should consist of one or more signal faces directed toward each of the approaches to the intersection and each signal face shall consist of one or more signal sections of a standard traffic signal face, with flashing circular yellow or circular red signal indications in each signal face. The MUTCD also recommends that a Stop sign be used on approaches to which a flashing red signal indication is displayed. Currently, there is no Stop sign on the northbound approach and the application of the steady green arrow is inconsistent with MUTCD guidelines.

Figure 16–On Route 12B looking northbound at Route 12B and Route 26 intersection

#A2: Alternative #1: Revise the traffic signal layout

a. Description: Revise traffic signal layout to be consistent with the current Federal MUTCD and NYS Supplement standards by removing the solid green arrow from the beacon span wire and adding a stop sign on the northbound approach. These actions could be implemented quickly, and would standardize operation at the intersection as north/south stop-control. Due to the irregular configuration of the existing operation, the LOS for this intersection was already analyzed as a north/south stop controlled operation. The analysis showed that both the northbound and southbound approaches would operate at LOS "B" during existing peak hour conditions for north/south stop control (see TM1). These changes would bring the traffic control devices at this intersection into compliance with the Federal MUTCD and the NYS Supplement and help reduce confusion and improve safety for users.

b. *Graphic*:

Figure 17 – On Route 12B looking northbound at Route 12B and Route 26 intersection

c. Cost: The cost for conversion to a standard north/south stop controlled operation, including removal of the steady green arrow indication and installation of a stop sign on the northbound approach, is approximately $2,500.

Issue #A3: Parking Safety on Main Street

Main Street and South Main Street are a one-way pair of streets in the Village of Oriskany Falls, which are part of the State Highway System (NYS Route 26). Main Street begins at the intersection of Route 12B and College Street, and is one-way westbound. South Main Street is one way eastbound and is generally parallel to Main Street, intersecting Route 12B opposite Broad Street (CR 3) about 200 feet south of Main Street. The land use of the interior block between Main Street and South Main Street is commercial at the east end (near Route 12B) and then transitions to residential and park uses toward the west. The north side of Main Street and south side of South Main Street are residential. Main Street is 24 feet wide and parallel parking is permitted on the south side of the street, adjacent to the businesses, including a US Post Office. There is one reserved ADA space in the vicinity of the post office. Although parking is in front of businesses instead of residences, the one-way circulation places the parking spaces to the left side of traffic flow.

This condition was identified as an area of concern, particularly with respect to physically challenged passengers, since it places passenger loading/unloading in potential conflict with moving traffic rather than being on the traditional curb side. While this configuration of parking on a one-way street is not unusual, it may feel uncomfortable for local use due to general unfamiliarity of one-way circulation in this rural village setting and since parking is not provided on both sides of the street.

Figure 18 – Looking at westbound Main Street (Google Street view)

Since the segment of Main Street west of Route 12B was not included in the corridor study area for the project, the accident history that might be related to this issue is not represented in the data compiled for the project. Consequently the severity or magnitude of the issue as a safety priority is unknown. However, options to address this condition have been identified and are described below.

#A3: Alternative #1: Reverse the one-way traffic circulation

a. Description: A reversal of the one way traffic circulation of Main Street and South Main Street would position parked vehicles on the south side of Main Street in a conventional pattern where the driver's side of the vehicle would be adjacent to moving traffic and passengers would be curbside. While this would seem to be an elegant solution, this change would have several associated impacts to be considered. These include:

- Changes in how existing homes and businesses are accessed. These changes would require a greater investigation than is possible in the context of this study to identify the feasibility of these changes and to achieve consensus support for the change.

- The change would transfer the parking issue from Main Street to South Main Street since parking on South Main Street is also on the south side. If parking on South Main Street were changed to the north side, then the parking would not be adjacent to the existing sidewalk.

- The traffic circulation at the west end of the one way pair (at Augusta Road) would introduce a series of closely-spaced left-turn movements for traffic accessing Barker Road and Augusta Road (CR 3), which are currently accessed by less-conflicting right-turn movements in the current one way pattern.

- There are currently off-street parking lots located on both sides of South Main Street near the intersection of Route 12B. In the current one-way pattern, the vehicle entering/exiting maneuvers for this parking have less potential for significant conflict with moving traffic than would occur if the pattern were changed. In the alternative pattern, traffic would be backing out of parking spaces in close proximity to the intersection, conflicting with vehicles turning from Route 12B, which would create a new safety issue.

- The change of one-way circulation would affect traffic operations and control strategies to accommodate the new eastbound traffic entering the Route 12B/Main Street/College Street intersection, which would conflict with the major traffic movements on Route 12B. This new traffic pattern may require 3-color traffic signal control and possibly geometric improvements to maintain acceptable levels of service.

These impacts are considerable and are not likely to be justified by the benefit achieved for the parking modification. Further study and consensus building would be required if this option is pursued.

#A3: Alternative #2: Relocate parking to the north side of Main Street

a. Description: In this alternative, parking would be relocated to the opposite (north) side of the street. This would be relatively easy and affordable to implement. The benefits would be that the handicapped passengers would exit their vehicles onto the sidewalk and that parking on the right would meet a more typical expectation (for two-way streets). However, moving the parking spaces is likely to increase jaywalking in the area as people move between the parking and businesses. Additionally, since there are residences on the north side of the roadway, there is less space available for parking due to the higher number of driveways. Also, both homeowners and business owners would likely prefer parking spaces to be in front of the businesses instead of the homes.

b. Graphic: Figure A2 in Appendix A

c. Cost: Approximately $1,000 for re-signing and $1,000 for striping.

#A3: Alternative #3: Parking lane striping

a. Description: In this alternative, pavement markings would be installed as per the Federal MUTCD and the NYS Supplement to define the boundaries of the existing parking lane on the south side of Main Street. The existing 24-foot pavement width of Main Street would allow the designated parking lane to be wider than typical (10 feet recommended) to provide additional space for passengers to enter/exit the vehicle. The marking of the ADA parking space could also include a blue line and/or a hatched area adjacent to further enhance the defined parking area.

b. Graphic: Figure A3 in Appendix A

c. Cost: Approximately $1,000 for approximately 200 feet of pavement markings.

Issue #A4: Division Street parking lot access / circulation

This is an existing 40 +/- space off-street parking lot located at the intersection of Route 12B and Division Street (northwest quadrant). Access to the lot is provided by a curb cut within the functional area of the Route 12B/Division Street intersection and another curb cut along Route 12B about 350 feet north of the intersection. The parking lot is delineated for angled parking in a northbound travel direction, although there are no signs formally designating the circulation pattern. As a result, it appears that traffic enters/exits the parking lot from both access points as evidenced by the "wrong way" back-in parking as seen in Figure 19 below. The location and configuration of the access, especially with both accesses used for entry and exit, has the potential to be a safety issue, although the three-year accident data does not indicate a pattern of accidents at this location.

Figure 19 - On Division Street looking at the parking lot

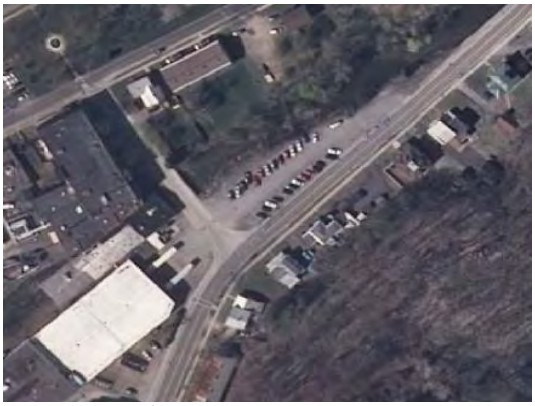


Figure 20 – Aerial view of Division Street parking lot

#A4: Alternative #1: Install one-way signs and relocate Division Street name sign

a. Description: In accordance with the Federal MUTCD and NYS Supplement one-way signs could be installed at this location and the Division Street sign located to be more visible to Route 12B traffic.

b. Graphic:

Figure 21 – MUTCD R6-1 (arrow) and R6-2 (square)

c. Cost: $400 per sign

Issue #A5: Parking on Route 12B between South Main Street (south) /Broad Street and Main Street (north)/ Route 12B

The section of Route 12B between the one-way eastbound South Main Street and the one-way westbound Main Street provides a single travel lane in each direction with parallel parking permitted on the easterly side of Route 12B. A no parking sign is located on Route 12B that prohibits vehicles from parking within 20 feet of the crosswalk. While the three year accident data does not indicate a pattern of accidents at this location, the lack of pavement markings at this location can increase the potential for conflicts and result in vehicles parking inappropriately and limiting sight distance.

#A5: Alternative #1: Install parking space striping

a. Description: Pavement striping would be installed as per the Federal MUTCD and the NYS Supplement to delineate the parking spaces, which generally encourages more orderly and efficient use of parking spaces, and to maintain clear zones at the corners of intersections (for sight distance and pedestrian visibility). The pavement markings should be installed on Route 12B such that "No Parking Zones" are provided at both the north end (at Route 12B) and south end (at Broad Street) of the block.

b. Graphic: Figure A4 in Appendix A

c. Cost: Approximately $500 - 1,000 for approximately 400 feet of pavement markings

B. TOWN OF MARSHALL

Route 12B in the Town of Marshall is a rural two lane 55 mph highway with shoulders which extends from the Village of Oriskany Falls to the Hamlet of Deansboro. The two lane section continues through the Hamlet of Deansboro with the rural atmosphere changing to a combination residential / commercial area. There are sidewalks, closely spaced driveways and a reduced speed limit of 35 mph in the Hamlet.

Issues along this section of Route 12B include [1] shoulder deterioration on Route 12B near Route 315, [2] congestion and limited visibility on Route 315 at Route 12B, [3] water run-off onto Route 12B. Drainage problems on the west side of Route 12B between Van Hyning Road and Green Vedder Road, [4] accidents between Burnham Road and Hughes Road, and [5] Jake brake usage throughout the Hamlet of Deansboro.

Issue # B1: Shoulder deterioration on Route 12B near Route 315

The shoulder on the west side of Route 12B opposite Route 315 is approximately 18-feet wide and is currently used by traffic to go around vehicles making left turns onto Route 315. Heavy trucks also park on this portion of the road. There is some deterioration caused by heavy vehicles using the shoulder along this section. As discussed in Section VI.F, the traffic volumes at this intersection do not meet the criteria to warrant a left turn lane on the southbound approach. The intersection accident data shows there was one accident in 2006 and one accident in 2007, both of which involved a southbound left turning vehicle and a northbound through vehicle. This history is not indicative of a priority safety issue warranting remediation, and a formal separate left-turn lane would not address this crash type.

However, field review of the area shows significant shoulder deterioration in this area indicating that the shoulder is being used by vehicles to go around left turning vehicles. There are several alternatives that can be considered to address this condition, and to formalize the shoulder space as a by-pass lane. One of the potential issues with formalizing this shoulder as a bypass lane is the closeness of West Hill Road and the transition from the bypass lane at Route 315 back to the Route 12B southbound travel lane.

#B1: Alternative #1: Shoulder Improvements

a. Description: Provide a full depth shoulder to accommodate heavy vehicles using it to go around left turning vehicles from West Hill Road to a point 75 feet north of the north curbline of Route 315. This is a maintenance issue. This alternative could be pursued in the future in order to prevent further deterioration.

b. Graphic: Figures B1 and B2 in Appendix A

c. Cost: $22,000

#B1: Alternative #2: Parking Restriction to be implemented in conjunction with Alternative 1

a. Description: Establish a parking restriction on the west side of Route 12B from West Hill Road to a point 75 feet north of the north curbline of Route 315. This work can be done by NYSDOT maintenance forces.

b. Graphic: Figure B1 in Appendix A

c. Cost: $ 1,000

#B1: Alternative #3: Repair Deteriorated Shoulder

a. Description: Repair/replace any other deteriorated shoulder areas. This work can be done by NYSDOT maintenance forces. This is a maintenance issue.

b. Graphic: N/A

c. Cost: Repair miscellaneous shoulder deterioration: $5,000

Issue #B2: Congestion and limited visibility on Route 315 at Route 12B

Route 315 enters Route 12B from the east and forms a "T" intersection. West Hill Road enters from the west and is offset from Route 315 by approximately 90 feet; forming an offset type intersection. There does not appear to be a major congestion problem. A capacity analysis indicates that the intersection operates at an acceptable LOS (level of service). The Route 315 approach operates at a LOS "B" during both the AM and PM peak hours. A LOS of B is an indication of minimal congestion and not in need of any remediation. The average delay for vehicles entering the intersection from Route 315 during peak hours is approximately 11 seconds, and future conditions in 2020 are projected to be similar. These analyses indicate that the existing Stop-sign control is appropriate. As discussed in Issue #1 above, there were 2 accidents over the 3-year period at the intersection and they involved crashes of left-turn vehicles from Route 12B turning onto Route 315 with traffic opposing northbound through traffic.

The intersection is poorly defined because of pavement extended from the highway boundary to serve as parking for a commercial building located at the northeast corner. This physical condition necessitates that the Stop sign be placed alongside the building, approximately 30 feet in advance of the intersection. Parking for this commercial building and one on the southeast corner can also limit the intersection sight distances to unsafe thresholds. Sight distances measured in the field indicate sight lines are restricted when vehicles are parked at the corners.

#B2: Alternative #1: Null Alternative. The accident history is not indicative of a priority safety issue warranting remediation.

a. Description: No change

b. Graphic: N/A

c. Cost: No cost

#B2: Alternative #2: Add pavement marking and clear sight triangles

a. Description: Pavement markings can be an effective low-cost strategy to improve driver recognition and definition of this intersection, and to improve the sight lines for motorists approaching the intersection. Recommended markings include white edge lines to define the corner radii and a stop line on Route 315 located 10-feet from the edge of the Route 12B travel lane. Hatched markings could also be applied in the corner areas of the intersection to define the clear zones to maintain intersection sight distance. Public information flyers and communication with the business owners/proprietors about the safety importance of keeping these sight distance zones clear could also help to keep vehicles from parking in these areas.

b. Graphic: Figure B1 in Appendix A.

c. Cost: $1,000

Issue #B3: Water run-off onto Route 12B. Drainage problems on the west side of Route 12B between Van Hyning Road and Green Vedder Road

A review of the accident data showed that between Cottage Street and Burnham Road (CR 9), there were a total of 15 accidents; 2 of which occurred when it was raining. Both of these were animal related accidents.

The issue of water run-off between Van Hyning Road and Green Vedder Road is a highway maintenance issue. The NYSDOT Resident Maintenance Engineer for that County is aware of the drainage issue, has implemented some remediation methods and is monitoring the issue.

#B3: Alternative #1: NYSDOT Maintenance/Continued Monitoring

a. Description: Monitoring by NYSDOT Maintenance

b. Graphic: N/A

c. Cost: N/A

Issue # B4: Accidents between Burnham Road (CR9) and Hughes Road

A review of the accident data along this section of Route 12B shows that there were a number of common factors related to the accidents that can be addressed. As shown in Table VII-1, Deer-related crashes constituted 45% (10) of the accidents within this 1-mile segment of Route 12B. Of the remaining 13 crashes, 7 accidents (or 31% of the total accidents) involved young motorists between the ages of 16 and 22, which included 3 fixed object accidents,1 rear-end accident, 2 sideswipe accidents and 1 angle accident. The remaining 5 accidents do not have an accident pattern correctable by geometric improvements. This accident data also indicates that driver behaviors

including unsafe speed and driver inattention/falling asleep contributed to 47% (11) of the total accidents. Only those crashes where the younger motorists were at fault were considered.

Table VII-1 – Accidents
Route 12B between Burnham Road and Hughes Road

Type of Accident	Number of accidents	Contributing factors
Animal	10	
Fixed object	7	2 – driver inattention 1 – obstruction/debris 3 – unsafe speed 1 – fell asleep
Rear-end	1	1 – following too closely / driver inattention
Sideswipe	3	1- failure to keep right 1 -brakes defective 1 – unsafe speed
Angle	1	Failing to yield right of way
overtaking	1	Passing or lane usage improperly (no passing zone)

#B4: Alternative #1: Deer Warning Signs

a. Description: Deer Warning Signs (MUTCD No. W11-3) could be placed in this segment of Route 12B to advise motorists of potential conflicts with these animals. It is recommended that NYSDOT Operations coordinate with New York State Department of Environmental Conservation (NYSDEC) to confirm if these signs are warranted, and to establish the appropriate sign locations.

b. Graphic:

Figure 22 – MUTCD sign W11-3

c. Cost: $400 per sign

#B4: Alternative #2: Driver Education Materials

a. Description: Provide educational information for driver education programs. See Section VI.I for more information.

b. Graphic: N/A

c. Cost: Minimal cost

Issue #B5:Jake brake usage throughout the Hamlet of Deansboro

Excessive noise created by large trucks using Jake Brakes throughout the populated Hamlet of Deansboro has become a concern to area residents. This Route 12B Corridor Study did not include an assessment of the potential noise impacts associated with truck traffic. While a potential improvement measure has been identified, this is more of an issue with noise and not safety. Therefore, this improvement measure should be considered with future development projects and is not recommended as a safety improvement.

#B5: Alternative #1: Null Alternative

a. Description: No change. This is more a nuisance of noise than a safety issue.

b. Graphic: N/A

c. Cost: No cost

#B5: Alternative #2: Establish Local Noise Ordinance

a. Description: Establish a local noise ordinance consistent with Section 386 of the NYS Vehicle and Traffic Law.

b. Graphic: N/A

c. Cost: Minimal cost

C. TOWN OF KIRKLAND

Route 12B in the Town of Kirkland is a two-lane highway with shoulders that extend through the Town.

Issues along this section of Route 12B include [1] congestion / queuing / accidents and limited sight distance on Route 12B in the vicinity of Brimfield Street, [2] safety concerns for pedestrians and bicyclists [3] limited sight distance on Homewood Drive, [4] queuing / congestion near Robinson Road, [5] excessive speeds and limited sight distance near Bogusville Hill Rd, [6] Route 12B with Grant Road and Post Street (CR 16), [7] lighting, [8] limited pedestrian access to local businesses, and [9] limited / no pedestrian accommodations in Franklin Springs north of Grant Road.

Issue #C1: Congestion/ queuing/ accidents/ limited sight distance on Route 12B southbound at Brimfield Street

Brimfield Street intersects Route 12B at an unsignalized "T" intersection. Brimfield Street is a County Route (CR 15) and is the stop-controlled westbound approach to the intersection. It consists of a 12-foot wide shared left/right turn lane with a 1-foot wide shoulder on north side. The northbound and southbound approaches of Route 12B consist of 11-foot wide shared turn/through travel lanes. There is an 8-foot wide shoulder on the west side and a 6-foot wide shoulder on the east side of Route 12B. The speed limit on Route 12B at this location is 30 mph and the speed limit on Brimfield Street is 35 mph. No parking is permitted on Route 12B at this location. A horizontal alignment warning sign exists on Route 12B in both the northbound and southbound directions.

The capacity analysis for this intersection shows the Route 12B southbound movement approaching Brimfield Street operates at LOS A during both the AM and PM peak period conditions for the existing condition. The analysis also shows that this approach will continue to operate at LOS A in 2020. The capacity analysis indicates that there is less than 25 feet (1 vehicle length) of queue on Route 12B in the southbound direction during each of the AM and PM peak period periods for existing and 2020 conditions. The Brimfield Street approach shows LOS C and D for the existing AM and PM conditions and LOS C and E for the 2020 AM and PM conditions, respectively.

As noted in Section VI.F, there were 2 accidents in the 3-year period at this location.

Based upon the traffic volumes, capacity analysis, and accident analysis, an exclusive left turn lane is not necessary at this time. As the volumes along both Brimfield Street and Route 12B grow, the need for exclusive left turn lanes should be evaluated again.

Intersection and stopping sight distance were reviewed in the field. See Figures 23 through 26 below. It was determined that sight distance from Brimfield looking to the left on Route 12B (Figure 238 below) is limited by the tree and branches on the property at the southeast corner of the intersection. The sight distance can be improved by removing the branches and/or the entire tree. The sight distance from Brimfield Street looking to right on Route 12B (Figure 24 below),

shows there is a slight existing horizontal and vertical curve on Route 12B. Sight distance on Route 12B at Brimfield Street looking southbound along Route 12B is sufficient to see a northbound on-coming vehicle. See Figure 25 below. A horizontal alignment warning sign currently exists on Route 12B in both the northbound and southbound directions.

Figure 23–On Brimfield Street looking left (southbound) on Rte 12B

Figure 24 -On Brimfield St. looking right (northbound) on Route 12B

Figure 25 – On Route 12B looking southbound from Brimfield Street

Figure 26 – On Route 12B looking southbound toward Brimfield Street

#C1: Alternative #1: Install signage

a. Description: Replace the horizontal curve signs with a combination horizontal alignment/intersection sign as per the Federal MUTCD and the NYS Supplement in both the north and southbound directions.

b. Graphic:

Figure 27 - MUTCD W1-10 horizontal alignment/intersection sign

c. Cost: Approximately $400 per sign

#C1: Alternative #2: Monitor future conditions

a. Description: There may be a need to construct an exclusive turn lane or provide additional physical or operational improvements in the future if the traffic volumes on Route 12B and Brimfield Street increase, especially if Brimfield is used as a cut-through route. The State, Town and Village should consider this intersection for review and analysis as future developments are proposed and as future growth occurs in the corridor.

b. Graphic: N/A

c. Cost: To be determined

Issue #C2: Safety concerns for pedestrians and bicyclists

The accident data showed that there were a total of 5 pedestrian/bicyclist accidents in the Town over the 3-year period. Two of these accidents occurred in the Village, with 1 involving alcohol and 1 involving a pedestrian crossing at a signalized intersection with the driver failing to yield the right of way. Of the remaining three accidents, one 17-year old pedestrian and one 73-year old bicyclist accident occurred in the southbound direction, both of which were at night. One accident occurred in the northbound direction during the day. The accident analysis showed that the accident rate for each of the Route 12B segments is below the statewide rate.

Pedestrian and bicyclist accommodations along Route 12B in the Town of Kirkland are shared on the shoulder section of the roadway. In the sections outside of the Clinton Village limits, Route 12B has paved shoulders that range from 6-feet to 8-feet wide. These shoulder widths are consistent with State and Federal design guidelines for pedestrian / bike accommodation for the prevailing traffic volume, composition and speed conditions on this route.

As noted in Section VI.E., HOCTS already includes some pedestrian and bicycle planning initiatives and provides information for the area, including the Town of Kirkland sidewalk inventory and the bicycle facility planning that has been done for the Chenango Canal Towpath.

#C2: Alternative #1: Null Alternative

a. *Description:* No Change

b. *Graphic*: N/A

c. *Cost:* No cost

#C2: Alternative #2: Adopt sidewalk policy

a. *Description:* No change. The Town may wish to adopt sidewalk policy in the future.

b. *Graphic:* N/A

c. *Cost:* No Cost

#C2: Alternative #3: Pedestrian Education Materials

a. *Description:* Provide educational information for pedestrian education programs. See Section VI.I.

b. *Graphic:* N/A

c. *Cost:* Minimal cost

Issue #C3: Limited sight distance on Homewood Drive

Homewood Drive is a local road that intersects Route 12B at an unsignalized "T" intersection. Homewood Drive, which provides access to a residential subdivision, is the westbound approach to the intersection and is stop-controlled. The northbound and southbound approaches of Route 12B consist of 12-foot wide shared turn/through travel lanes with a 5-foot wide shoulder o the east side and a 7-foot wide shoulder on the west side of Route 12B. Homewood Drive consists of a 12-foot wide shared left/right turn lane. The posted speed limit on Route 12B at this location is 50 mph. A field review of the sight distance in the southbound direction on Route 12B looking to the left and right along Route 12B from Homewood Drive shows that there is limited sight distance due to a the berms and vegetation on the east side of Route 12B both north and south of this intersection and the vertical curve in the roadway. (See Figures 28 through 30). Removing some of the berms and vegetation should improve the intersection sight distance in both directions. Currently an intersection warning sign (Figure 30 below) is located on Route 12B south of the intersection to indicate the presence of the intersection and the possibility of turning or entering traffic.

Figure 28–On Homewood Drive looking left (southbound) on Rte 12B

Figure 29–On Homewood Drive looking right (northbound) on Rte 12B

Figure 30 –On Route 12B, south of Homewood Drive looking northbound

While sight distance is slightly impeded at this location, there was no identified accident data indicating the presence of a safety issue that warrants further improvements.

#C3: Alternative #1: Null Alternative

a. *Description:* There was no identified safety issue at this location.

b. *Graphic:* N/A

c. *Cost:* No cost

Issue #C4: Queuing / congestion near Robinson Road

Robinson Road intersects Route 12B at an unsignalized "T" intersection. Robinson Road is a local road and is the stop controlled eastbound approach to the intersection and consists of an 11-foot wide shared left/right turn lane, with a 3 to 4-foot wide shoulder on the north side. The northbound and southbound approaches of Route 12B consist of 11-foot wide shared turn/through travel lanes. There is a 5-foot wide shoulder on the west side and a 7-foot wide shoulder on the

east side of Route 12B. The posted speed limit on Route 12B at this location is 40 mph and the posted speed limit on Robinson Road is 30 mph. No parking is permitted on Route 12B at this location. Guide rail exists on the both the east and west sides of Route 12B to accommodate a large culvert and drainage ditch.

As discussed in Section VI.F, there were a total of 6 northbound rear-end accidents; with four of the accidents occurring on wet pavement and two of the accidents occurring at night. Five of the six accidents occurred in 2006, one occurred in 2007 and none occurred in 2008. Four of these six accidents involved personal injury and 2 involved property damage only. The accident data, which shows a decline in the number of accidents since 2006, also indicates that there was no accident pattern in 2007 and 2008.

The existing and 2020 AM peak period volumes meet AASHTO's criteria for a separate left turn lane. However, the capacity analyses performed for this intersection shows that the northbound approach (shared left/through lane) on Route 12B operates at a LOS A for the existing AM and PM peak periods and will continue to do so in 2020. The analysis shows Robinson Road operating at LOS C and D for the existing AM and PM peak periods, respectively but in 2020, the LOS will deteriorate to LOS F during the PM peak period.

#C4: Alternative #1: Install signage

a. Description: Install a side road intersection warning sign as per the Federal MUTCD and NYS Supplement in both the north and southbound directions. The MUTCD W2-7L sign could be used to alert motorists of both the Robinson Road and Toggletown Road intersections due to the closeness between intersections.

b. Graphic:

Figure 31 - MUTCD W2-7L Intersection Warning sign

c. *Cost:* Approximately $400 per sign.

#C4: Alternative #2: Construct exclusive left turn lane

a. Description: Although the 2007 and 2008 accident history does not show a significant trend of crashes, those that did occur in 2006 could be addressed by providing a left-turn treatment on Route 12B. As noted, the existing volumes during the AM peak hour satisfy the guideline criteria for a left-turn lane. This alternative would require relocation of guiderail, modifications to existing drainage structures and potential acquisition of right-of-way. See

Figures 32 and 33 below. Because of the potential cost for this improvement, it is recommended that more detailed study be conducted to investigate the benefit-cost of improvements so that the improvement could be prioritized within DOT's capital and maintenance programs.

b. *Graphic:* Figure C1 in Appendix A.

c. Cost: Approximately $160,000 not including drainage, utilities, right-of-way, and design.

#C4: Alternative #3: Construct bypass lane

a. Description: Although the 2007 and 2008 accident history does not show a significant trend of crashes, those that did occur in 2006 could be addressed by providing a treatment on Route 12B to allow northbound through vehicles to continue virtually unimpeded. The bypass lane is alternative treatment to constructing a full separate left-turn. This alternative would require relocation of guiderail, modifications to existing drainage structures and potential acquisition of right-of-way. See Figures 32 and 33 below. Because of the potential cost for this improvement, it is recommended that more detailed study be conducted to investigate the benefit-cost of improvements so that the improvement could be prioritized within DOT's capital and maintenance programs. However, as mentioned in Section VI.F the use of the shoulder as a bypass lane has the potential to [1] reduce the structural integrity of the shoulder, resulting in pavement deterioration unless improvements are made, [2] increase conflicts between pedestrians and bicyclists who use the shoulder, and [3] maintain and/or increase the operating speeds.

b. Graphic: Figure C2 in Appendix A.

c. Cost: to be determined.

Figure 32 - Culvert under Route 12B at Robinson Road

Figure 33 - Culvert under Robinson Road

#C4: Alternative #4: Land Use and Zoning

a. Description: The Town of Kirkland should review and revise their land use guidelines to incorporate access management guidelines and techniques that reduce the number of potential conflict points, improve traffic flow and increase safety on the roadway.

b. Graphic N/A

c. Cost: N/A

Issue #C5: Excessive speeds & limited sight distance near Bogusville Hill Rd

Bogusville Hill Road is located in segment 2 just north of the Hamlet of Deansboro. Route 12B is relatively straight and level in this area. It has a posted speed limit of 55 mph and comparable operational speeds. See Table VI-2. According to the 3-year historical accident analysis, the accident rate in this area is below the state-wide average accident rate for similar roads. As shown in Table VII-2, the deer related accidents constituted 40% (7) of the accidents that occurred between Route 315 and Dugway Road.

Table VII-2 – Accidents
Route 12B between Route 315 and Bogusville Hill Road

Type of Accident	Number of accidents	Contributing factors
Animal	7	
Fixed object	3	1 - unsafe speed 1 – fatigued/drowsy
Rear-end	3	1 – unsafe lane change
Sideswipe	3	1 – fell asleep 2- passing or lane usage improperly
Angle	1	1 – turning improperly (U-turn)

The accident data provided no indication that the contributing factors associated with these accidents were related to speed or limited sight distance. The accident data indicates that driver behavior contributed to 40% (7) of the accidents. There is an intersection driveway sign alerting motorists of the Bogusville Hill Road intersection.

#C5: Alternative #1: Null Alternative. Since there is no documented safety issue, no alternative is required to address safety.

a. Description: No change

b. Graphic: N/A

c. Cost: No cost

#C5: Alternative #2: Install signage

a. Description: Although the operating speed is consistent with the posted speed limit of 55 mph, a reduced speed limit sign in accordance with the Federal MUTCD and the NYS Supplement should be installed as discussed in Section VI.B. This would alert drivers of the expected road conditions and naturally reduce excessive speeds.

Subsequent to the submission of this TM2 to the NYSDOT for their preliminary review, the NYSDOT installed a W3-5 sign in the southbound direction approximately 400 feet in advance of the 35 mph zone in the Hamlet of Deansboro.

The NYSDOT is aware of the need for the reduced speed zone ahead sign in the northbound direction and will install the reduced speed zone ahead sign upon determining the appropriate location for the sign.

In addition, Deer Warning Signs (MUTCD No. W11-3, see Figure 22) could be placed in this segment of Route 12B to advise motorists of potential conflicts with these animals. It is recommended that NYSDOT Operations coordinate with NYSDEC to confirm if these are warranted, and to establish appropriate sign locations.

b. Graphic:

Figure 34 - MUTCD W3-5 Reduced Speed Zone Ahead

c. Cost: Approximately $400 per sign.

#C5: Alternative #3: Driver Education

a. *Description:* Provide educational information for driver education programs. See Section VI.I for more discussion.

b. Graphic: N/A

c. Cost: Minimal Cost

Issue #C6: Route 12B with Grant Road and Post Street (CR 16)

Grant Road and Post Street intersect Route 12B at an unsignalized 4-way intersection with both Grant Road and Post Street being stop controlled. Route 12B is situated in a south to southwest direction but curving to the right with both Grant Road and Post Street as westbound approaches to the intersection. Route 12B at the intersection has an 11-foot wide shared thru-right lane in the northbound direction and an 11-foot wide shared left-thru lane in the southbound direction. There is a 7-foot wide shoulder on the east side and a 6-foot wide shoulder on the west side of Route 12B. The posted speed limit on Route 12B in this area is 40 mph. Post Street is a NW-SE flowing roadway with 10 foot wide travel lanes and a posted speed limit of 50 mph. Grant Road is an east-west roadway with 10-foot wide travel lanes and a posted speed limit of 45 mph.

Grant Road and Post Street intersect Route 12B on the east in close proximity to each other. While there are a number of conflicting movements at this non-typical intersection, there is Route 12B route signage in both the northbound and southbound directions and dashed edge and centerline pavement marking across the multiple approaches which provide added visibility. See Figures 35 through 38 below. It appears some of these pavement markings may be worn.

A capacity analysis was performed for the existing and future AM and PM peak period conditions, which showed that all the movements at this intersection operate at LOS B and will continue to do so in 2020 with adequate capacity. The three year accident history provided by NYSDOT was reviewed. There were no accidents at this intersection.

Figure 35-Looking southbound on Grant Road toward Route 12B & Post St

Figure 36-Looking northbound on Post St toward Grant Road & Route 12B

Figure 37-Looking southbound on Route 12B toward Grant Road & Post St

Figure 38-Looking southbound on Route 12B toward Grant Road & Post St

#C6: Alternative #1: Null Alternative

a. Description: Although the configuration of this intersection is unconventional, the existing signage and pavement markings are appropriate for these conditions. Since the traffic operations provide high levels of service and there have been no recorded crashes within the data reviewed, this does not appear to be a priority location, and no improvements are recommended at this time, other than routine maintenance of the existing markings and signing. There will be no change of the existing condition in this alternative.

b. Graphic: N/A

c. Cost: No cost beyond normal programmed maintenance.

#C6: Alternative #2: Re-stripe pavement markings

a. Description: The existing pavement markings appear to be worn. Re-stripe the pavement markings in this area and continuing the centerline and edge lines along Route 12B through the curve, consistent with existing pavement markings can increase visibility in this area.

b. Graphic: Figure C3 in Appendix A

c. Cost: Approximately $2,000

#C6: Future Alternative #3: Intersection Reconfiguration

a. Description: Future traffic growth beyond the 10-year horizon considered in this study may justify the reconfiguration of the intersection. Options that could be considered at that time may include placing the intersection under signal control if warrants were met and realigning Post Street to create a new, separate intersection with Route 12B. While there is no immediate safety or operational need at this time, these alternatives should be considered if/when future development may be proposed that would affect the availability of these options.

b. Graphic: Figure C4 in Appendix A

c. Cost: Estimated at $160,000 not including design, row-of-way acquisitions, drainage, and utilities

Issue #C7:Lighting in the Town of Kirkland

Route 12B in the Town of Kirkland has little to no lighting outside of the Village of Clinton. There are overhead utility poles along the length of Route 12B which could be utilized for overhead illumination attachments. As discussed in Section VI.D, it does not appear that additional lighting along the Route 12B corridor outside of the Villages where lighting is already provided would be warranted for traffic safety (vehicle, pedestrian or bicycle) based on current crash history and settlement patterns. However, a formal lighting study was not conducted as part of this Route 12B Corridor Study. Therefore, a lighting analysis would have to be performed in order to determine the maintained levels of existing lighting and IENSA recommended levels.

Issue #C8: Limited/no pedestrian accommodations to commercial district south of Clinton Village

The commercial area on Route 12B located between Franklin Springs and the Village of Clinton is developed in a suburban, auto-oriented style, with fast-food, pharmacy and grocery stores. Route 12B features a striped center median for left-turns into the various commercial and residential driveways. A sidewalk is provided on the west side of Route 12B from the Village into this area, but this sidewalk is located on the opposite side of the road from the commercial uses and the sidewalk does not reach the commercial uses (ending at a residential parcel approximately 150-feet short of the McDonald's Restaurant site and 500 feet short of the Hannaford/CVS access). Where no sidewalks exist the shoulder is adequate for pedestrians and bicyclists. The accident analysis showed that the accident rate was below the statewide rate.

#C8: Alternative #1: Null Alternative

a. Description: No change. This location is not a priority safety location. The existing land use design discourages pedestrian access and there was no history of pedestrian/bicycle accidents.

b. Graphic: N/A

c. Cost: No cost

#C8: Alternative #2: Extend Sidewalks

a. Description: Extend sidewalks to pedestrian generators and fill in missing areas. Although the location is not a priority safety location, there are benefits associated with providing pedestrian accommodations. Extending the sidewalks should be considered in the context of a regional mobility access plan.

b. Graphic: N/A

c. Cost: To be determined

Issue #C9: Limited pedestrian accommodations north of Grant Road in Franklin Springs

Currently there are no sidewalks in place from Grant Road in Franklin Springs to the McDonalds in the Village of Clinton. Shoulders exist on both sides of Route 12B up to 76 Meadow Street where a curbed section and a transition to a center turn lane begins. There are no stabilized areas beyond the curbs for pedestrians. The travel lanes extend to the curb leaving pedestrians to walk in the grassy areas beyond the curbs and force bicycles to ride in the travel lane. There is a culvert between the Hannaford Plaza and McDonalds with a guiderail close to the curb that forces pedestrians to walk within the travel lanes on both sides of Route 12B. The existing sidewalk begins on the west side and stabilized area on the east side just to the north of the McDonalds. The accident analysis showed that the accident rate was below the statewide rate.

#C9: Alternative #1: Null Alternative

a. Description: No change

b. Graphic: N/A

c. Cost: No cost

#C9: Alternative #2: Pedestrian Education Materials

a. Description: Provide educational information for pedestrian education programs and coordination with the local newspapers for traffic safety issues addressed in this report.

b. Graphic: N/A

c. Cost: Minimal cost.

#C9: Alternative #3: Extend Sidewalks

a. Description: Extend sidewalks to pedestrian generators and fill in missing areas. This however is not considered a safety issue as the shoulder is more than adequate for pedestrian activity.

b. Graphic: N/A

c. Cost: To be determined

SECTION VII ALTERNATIVES – SITE SPECIFIC BY MUNICIPALITY

D. VILLAGE OF CLINTON

Issues identified within the Village of Clinton along Route 12B include trucks and traffic congestion within the Central Business District of the Village (between the signalized intersections of Route 412 and West Park Row/Williams Street), as well as the operation of the multiple approaches at the intersection of Route 12B with Fountain and Kellogg Streets. These areas of the corridor were analyzed for possible safety improvements.

The Village of Clinton is typical of many Villages throughout the State. Most of these communities share similar concerns regarding congestion, through truck traffic, pedestrian crossings, bicycle accommodation and narrow pavement widths along major routes that pass through the center of these communities.

The issues along this section of Route 12B include [1] truck traffic causing congestion, [2] intersections of Route 12B with Fountain and Kellogg Street and the area surrounding the Village Green [3] pedestrian crossings at Route 412, [4] limited/no bicycle accommodations between Route 412 and West Park Row/Williams Street, [5] congestion between Route 412 and West Park Row/ Williams Street, [6] congestion/conflict of pedestrian/vehicular movements near/at Chenango Avenue/Franklin Street, [7] lighting and [8] congestion at Route 12B and Taylor Avenue. Issues that can be remedied were addressed under this safety analysis.

Issue #D1: Truck Traffic Causing Congestion

Section VI.C discusses the existing truck traffic on the Route 12B corridor and the number of accidents involving a truck including the contributing factors associated with such accidents. As summarized in Section II and Section III and discussed in TM1, the capacity analysis, which accounts for the heavy vehicles on the road, shows that there is adequate capacity on Route 12B to accommodate existing and future (2020) traffic volumes. In addition, the travel times and delay study showed that the speeds are generally consistent with the posted speed limits and the sampled free-flow speeds during non-peak hours. The reduction in effective travel speed was associated with stop delays due to intersection controls (signal or stop-signs) and occasionally with turn movements at unsignalized roadways or driveways and was unrelated to the truck traffic.

As noted in that section, trucks could never completely be eliminated from the corridor due to local delivery; which could still include larger semis and auto haulers. Due to cost and environmental issues, a bypass is not a feasible alternative.

#D1: Alternative #1: Null Alternative

a Description: No Change. Larger semis would still add to volume and congestion along Route 12B.

b. Graphic: N/A

c. Cost: No cost

#D1: Alternative #2: Route 233 Truck Bypass

a. Description: Currently, Route 12B at Route 233 is signed to encourage motorists destined for the Thruway to use Route 233. It therefore, currently serves as a bypass route for the Village. The Thruway Trailblazer signage on Route 12B at the Route 233 intersection could be replaced with the next larger size signs.

b. Graphic: N/A

c. Cost: Approximately $800

#D1: Alternative #3: Remove Parking

a. Description: On Route 12B within the Clinton Village, adjacent parking could be removed to allow for wider travel lanes to accommodate trucks. Although wider lanes would improve vehicular conditions in this section of the corridor, there are a few disadvantages to this alternative. This alternative will have an obvious impact to parking supply for existing business in the Village, and it is recommended that provisions be included for developing alternative parking supply in convenient off-street facilities. If considered, this alternative should be advanced as part of a community strategy to assess parking supply and demand as a system, and to manage the system in a way that leverages shared parking opportunities. Wayfinding signage improvements could also help motorists navigate to off-street parking facilities. Removing the parking on one side of the Village was also discussed in Village of Clinton issue #4 and #5

b. Graphic: Figure D2a in Appendix A

c. Cost: N/A

#D1: Alternative #4: Enforcement

a. Description: As noted in Section VI.C, trucks traveling on the State system must be in compliance with the dimension and weight criteria set forth in the State Vehicle and Traffic Law. For those state roadways or portions thereof, that are also designated as "Access" or "Qualifying" have different dimension and weight restrictions set forth in the *Official Description of Designated Qualifying and Access Highways.*

Enforcement of any non-compliant truck traffic along the Route 12B corridor in accordance with the Vehicle and Traffic Law and the *Official Description of Designated Qualifying and Access Highways* in New York State can create a safer environment for all modes of transportation.

b. Graphic: N/A

Issue # D2: Intersections of Route 12B with Fountain and Kellogg Street and the area surrounding the Village Green

Route 12B, from Fountain Street and Kellogg Street, northerly approximately 800 feet, is adjacent and easterly of the Village Green and municipal parking lot. At the northern end, Route 12B is intersected by the municipal parking lot (west leg) and the Grande's Pizzeria of Clinton (east) and form an unsignalized 4-way intersection. No northbound left turn movements are permitted at this location. A marked crosswalk exists from the Grande's Pizza to the Kirkland Code Enforcement building with a School Crossing sign. South of the intersection is a one-way access into the municipal parking lot that permits northbound left-turn movements only. On-street parking exists along the easterly side of Route 12B between the northern parking lot access and Kellogg Street.

Route 12B, Fountain Street and Kellogg Street forms a non-typical intersection with multiple conflict points and some ambiguity as to the right-of-way priorities of minor conflicting movements. As noted previously, (see Section II), this intersection was investigated by NYSDOT in 2008, and preliminary concepts were developed for improvement options to create a roundabout or to signalize the intersection. However, NYSDOT concluded, after a subsequent follow-up review of new crash data, that this intersection was not a priority safety location.

Within the Village Green, there are several walkways that lead to Route 12B and/or the municipal parking lot. The walkways from the Village Green to Route 12B terminate at the curb with no ADA compliant ramp or marked crosswalk from these walkways across Route 12B. While there are two raised islands in the vicinity of Fountain and Kellogg Street, neither provides ramps nor sidewalks to accommodate pedestrians. The pedestrian crosswalks across Fountain Street at College Street and across Kellogg Street at Fountain Street are proper.

A review of the three year accident data for this location described in TM1 shows that there were no accidents at the intersections of Route 12B with Fountain and Kellogg Streets. This data shows that, although the intersection is geometrically untypical, it is still not indicated to be a priority safety location requiring remediation.

Figures 39 through 42 below show views of the intersection.

Figure 39-Looking southbound on Route 12B toward Fountain St.

Figure 40-Looking southbound on Route 12B toward Fountain St.

Figure 41-Looking northeast on Route 12B near Williams St.

Figure 42-Looking eastbound on Route 12B toward Kellogg St.

Although the intersection is not indicated to be a priority safety location, several alternatives were identified to improve driver guidance through the intersection and/or to reduce/reorganize the conflict area of the intersection. These alternatives are described below.

Three conceptual ideas to reconfigure these intersections with Route 12B were looked at. As presented, these alternatives will have issues that will affect traffic patterns at this intersection. Each are listed as Alternatives 2a, 2b and 2c.

#D2: Alternative #1: Null Alternative

a. *Description*: No change in existing geometry or operation.

b. *Graphic:* N/A

c. *Cost:* No cost

#D2: Alternative #2: Reconfigure Intersection (Roundabout)

The NYSDOT concept for a roundabout at the intersection would consolidate and simplify the traffic movements through the intersection. However, this improvement would impact the community greenspace and was therefore not progressed at the time by NYSDOT. Other concepts to reconfigure the intersection to address the ambiguity of traffic movements through the intersection and to reduce conflict areas are shown as Alternatives 2a, 2b and 2c. While these concepts do not impact greenspace, they all have substantial impact on traffic circulation and access to the downtown from Fountain Street and/or Kellogg Street. While these alternatives may not be practical or desirable as a result, they do provide context for evaluating the types of solutions that are available to address the existing unusual geometrics of the intersection and their consequences.

#D2: Alternative #2a: Reconfigure Intersection - Close Fountain Street access to Route 12B

a. Description: Make Kellogg Street a separate intersection with Route 12B and eliminate parking north of Kellogg Street to provide a separate left turn lane for southbound Route 12B onto Kellogg Street. Make the College Street extension access to Fountain Street a right only into Fountain and turn Fountain Street into a One-Way street running south. This concept would eliminate direct access from Fountain Street to Route 12B. Issues that would need to be resolved if this concept is advanced include: where and how to transition from two-way to one-way traffic flow, impact to traffic flow and operations on other streets, and impacts to emergency and service access/circulation.

Although the intersection is geometrically untypical, it is more of an operational issue since there were no accidents located at this intersection and it is not indicated to be a priority safety location requiring geometric remediation.

b. Graphic: Figure D1a in Appendix A.

c. Cost: $300,000+

#D2: Alternative #2b: Reconfigure Intersection - Close Fountain Street and Kellogg Street access to Route 12B

a. Description: Eliminate access from Fountain and Kellogg Streets. Kellogg and Fountain Streets will remain two-way but not have access to Route 12B. They would have to reach Route 12B by using other Streets. The College Street extension would have access to Fountain and Kellogg Streets. Traffic southbound on Route 12B would be prohibited from making a left turn onto the College Street extension and would have to use other streets to gain access to Fountain and Kellogg Streets. Similar to Alternative 2a, this concept would have a significant impact to traffic circulation, local access and emergency/service vehicle access which would need to be addressed if this alternative is advanced.

Although the intersection is geometrically untypical, it is more of an operational issue since there were no accidents located at this intersection and it is not indicated to be a priority safety location requiring geometric remediation.

b. Graphic: Figure D1b in Appendix A

c. Cost: $310,000+

#D2: Alternative # 2c: Reconfigure Intersection & Signalize

a .Description: Provide access into and out of Fountain and Kellogg Streets by reconfiguring the intersection and installing a three color traffic control signal. This would require realigning the Route 12B approach from the west opposite Kellogg Street, eliminate the College Street extension from the church to Fountain Street and provide a separate lane for

southbound Route 12B traffic to either turn left into Kellogg Street or proceed straight onto Fountain Street. The southbound right turn movement would also be controlled by a signal indication.

This alternative seems the most logical of the three but does present other issues that may not make it practical. This concept eliminates the free movement for through traffic continuing on Route 12B (northbound and southbound) which will increase overall vehicle delay from current levels due to the signal control. Queue interactions between this new signal and the signalized intersection at West Park Row / Williams Street may also have a negative effect on overall mobility through the Village. This alternative also requires the elimination of some on-street parking north of Kellogg Street to accommodate the geometric changes.

Although the intersection is geometrically untypical, it is more of an operational issue since there were no accidents located at this intersection and it is not indicated to be a priority safety location requiring geometric remediation.

b. Graphic: Figure D1c in Appendix A.

c. Cost: $560,000+

#D2: Alternative #3: Lane Delineation Striping

a. Description: Pavement marking improvements can be implemented at the intersection to improve motorist navigation through the horizontal curve of the intersection. In this alternative, the northbound Route 12B edge line would be delineated through the curve and across the intersection approaches of Fountain Street and Kellogg Street.

b. Graphic: Figure D1 in Appendix A

c. Cost: Approximately $400

#D2: Alternative #4: Install marked crosswalk and provide ADA compliant ramps

a. Description: The recommended guidelines for the installation of midblock crossings, which consider pedestrian and vehicular volumes and help guide against the placement of unjustified devices, were identified in Section VI.E. With a 2008 ADT of approximately 12,100 vehicles (ADT data collected between Route 412 and Brimfield Street), an hourly pedestrian volume of approximately 20 pedestrians would be necessary to meet the guidelines for installing a midblock crossing.

There are 2 walkway locations that lead to Route 12B; one near the Fountain Street/Kellogg Street intersection and one near the art center. To accommodate pedestrians crossing Route 12B at the Village Green, a marked crosswalk could be installed from near the art center to the existing Village Green walkway with appropriate ADA compliant ramps. The crosswalk should be signed with the pedestrian warning sign (W11-2) in accordance with the 2009 MUTCD and

NYS Supplement to alert road users in advance of locations where unexpected entries into the roadway might occur or where shared use of the roadway by pedestrians might occur.

b. Graphic: Figure D2 in Appendix A

c. Cost: The approximate cost could be $16,000 for ADA compliant ramps, a marked crosswalk, signage, two roadside flashing beacons and two pushbuttons on pedestals, depending on type of design.

#D2: Alternative #5: Remove the sidewalk from the Village Green to Route 12B

a. *Description*: There is an existing walkway from the Village Green to Route 12B near Fountain Street and Kellogg Street but no ADA compliant ramps, marked crosswalk and/or pedestrian facilities in the raised center islands. Given the geometrics in this area, the number of conflicting movements, and the location of the existing crosswalk at Williams Street, the sidewalk from the Village Green to Route 12B at this location should be removed since this is not an optimal place to provide pedestrian accommodations.

b. Graphic: Figure D2 in Appendix A

c. Cost: The approximate cost would be $3,000

#D2: Alternative 6: Provide Crossing Guard

a. Description: During peak periods and special events, such as the farmers market, a crossing guard could be provided to facilitate and regulate pedestrian and vehicular traffic flow through the Village.

b. *Graphic: N/A*

Issue #D3: Pedestrian crossings at Route 412

The intersection of Route 12B with Route 412 is a "T" intersection in the Village of Clinton. Route 12B shifts between a north-south and east-west alignment at this location. Therefore, Route 12B comprises both the east leg and south leg of the intersection and the major traffic flows through the intersection are the northbound right turn and westbound left turn movements. Route 412 forms the west leg of the intersection. The operation is signalized and there are existing crosswalks with pedestrian signal heads and push buttons on the west and south legs, but not the east leg. The pedestrian walk phases run concurrently with the eastbound Route 412 phase and the northbound Route 12B phase. Additionally, there is a crosswalk across Route 12B approximately 200 feet east of the intersection at Marvin Street. At the intersection of Route 12B with Route 412, the stop bars on the east and south legs are set back from the intersection, presumably to provide adequate turning space for trucks on Route 12B.

There are adequate marked crosswalks at this intersection; one on the south leg to cross Franklin Street Route 12B and the other on the west leg to cross College Street, Route 412. There is no

marked crosswalk on the east leg to cross College Street at Route 12B as this area is where pedestrians would encounter the heavier right turn movement during the PM peak period. The crosswalk at Marvin Street is better suited for pedestrian activity.

There were six accidents at this intersection during the study period, none of which involved pedestrians (refer to the accident analysis section in TM1 for more information on the accidents at this location). In addition, of the 6 accidents, 4 occurred prior to the traffic operational improvements installed by NYSDOT which included the northbound right turn prohibition and the pedestrian countdown timers at the crosswalks. According to traffic counts conducted in July of 2009, 14 pedestrians traveled through this intersection during the AM peak hour and 26 traveled through during the PM peak hour. Four of the 14 pedestrians during the AM peak period and 1 of the pedestrians during the PM peak period crossed Route 12B on the east side of the intersection where there was no marked crosswalk. Further review of the 2-hour AM and 2-hour PM counts showed a total of 15 pedestrians and 40 pedestrians traveled through this intersection, respectively. Seven of the 15 pedestrians (50%) during the AM and 3 of the 40 pedestrians (7.5%) during the PM hours crossed Route 12B on the east side of the intersection in the turning path of over 560 northbound right turning vehicles.

The pedestrian accommodations seem appropriate at this location given the nature of the traffic patterns and presence of turning trucks. If an additional crosswalk were added on the east leg of the intersection, then the pedestrian phasing would have to be adjusted, possibly to an exclusive phase, to avoid conflicting with the major Route 412 northbound right turn movement. Adding an additional phase, though potentially safer for pedestrians, would increase delays for the already congested vehicular approaches. For further discussion of pedestrian accommodations in the Village of Clinton see Issue #D5 and #D6 Congestion in the Village of Clinton.

#D3: Alternative #1: Null Alternative

a. Description: No change. Condition will still occur.

b. Graphic: N/A

c. Cost: No cost

#D3: Alternative # 2: Pedestrian Improvements

a. Description: Provide pedestrian indications, pushbuttons, crosswalks and ADA compliant accessible handicap ramps.

b. Graphic: N/A

c. Cost: N/A

Issue #D4: Limited/no bicyclist accommodations between Route 412 and West Park Row/Williams Street

The village center is a desirable place to provide bicycle accommodations, since the compact design of these places are more conducive for alternative travel modes. The challenge in this part of the corridor is that Route 12B is a busy roadway that carries a mix of local and through vehicle traffic including trucks. The existing 38-foot pavement width of Route 12B provides a 10 to 11-foot wide lane for each direction of travel and an 8-foot wide parking lane on both sides of the street, which does not provide room to separately accommodate bicyclists. AASHTO guidelines for bicycle facilities recommends a minimum lane width of 14-feet to accommodate shared use with vehicles when adjacent to on-street parking due to the hazard to cyclists of car doors opening into their path. Because of the existing combination of pavement width and the congestion in the corridor, bicyclists (especially those who are less experienced) tend to ride on the sidewalk. This then presents a safety issue for pedestrians, which has resulted in a Village ordinance to reinforce NYS Vehicle and Traffic regulations restricting bicycle riding on the sidewalks. Although the accident record for this area does not show a pattern of accidents involving cyclists that would indicate a safety priority safety deficiency, considerations for improving the accommodation of bicyclists in this area of the corridor have been identified and are described below.

In a regional context, bicycle accommodations are provided through a combination of shared-use along existing roads (typically on the shoulder) and separate trail networks. The planning activities for regional bicycle accommodations have been described previously. Accommodation of bicycles on the segment of Route 12B within the Village is part of this overall system and should be complemented with bicycle accommodations on side streets (which can create alternate routes) and well located bicycle racks to provide safe and accessible destinations for riders.

#D4: Alternative #1: Null Alternative

a. *Description:* No change. Condition will still occur.

b. *Graphic:* N/A

c. *Cost*: No cost

#D4: Alternative #2: Provide shared-use bicycle lane

a. *Description:* Remove on-street parking on one side of Route 12B in this area to allow a shared use bicycle lane in each direction of travel. This configuration would expand the vehicle travel lane width to 14 feet, which is consistent with AASHTO design standards for the existing composition of trucks and posted speed limit and would better accommodate the vehicular mix of traffic in the corridor. Applicable pavement markings and signage would also be included to supplement the lane designations and increase awareness that bicycles may be present in the roadway. This alternative would enhance safety for bicyclists and pedestrians by providing an appropriate space for every road user and help meet more standard expectations for where other road users may be. This alternative will have an obvious impact to parking supply for existing business in the Village, and it is recommended that provisions be included for

developing alternative parking supply in convenient off-street facilities. If considered, this alternative should be advanced as part of a community strategy to assess parking supply and demand as a system, and to manage the system in a way that leverages shared parking opportunities. Wayfinding signage improvements could also help motorists navigate to off-street parking facilities.

b. Graphic: Figure D2a in Appendix A.

Figure 43 – MUTCD Devices W16-1P and W11-1

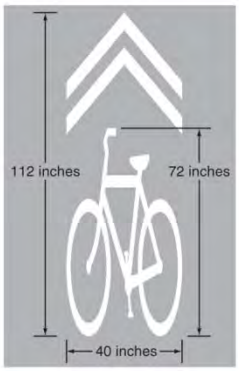
c. Cost: The cost would depend on the limits of restriping required. In the central village the cost could be approximately $2,000 to change parking signage and approximately $5,000 to change striping.

#D4: Alternative #3: Install W16-1P Share The Road Signs and Pavement Markings
(The R4-11 Bicycle May Use Full Lane sign shown in the Draft TM2 has been replaced by the W16-1P Share the Road sign due to the 2010 interim guidance provided by NYSDOT issued subsequent to the preparation of the Draft TM document that disapproved the use of the R4-11 sign)

a. Description: As provided in the current MUTCD, the "Share The Road" (W16-1P) sign may be used at locations to inform motorists that bicycles might occupy the travel lane on roadways where there are no suitable bicycle accommodations (i.e. bike lanes or usable shoulders) and where travel lanes are too narrow for bicyclists and motor vehicles to operate side by side. This signage could also be accompanied by a Shared-Lane Marking (i.e. "Sharrow") to enhance awareness of bicycles in the traffic mix.

b. Graphic: D2a in Appendix A

Figure 44 – MUTCD W16-1P



c. Cost: Approximately $400 per sign and approximately $100 per pavement marking symbol

#D4: Alternative #4: Alternative Bike Route

a. Description: Designate an alternate bike route, using other local streets such as Chenango Avenue.

b. Graphic: N/A

c. Cost: N/A

#D4: Alternative #5: Education Materials

a. Description:

1. Provide educational information for drivers and bicyclists. See Section VI.I for additional discussion on educational programs.

2. Communicate to the community through outreach programs, the location and use of the Chenango Canal Towpath.

b. Graphic: N/A

c. Cost: Minimal cost

Issue # D5: Congestion between Route 412 and West Park Row/Williams Street

Given the character of the Village, pavement widening was ruled out due to the cost and potential negative impact it may have on the adjacent business district. The intent of this study is to address viable safety concerns within the existing curbs. The issues of signal operations, truck traffic, narrow lanes, parking, pedestrian crossings and bicyclists were reviewed and analyzed.

SECTION VII ALTERNATIVES – SITE SPECIFIC BY MUNICIPALITY

The Village of Clinton experiences congestion on Route 12B, particularly during the evening peak hour. It is anticipated that traffic conditions during the peak hours would be more congested than the rest of the day, and it is also expected that a densely developed area such as the Village of Clinton would also experience more congestion. Level of Service analysis was conducted at the two signalized intersections in the Village: Route 12B at Route 412 and Route 12B at West Park Row/Williams Street. Overall, both intersections operate at LOS "C" or better for the peak periods, which is considered a desirable level of operation. See TM1 for more information on the LOS analysis.

There are periods of congestion between the hours of 3 PM and 6 PM where the potential for gridlock occurs. This creates lengthy delays and makes it difficult when exiting intersections or on street parking spaces within this area. As with most Villages this is a common occurrence. In this case a modification to the signal operation will help reduce the gridlock situation.

The intersection of Route 12B with Route 412 has a very high PM peak volume of left turning traffic from westbound to southbound Route 12B. A capacity analysis was run to determine how efficient the intersection operates during peak conditions. Results of this analysis indicate there are no operational issues during the AM peak. However; the PM peak analysis indicates the LOS for the westbound left turn movement is an "F"; which is an indication of severe congestion. The 2009 left turn volume for traffic continuing on Route 12B is 364 vph (vehicles per hour) and the 2020 left turn volume on Route 12B is 406 vph. It is this heavy left turn demand and the inability of the intersection to accommodate these volumes in a timely fashion that causes gridlock conditions during the PM peak period.

What may be contributing to the perception that traffic congestion in the Village is more severe than the analysis is showing is the relatively free flow operations on Route 12B just outside of the Village. Traffic traveling through is forced to travel slower as it mixes with people traveling locally within the Village as well as stopping to allow pedestrians to cross or vehicles to parallel park. The activity centers (what create the Village) are contributing to the congestion, and in terms of economic well-being, the congestion that results can be thought of as a positive. Some of the alternatives provided here strive to make the congestion more acceptable to motorists, rather than help the traffic flow more freely. The alternatives help give drivers more visual cues that the land and roadway use is different in the Village from the rest of the corridor and that travel speeds should be slower. These include elements of streetscaping, suggested to indicate to drivers that they have arrived at a destination instead of just a few traffic signals.

When turning volumes approach 300 vph, dual left or right turn lanes should be considered to reduce the lengthy queues that occur on that intersection approach. Providing dual left turn lanes at the intersection is one solution. This is not practical because it would necessitate the acquiring of additional right of way and there are viable businesses on each corner that would be affected by this type of improvement. This improvement would only be effective about two hours of the day. Throughout the rest of the day there is no problem. Signal operation modifications should help reduce the congestion.

There are some locations in this area where narrow lane widths occur. Most are on intersection approaches where an additional left turn lane has been added to improve capacity and reduce congestion. Slight modifications to the pavement markings can increase these lane widths.

Pedestrian crosswalks are adequately identified and do not need additional signing. There are pedestrian crossing features at the signalized intersections. Most pedestrians will not walk to the signal to cross if it takes them a considerable distance from their destination. Motorists traveling through a Village or other populated communities expect to encounter pedestrians. The only time that signs would be installed at crosswalks as per the Federal MUTCD and NYS Supplement would be at dedicated school crossings or if needed, where people with special needs (retirement home, handicapped) cross daily.

#D5: Alternative #1: Null Alternative

a. Description: No change. Condition will still occur.

b. Graphic: N/A

c. Cost: No cost

#D5: Alternative #2: Eliminate Parking, Provide Bike Lanes

a. Description: This would change the character of the Village. See Item #D4.

b. Graphic: N/A

c. Cost: N/A

#D5: Alternative #3: Timing, Lane and Signal Improvements

a. Description:

1. A no cost and immediate visible action would be to increase the amount of time assigned to the left turn phase for the PM peak. This can be set using a time clock function to operate only during periods of excessive queuing. NYSDOT traffic signal controllers have these capabilities.

2. Provide set back vehicle detectors (mid block or closer to the upstream intersection) that will add more green time to the eastbound and westbound movements when vehicles are gridlocked between the intersections. This preemption phase will only be activated when a vehicle has been setting over the detector for a lengthy period. Benefits derived from this modification would help reduce gridlock by clearing out more vehicles and create more gaps for side road traffic to enter Route 12B.

3. Adjust the centerline between Franklin Street and West Park Row to provide uniform 12 foot lane widths. Most lanes throughout the rest of the Village are 12 foot wide or greater.

Parking spaces should be restriped to 7 foot widths and areas where parking is allowed, but is unmarked to be striped.

4. Adjust the centerline of Route 12B south of the intersection with Route 412 to provide adjusted northbound approach lane widths and southbound receiving lane width. Southbound receiving lane should be reduced from 13' to 12' and the northbound right turn lane should be increased to 11' from 10'. The northbound left turn lane should remain at 10' and a 75' storage lane should be striped on this approach. Providing the additional width for the northbound right turn movement, which is the heavier of the two northbound movements will better accommodate the right turning traffic.

b. *Graphic*: Figures D3 & D4 in Appendix A

c. *Cost*:

1. Signal re-timing: no cost.

2. Signal modifications; preemption detectors, pullboxes, conduit, wiring and internal hardware: $25,000 (less if there is existing conduit run)

3. Pavement markings: $10,000

#D5: Alternative #4: Curb Extensions

a. *Description:*Add curb extensions (bulb outs) at key locations in Clinton Village to provide visual cues to enhance visibility of pedestrians and crossings, shorten crossing distance for pedestrians, define space for parking away from intersections and crossings (parked cars can restrict visibility), and encourage pedestrians to cross at the correct locations. Curb extensions have been implemented successfully in a number of village centers including Ft. Plain, NY (see Figure 45 below) and Oneonta, NY. In designing and choosing locations for curb extensions, the turning radius of the design vehicle needs to be considered. Additionally, snow plow operators may need practice or some training on how to clear around a curb island. However, these issues can be resolved if planned appropriately.

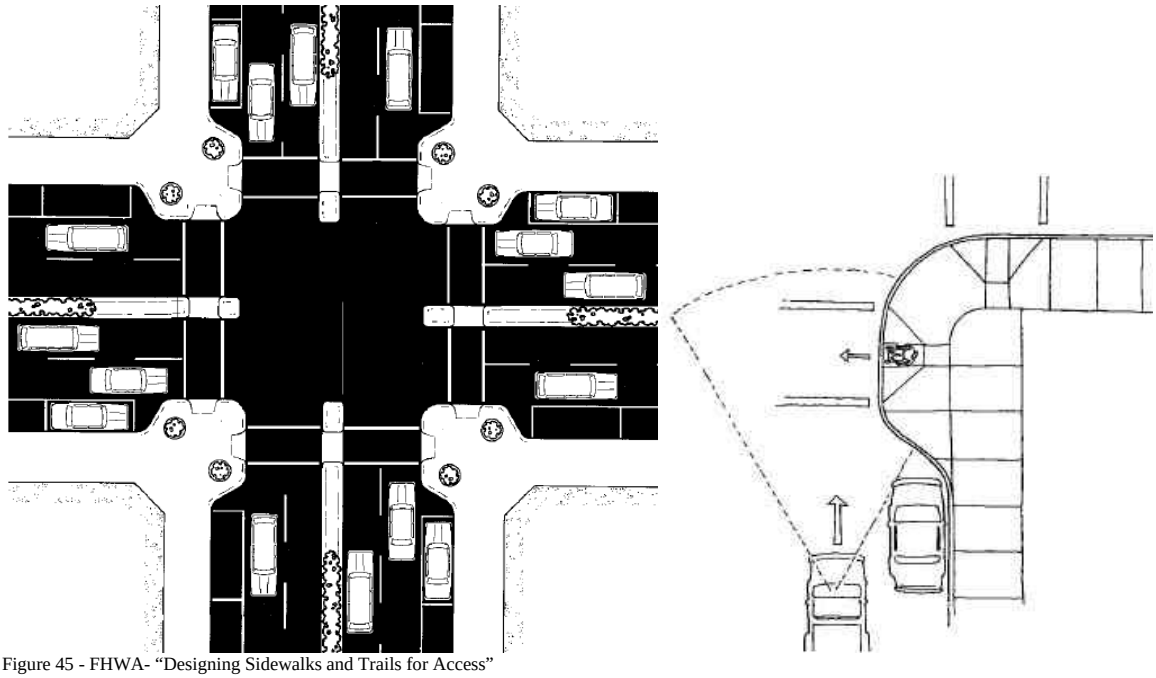


Figure 45 - FHWA- "Designing Sidewalks and Trails for Access"

Figure 46 - Curb extensions installed in Ft. Plain, NY along 5S west of intersection with 80. (Bing Maps) (www.walkinginfo.org)

b. Graphic: See Figure D5 in Appendix A

c. Cost: Cost may vary from $5,000 to $30,000 for each location, based on specific conditions. Drainage, utility relocation and coordination, and included amenities (i.e. special pavers, planter boxes, street furniture, etc.) that are added on the curb are all significant contributors to cost and are not included in this estimate.

#D5: Alternative #5: Extend sidewalks

a. Description: Fill in network of pedestrian facilities and work to make sidewalks appropriate widths with recommended buffers and amenities. (See typical sections below). Sidewalks should be on both sides of a roadway with no gaps from block to block. It is preferable to provide a buffer zone between travel lanes and a sidewalk, which would also provide space for landscaping, street furniture, or a bike/parking lane. Also driveway widths within the Village should be minimized.

Sidewalks could be provided along the Route 12B curve from West Park Row to E. Park Row and on the west side of West Park Row (possibly in conjunction with consolidating side street accesses). Additionally, the sidewalk just east of Route 412 could be improved. The HOCTS's Town of Kirkland Sidewalk Inventory for additional pedestrian facility priorities for the Village, identifies a need for sidewalks on both sides of Route 12B between Brimfield Street and Stebbins Drive and a sidewalk on the south side of the road between Stebbins Drive and Beatty Avenue. These sidewalk improvements would enhance safety for travelers of all modes, by creating safe and convenient spaces for pedestrians, improving access to pedestrian crossings while reducing the potential for illegal crossings (proper design will promote proper use), and preserving motor vehicle capacity. While there are many desirable aspects of sidewalk improvements, the cost can be significant (see below) and implementing them may require considerable ROW coordination and discussion property and business owners.

In addition to sidewalk, buffer, and landscaping improvements, decorative luminaires could be added in the village center (in conjunction with undergrounding utilities) to provide opportunities to enhance historic nature of Village and install signs and/or holiday decorations to enhance civic pride.

Many sidewalk and streetscaping improvements can improve safety for all road users by creating safe and inviting spaces for pedestrians that connect to appropriate crossing locations and indicating to motorists that they are driving through an area where low speeds are necessary.

Figure 47 - Typical Streetscape Cross Section with parking

Figure 48 - Decorative luminaire with sign

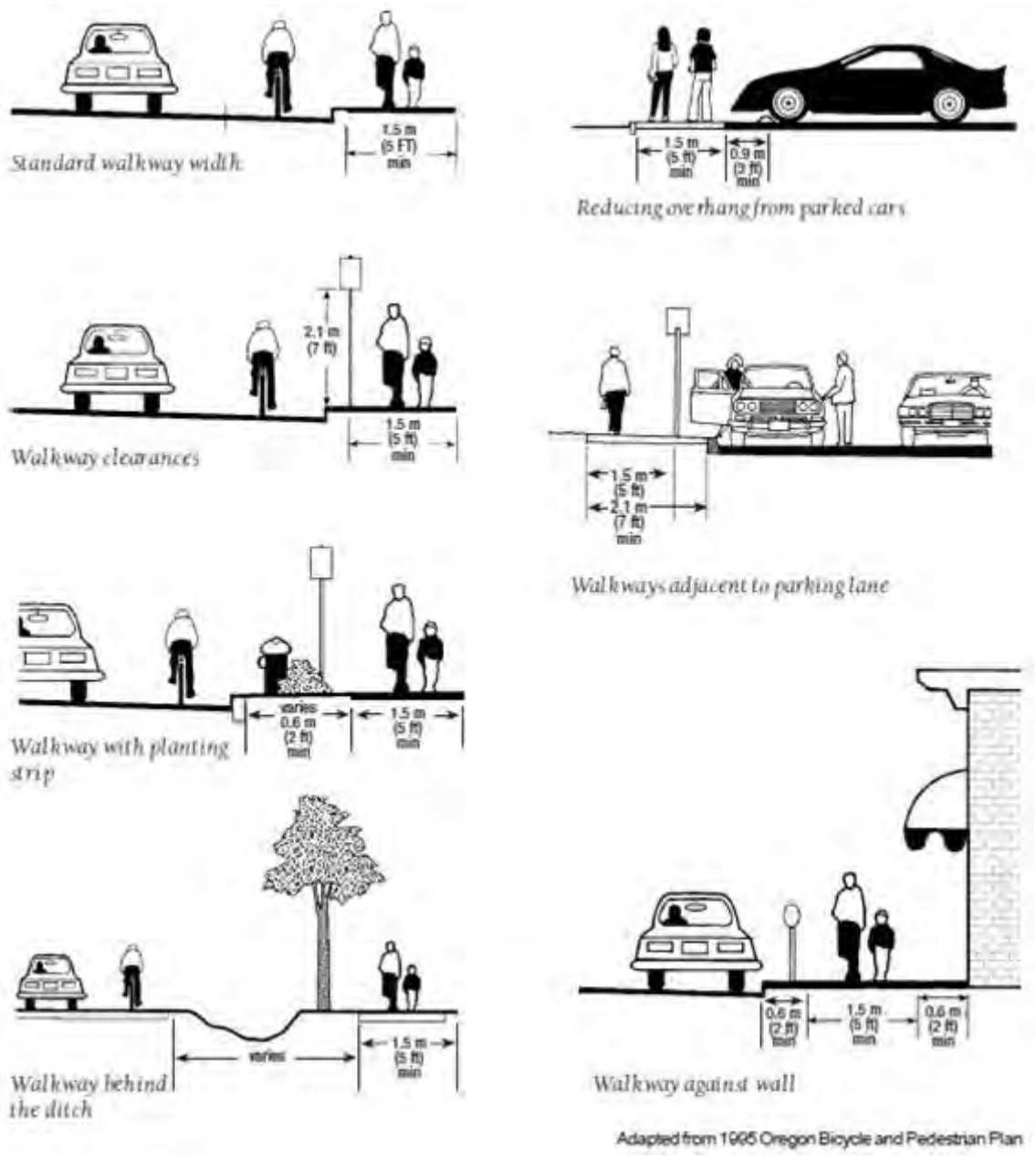


Figure 49 - FHWA Implementing Pedestrian Improvements at the Local Level

b. Graphic: See Figure D5 in Appendix A

c. Cost: Cost can include curbing (approximately $40/linear foot) and concrete sidewalk (approximately $20/square foot) for a total of about $130,000 for the layout shown in Figure D5 in addition to costs for landscaping and street furniture or other amenities. Costs for decorative luminaires are approximately $4000 each plus additional monthly utility costs.

Issue #D6: Congestion/conflict of pedestrian/vehicular movements near/at Chenango Avenue/Franklin

The intersection of Chenango Avenue and Route 412 is approximately 250 feet west of the intersection of Route 12B with Route 412 discussed above. Chenango Avenue North and Chenango Avenue South are offset from each other where they intersect Route 412, so that Chenango Avenue South intersects Route 412 approximately 50 feet west of Chenango Avenue North. There is an existing crosswalk across Route 412 in between these two intersections with school crossing signs on both eastbound and westbound Route 412 at the crosswalk. See Figure 50 below. The stated issue for this location is the conflict of pedestrian/vehicular movements, perhaps due to the numbers of students from the high school crossing at this location to access restaurants to the south during lunch time. Eastbound traffic on Route 412 may be focused on the signal ahead at the intersection of Route 412 with Route 12B and may be surprised by the crosswalk location. Westbound drivers may be increasing their speed as they get through the traffic signal at the intersection of Route 412 with Route 12B and may not expect to have to stop again. Or drivers may just be impatient waiting for groups of high school students to cross. Since this location is outside of the Route 12B study corridor, no accident or AM and PM peak period pedestrian volume data has been obtained at this location.

Figure 50 – On Route 12B looking westbound toward Chenango Avenue

The SAC noted that there are a high number of school related pedestrians crossing at this location between 10:30 and 11:30 am. Therefore, a pedestrian count was conducted on March 9, 2010 to determine the volume of activity of pedestrians crossing Route 12B. The count was conducted from 10:15 am to 11:45 am and showed a total of 83 pedestrians through this intersection during this time period. The count showed that the highest pedestrian use at this location was from 10:45 am to 11:30 am with 25 pedestrians crossing Route 412 in each direction (northbound and southbound). Thirteen pedestrians crossed Chenango Avenue South while ten pedestrians crossed Chenango Avenue North. Field observation showed that the majority of people using the intersection were students who did not use the crosswalks, but rather cut through the intersection in a diagonal direction depending on which direction they were coming from. The lack of compliance for existing pedestrian facilities indicates that education would be an appropriate measure here. The students did not appear to be elementary students and there was no crossing guard observed during the time of the count. However, the NYSDOT indicated that based upon their discussions with the school, crossing guards

are at this location during the morning arrival and afternoon school dismissal and that elementary students do cross at this location.

#D6: Alternative #1: Pedestrian Education Materials

a. Description: Provide educational information for pedestrian education programs and coordination with the local newspapers for traffic safety issues addressed in this report.

b. Graphic: N/A

c. Cost: Minimal cost

If local officials verify that this is a problem area, two options to consider include installing push button actuated flashing beacons as per the Federal MUTCD and NYS Supplement to improve visibility and removing the crossing and directing pedestrians with signage to the crossing at the intersection of Route 412 with Route 12B.

Issue #D7:Lighting in the Village of Clinton

The Village of Clinton has existing lighting mounted on utility poles through the Village limits. As discussed in Section VI.D, it does not appear that additional lighting along the Route 12B corridor in the Village limits would be warranted. However, a formal lighting study was not conducted as part of this Route 12B Corridor Study. Therefore, a lighting analysis would have to be performed in order to determine the maintained levels of existing lighting and IENSA recommended levels.

There are several alternatives that can be explored to upgrade the lighting along Route 12B within the Village of Clinton, including but are not limited, upgrading the luminaires to higher wattage to increase visibility and the possibility of additional streetscape/decorative lighting along Route 12B.

Issue #D8: Congestion at Route 12B and Taylor Avenue

Taylor Avenue intersects Route 12B at an unsignalized "T" intersection. Taylor Avenue is a local road and is the stop controlled eastbound approach to the intersection. It consists of a 12-foot wide shared left/right turn lane. The northbound and southbound approaches of Route 12B consist of 12-foot wide shared turn/through travel lanes. There are 5-foot wide sidewalks on both sides of Route 12B. The speed limit on Taylor Avenue and Route 12B at this location is 30 mph. No parking is permitted on Route 12B at this location. There are several adjacent driveways at this location that result in many conflicting movements including the 1 curb cut on Route 12B that provides access to the Dunkin Donuts and the 2 curb cuts on Route 12B to accommodate the gas station. In addition, the curb cuts on Taylor Avenue from these commercial developments are located in close proximity to the intersection which results in congestion in this area due to the insufficient storage distance and confusion caused by the complex pattern of overlapping conflict areas. See Figures 51 through 53 below.

Figure 51 – On Route 12B at Taylor Avenue looking southbound

Figure 52– On Route 12B at Taylor Avenue looking northbound

Figure 53 – On Route 12B looking westbound at Taylor Avenue

The SAC suggested that a traffic signal be installed at this location. The need for a traffic control signal is based upon an analysis of the existing operation and safety conditions of an intersection, including traffic conditions, pedestrian characteristics and physical characteristics of the location, and the potential that a signal has to improve the conditions. The MUTCD identifies the following nine signal warrants to be evaluated in determining the need for a signal:

Warrant 1, Eight-Hour Vehicular Volume
Warrant 2, Four-Hour Vehicular Volume
Warrant 3, Peak Hour
Warrant 4, Pedestrian Volume
Warrant 5, School Crossing
Warrant 6, Coordinated Signal System
Warrant 7, Crash Experience
Warrant 8, Roadway Network
Warrant 9, Intersection Near a Grade Crossing

The satisfaction of a traffic signal warrant or warrants however, in itself does not require the installation of a traffic control signal.

Turning movement counts were collected at this location on March 9, 2010 during the AM and PM peak periods to determine if the volumes would meet the minimum criteria for considering a traffic signal. Based upon a preliminary signal warrant analysis of the AM and PM peak hour volumes, it was determined that the volumes may meet MUTCD Warrant 2, the four hour vehicular volume warrant.

In addition to reviewing the volume criteria for a signal, a capacity analyses was performed to determine the current and future operating conditions of this unsignalized intersection. The analysis showed that the Route 12B northbound approach (shared left/through movements) operates at a LOS A in the AM and PM and will continue to do so in 2020. Taylor Avenue currently operates at a LOS of C in the AM and PM and will operate at LOS D in 2020. Pedestrian volumes were also collected during the AM and PM peak periods. The capacity analysis indicates that there is less than 50 feet (2 vehicle lengths) of queue on Taylor Avenue in each of the AM and PM peak period periods for existing and 2020 conditions. The counts showed minimal volumes of pedestrians crossing Route 12B. Three pedestrians during the 2-hour AM and four pedestrians during the two-hour PM peak period crossed Route 12B. These pedestrian volumes do not meet the guidelines shown in Figure 7 and Figure 8 in Section VI for a marked crosswalk. Therefore, a marked crosswalk should not be installed at this location at this time.

Accident data was also reviewed which showed that 1 accident each year for the 3-year period occurred at this location with all of them during the day. Two of them were rear-end accidents that occurred in the northbound direction and one was a northbound vehicle making a right turn that was sideswiped by a southbound vehicle.

Based upon the traffic volumes, capacity analysis, and accident analysis conducted for this study, it does not appear that a traffic signal is necessary to accommodate the operations of this intersection. As was noted, there are numerous commercial driveways in close proximity to the intersection serving abutting properties. The safety of operations at this intersection could be enhanced by eliminating/consolidating some of these driveways to reduce the complexity of the conflict area. This would also be recommended if/when traffic signal is implemented, because the regimentation of the signal control could exacerbate these existing conflicts. The vehicular and pedestrian volumes at this location should be monitored and a complete signal warrant analysis conducted to determine if and when a signal should be installed at this location.

#D8: Alternative #1: Monitor future conditions

a. *Description*: Monitor vehicular and pedestrian volumes and accidents

b. *Graphic* N/A

c. *Cost:* To be determined

#D8: Alternative #2: Access management

a. *Description*: Consolidate access points to reduce turning movement conflict. Reducing the number of potential conflict points will improve traffic flow and increase safety on the roadway.

b. Graphic Figure D6 in Appendix A

c. Cost: To be determined

#D8: Alternative #3: Land Use and Zoning

a. Description: The Town of Kirkland should review and revise their land use guidelines to incorporate access management guidelines and techniques that reduce the number of potential conflict points, improve traffic flow and increase safety on the roadway.

b. Graphic N/A

c. Cost: N/A

E. TOWN OF NEW HARTFORD

Route 12B in the Town of New Hartford is a two-way two lane highway with shoulders from the Kirkland Town line to Edna Terrace. From there, it transitions into a three-lane section with the center lane becoming a two-way left turn lane at Alvin Place. The three-lane section continues towards Route 5 and becomes a multi lane approach at Route 5; a single through left lane and dual right turn lanes. There is a sidewalk on the west side of the road that runs from Edna Terrace to Route 5. The speed limits within the Town are 50 mph from the Kirkland Town line to Merritt Place and 40 mph from Merritt Place to Route 5.

Issues along this section of Route 12B include [1] drainage improvements at Fawncrest, [2] lack of pedestrian and bicycle path and sidewalks, [3] queuing / accidents on Route 12B at Preswick Glen Drive and at Fawncrest Boulevard, [4] DOT approved stop sign on Preswick Glen Drive at intersection, [5] reduce speed limit between Sycamore Drive and Route 5B, [6] limited sight distance at Homewood Drive, and [7] Lighting in the Town of New Hartford.

Issue #E1: Drainage improvements at Fawncrest

A review of the accident data showed that there were a total of 6 accidents that occurred near or at Fawncrest Boulevard; 4 of which were non-intersection accidents and 2 which were intersection accidents. Half of the accidents occurred when it was raining. Contributing factors listed for these accidents included alcohol, passing inappropriately/driver inattention and failure to yield the right of way for the left turning vehicle crossing through traffic. These human related factors are not correctable by the design of the highway.

The issue of flooding on the state highway is a highway maintenance issue. It is our understanding that the NYSDOT Resident Maintenance Engineer for Oneida County is aware of the drainage issue and is monitoring the situation.

#E1: Alternative #1: NYSDOT Maintenance/Continued Monitoring

a. Description: Monitoring by NYSDOT Maintenance

b. Graphic: N/A

c. Cost: N/A

Issue #E2: Lack of pedestrian & bicycle path and sidewalks

Sidewalks are generally the responsibility of the local municipality, in this case the Town of New Hartford. As residential development expands to outlying areas it may be in the Town's interest to provide sidewalks along this major highway or require developers to contribute to a fund for sidewalk construction and/or build sidewalks along the developments frontage. Existing shoulders are adequate to accommodate bicyclists and pedestrians at the present time.

#E2: Alternative #1: Adopt sidewalk policy

a. Description: No change. The Town may wish to adopt sidewalk policy in the future for new subdivisions.

b. Graphic: N/A

c. Cost: No Cost

#E2: Alternative #2: Pedestrian Education Materials

a. Description: Provide educational information for pedestrian education programs. See Section VI.I.

b. Graphic: N/A

c. Cost: Minimal cost

Issue #E3: Queuing/ accidents on Route 12B at Preswick Glen Drive and at Fawncrest Boulevard

An analysis of crash rates along this section shows that the actual crash rate is below the Statewide average for similar sections of highways. The two pedestrian fatalities in this area were analyzed but did not show any similarities that would indicate the highway or lack of signage contributed to these accidents. These accidents can be attributed to human factors and not the design of the highway. This is an indication that corrective measures do not need to be addressed because of perceived safety problems.

Turning traffic into Preswick Glen Drive or Fawncrest Boulevard is very light. The highest left turn volume was 12 vehicles per hour, which equates to a left turn vehicle arriving every 5 minutes. These intersections are not candidates for the addition of separate left turn lanes at this time. At full build-out of the Preswick Glen development, a traffic study should be performed as required by the development agreement as indicated by the NYSDOT in order to determine if left turn lanes are warranted at these intersections. As resources become available to provide reconstruction funding, inclusion of a two way left turn lane and the addition of sidewalks should be considered from Route 5B to Edna Place.

#E3: Alternative #1: Null Alternative

a. Description: No change. Accident rate is below statewide rate.

b. Graphic: N/A

c. Cost: No cost

#E3: Future Alternative: Reconstruct Route 5B to Alvin Place

a. Description: Reconstruction of Route 12B from Route 5B to Alvin Place to extend the two way left turn lane. Continue sidewalk from Edna Terrace to Route 5B. The area is more suburban than rural.

b. Graphic: N/A

c. Cost: To be determined

Issue #E4: DOT approved stop sign on Preswick Glen Drive at intersection

Preswick Glen Drive intersects Route 12B at an unsignalized "T" intersection and is the eastbound approach to the intersection. It consists of a 14-foot wide shared left/right turn lane. The northbound and southbound approaches of Route 12B consist of 12-foot wide shared turn/through travel lanes. There is a 7-foot wide shoulder on the west side and a 6-foot wide

shoulder on the east side of Route 12B. The speed limit on Route 12B at this location is 50 mph and the speed limit on Preswick Glenn Drive is posted for 20 mph.

The SAC requested that a DOT approved stop sign be placed on Preswick Glen Drive. As shown in Figure 54, there is a Stop sign at this location. As such, no additional Stop signs are necessary at this location.

Figure 54 – On Preswick Glen Drive looking eastbound toward Route 12B

#E4: Alternative #1: Null Alternative

a. Description: A Stop sign currently exists at this location. No other Stop sign is necessary at this location.

b. Graphic: N/A

c. Cost: No cost

Issue #E5: Reduce speed limit between Sycamore Drive / Merritt Place & Route 5B

Route 12B between Sycamore Drive and Route 5B is located in segment 3 and is located approximately 1.5 miles south of Route 5. Route 12B has a generally straight alignment in this area, a posted speed limit of 50 mph, and comparable operational speeds as discussed in Section VI.B. A speed study is being performed to evaluate the need for changes in the posted speeds for this section of State Route 12B due to the current operational speeds, residential and commercial density, and overall character of this highway segment. The result of a Linear Speed Zone Evaluation is provided in Appendix H. The NYDOT is progressing with the study at this time and the results of that study will be addressed in Technical Memorandum #3.

#E5: Alternative #1: Null Alternative

a. Description: No change

b. Graphic: N/A

c. Cost: No cost

#E5: Alternative #2: Adjust Posted Speeds

a. Description: If warranted by the speed study, posted speeds will be adjusted to provide improved consistency between adjacent postings, and improved consistency with the character of the highway within this segment State Route 12B.

b. Graphic: N/A

c. Cost: Minimal cost

Issue #E6:Lighting in the Town of New Hartford

The Town of New Hartford has little to no lighting until Route 12B approaches the intersection of Route 5 (Seneca Turnpike). There are existing utility poles throughout the corridor that can be utilized for lighting attachment. As discussed in Section VI.D, it does not appear that additional lighting along the Route 12B corridor in the Town limits would be warranted. However, a formal lighting study was not conducted as part of this Route 12B Corridor Study. Therefore, a lighting analysis would have to be performed in order to determine the maintained levels of existing lighting and IENSA recommended levels.

If warranted, lighting can either be added to utility poles throughout the town or added only at intersections with higher than average accident rates.

SECTION VIII SUMMARY

This Technical Memo No. 2 is the second in a series of three interim reports that will be produced as part of the study. The purpose of this Technical Memo No. 2 is to document and describe the concerns and issues as they relate to current and future conditions in the corridor, and to present alternatives for transportation safety improvements. Table VIII-1 below summarizes the issues and alternatives presented in Sections VI and VII of this report.

Table VIII-1
Route 12B Corridor Study - Issues and Alternatives

Section VII, Sub-section	Location	Issue Number (#)	Issue	Alternative 1 Improvement	Alternative 1 Cost	Alternative 2 Improvement	Alternative 2 Cost	Alternative 3 Improvement	Alternative 3 Cost	Alternative 4 Improvement	Alternative 4 Cost	Alternative 5 Improvement	Alternative 5 Cost	Alternative 6 Improvement	Alternative 6 Cost
A	Village of Oriskany Falls	1	Limited/no pedestrian accommodations near Cottage Street	Pedestrian Education Materials	Nominal cost	Install marked crosswalk and ADA compliant ramps	Approximate cost is $16,000	Remove ramps in vicinity of Clark library	Approximate cost is $1,000 per ramp	N/A	N/A	N/A	N/A	N/A	N/A
		2	Operations / flashing signal control at NYS Route 12B, College Street	Revise the traffic signal layout	Approximately $2,500	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
		3	Parking safety on Main Street	Reverse the one-way traffic circulation	N/A	Relocate parking to the north side of Main Street	Approximately $1,000 for re-signing and $1,000 for re-striping	Parking lane striping	Approximately $ 1,000 for approximately 200 feet of pavement markings.	N/A	N/A	N/A	N/A	N/A	N/A
		4	Division Street parking lot access / circulation	Install one-way signs and relocate Division Street name sign	Approximately $400 per sign	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
		5	Parking on Route 12B between South Main Street (south) / Broad Street and Main Street (north) / Route 12B	Install parking space striping	Approximately $500 - $1,000	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
B	Town of Marshall	1	Shoulder deterioration on Route 12B near Route 315	Shoulder Improvements	Approximately $22,000	Parking Restriction to be implemented in conjunction with Alternative 1	Approximately $1,000	Repair Deteriorated Shoulder	Approximately $5,000	N/A	N/A	N/A	N/A	N/A	N/A
		2	Congestion and limited visibility on Route 315 at Route 12B	Null Alternative	No cost	Pavement marking and clear sight triangles	Approximately $1,000	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
		3	Water run-off onto Route 12B. Drainage problems on the west side of Route 12B between Van Hyning Road and Green Vedder Road	NYSDOT Maintenance / Continued monitoring	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
		4	Accidents between Burnham Road (CR9) and Hughes Road	Install Deer Warning Signs	Approximately $400 per sign	Driver Education Materials	Minimal cost	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
		5	Jake brake usage throughout the Hamlet of Deansboro	Null Alternative	No cost	Establish local ordinance	Minimal cost	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
C	Town of Kirkland	1	Congestion / queuing/ accidents/ limited sight distance on Route 12B southbound at Brimfield Street	Install combination horizontal alignment/intersection signage	Approximately $400 per sign.	Monitor future conditions	To be determined	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
		2	Safety concerns for pedestrian & bicyclists	Null Alternative	No cost	Adopt sidewalk policy	No cost	Pedestrian Eduction Materials	Minimal Cost	N/A	N/A	N/A	N/A	N/A	N/A
		3	Limited sight distance on Homewood Drive	Null Alternative	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
		4	Queuing / congestion near Robinson Road	Install intersection warning signs	Approximately $400 per sign	Construct exclusive left turn lane	Approximately $160,000 not including drainage, utitilites, right-of-way, design, etc.	Construct bypass lane	To be determined	Land Use and Zoning	N/A	N/A	N/A	N/A	N/A
		5	Excessive speeds & limited sight distance near Bogusville Hill Rd	Null Alternative	No cost	Install reduced speed limit ahead signs	Approximately $400 per sign	Driver Education	Minimal Cost	N/A	N/A	N/A	N/A	N/A	N/A
		6	Route 12B with Grant Road and Post Street (CR 16)	Null Alternative	No cost	Re-stripe pavement markings	Approximately $2,000	Intersection Reconfiguration	Approximately $160,000 not including design, row-of-way acquisitions, and utilities	N/A	N/A	N/A	N/A	N/A	N/A
		7	Lighting in the Town of Kirkland	Null Alternative	No cost	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
		8	Limited/no pedestrian accommodations to commercial district south of Clinton Village	Null Alternative	No cost	Extend sidewalks	To be determined	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
		9	Limited pedestrian accommodations north of Grant Road in Franklin Springs	Null Alternative	No cost	Pedestrian education materials	Minimal cost	Extend sidewalks	To be determined	N/A	N/A	N/A	N/A	N/A	N/A
D	Village of Clinton	1	Truck Traffic Causing Congestion	Null Alternative	No cost	Route 233 Truck Bypass	Approximately $800	Remove Parking	Minimal cost	Enforcement	N/A	N/A	N/A	N/A	N/A
		2	Intersections of Route 12B with Fountain and Kellogg Street	Null Alternative	No cost	Reconfigure Intersection	N/A	Lane Delineation Striping	Approximately $400	Install marked crosswalk and ADA compliant ramps	Approximately $16,000	Remove the walkway in the Village Green	Approximately $3,000 per location	Provide Crossing Guard	N/A
						2.a Reconfigure Intersection (Close Fountain St. access)	$300,000+								
						2.b Reconfigure Intersection (Close Fountain St. and Kellogg St. access)	$310,000+								
						2.c Reconfigure Intersection and Signalize	$560,000+								
		3	Congestion at Route 12B and Taylor Avenue	Monitor future conditions	To be determined	Access management	To be determined	Land Use and Zoning	N/A	N/A	N/A	N/A	N/A	N/A	N/A
		4	Limited/no bicyclist accommodations between Route 412 and West Park Row/Williams Street	Null Alternative	No cost	Provide shared use bicycle Lane	Approximately $7,000 to change parking signage and striping.	Install Share The Road Signs and Pavement Markings	Approximately $400 per sign and $160 per pavement marking symbol	Alternative Bike Route	N/A	Education materials	Minimal cost	N/A	N/A
		5	Congestion between Route 412 and West Park Row / Williams Street	Null Alternative	No cost	Eliminate parking, provide bike Lanes	See cost for Item D4	Timing, Lane and Signal Improvements	1) Signal re-timing - no cost, 2) Signal modifications: Approximately $25,000, 3) Pavement markings: Approximately $10,000	Curb Extensions	Cost varies between $5,000 and $30,000 for each location	Extend Sidewalks	Approximately $130,000	N/A	N/A
		6	Congestion / conflict of pedestrian / vehicular movements near / at Chenango Street / Franklin	Pedestrian Education Materials	Minimal cost	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
		7	Lighting in the Village of Clinton	Null Alternative	No cost	Upgrade existing lighting	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
E	Town of New Hartford	1	Drainage improvements at Fawncrest	NYSDOT Maintenance/Continued monitoring	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
		2	Lack of pedestrian & bicycle path and sidewalks	Adopt sidewalk policy	No cost	Pedestrian Education Materials	Minimal cost	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
		3	Queuing / accidents on Route 12B at Preswick Glen and at Fawncrest Boulevard	Null Alternative	No cost	Reconstruct Route 5B to Alvin Place	To be determined	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
		4	DOT approved stop sign on Preswick Glen at intersection	Null Alternative	No cost	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
		5	Reduce speed limit between Sycamore Drive & Route 5B	Null Alternative	No cost	Adjust posted speed	Minimal cost	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
		6	Limited sight distance on Homewood Drive	Null Alternative	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
		7	Lighting in the Town of New Hartford	Null Alternative	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Route 12B Corridor		VI.A	Speeds	Enforcement (see Section VI.A for additional list of locations)	Minimal cost	Install Reduced Speed Limit Ahead signs	Approximately $400 per sign	Speed reduction markings	To be determined	N/A	N/A	N/A	N/A	N/A	N/A
		VI.G	Enforcement	Continued enforcement of vehicular, pedestrian and bicycle activities	Minimal cost	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
		VI.H	Education	Implement vehicular, pedestrian and bicyclist educational programs	Minimal cost	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
		VI.I	Land Use and Access Management	Create a Route 12B Corridor Access Management Plan	Minimal cost	Update or Create New Municipal Comprehensive Plans	Minimal cost	Focus new development into existing activity centers	Minimal cost	N/A	N/A	N/A	N/A	N/A	N/A

Note: The table provides a summary of the alternatives identified in this report and the alternative's associated cost. Refer to the document for a complete discription of the analysis and discussion of the alternative

The Null Alternative has been listed where no improvement is necessary to remedy a safety issue or has already been addressed.

APPENDIX A

FIGURES

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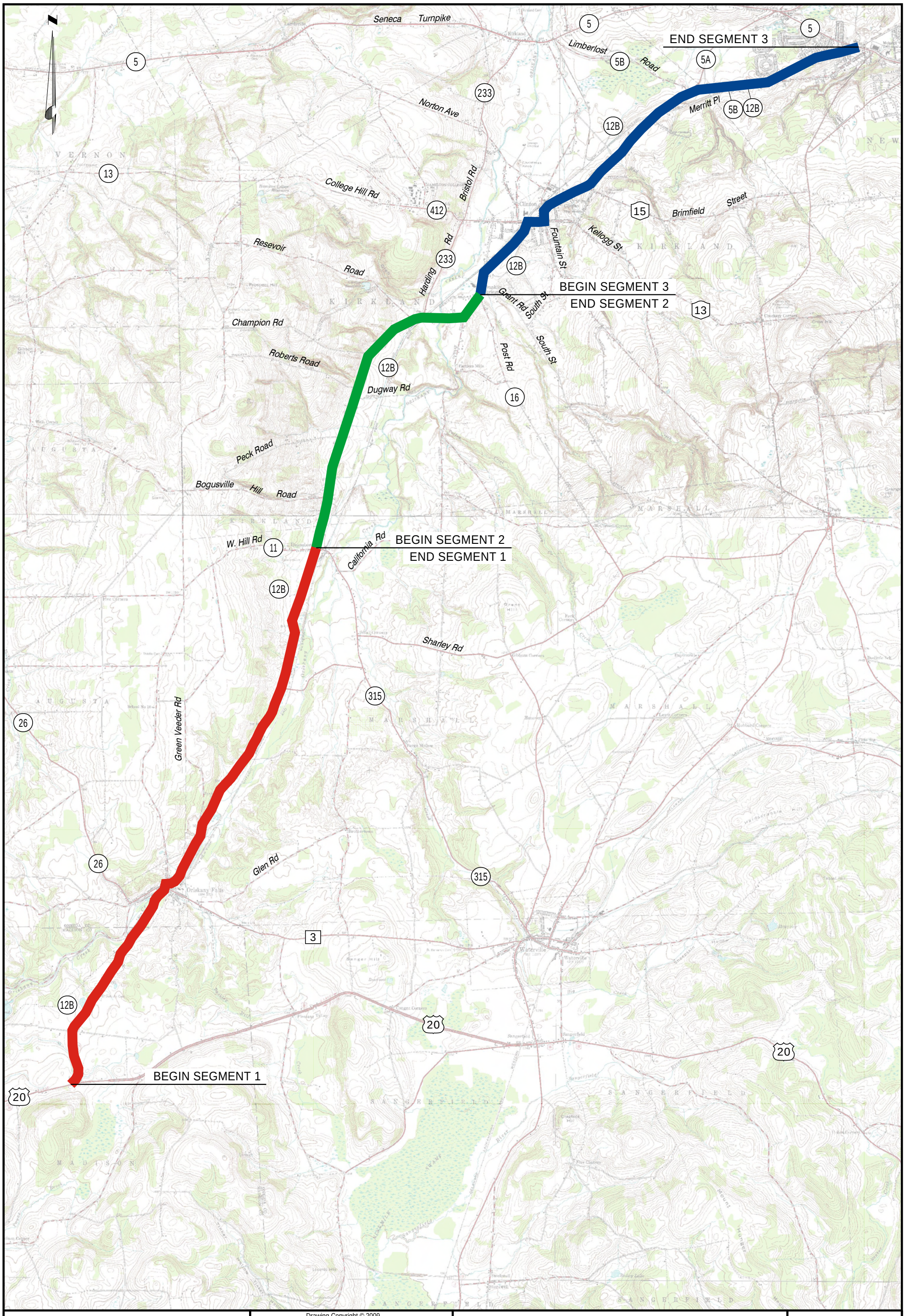

LEGEND

- SEGMENT 1
- SEGMENT 2
- SEGMENT 3

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PROJECT LOCATION MAP

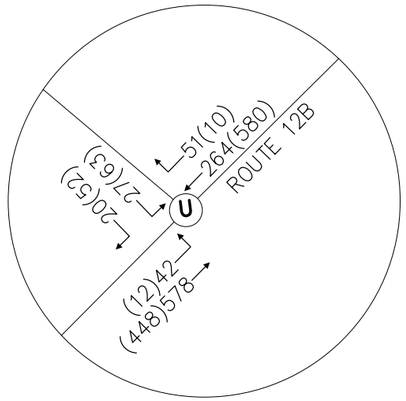
ROUTE 12B: ROUTE 20-ROUTE 5
SAFETY IMPROVEMENT PROJECT
P.I.N. 2065.36
MADISON AND ONEIDA COUNTIES, NEW YORK

PROJECT NO. 20356

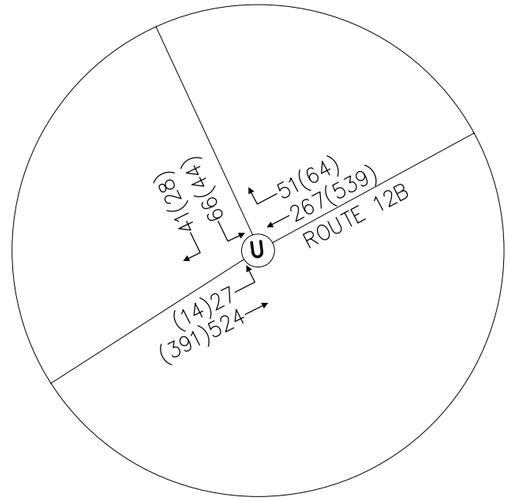
DATE: SEPT. 2009

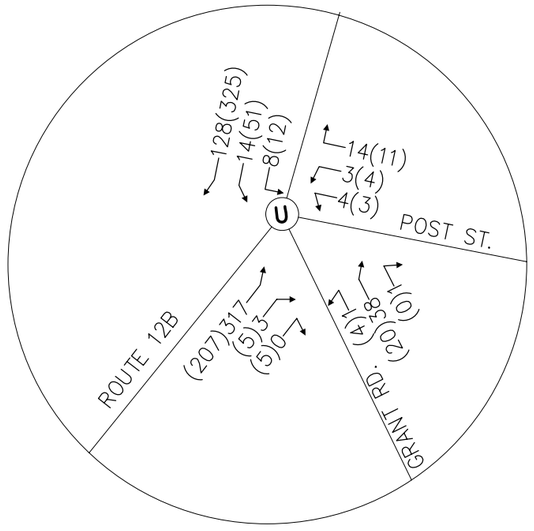
FIGURE 1

NYS ROUTE 12B & ROBINSON ROAD



NYS ROUTE 12B & TAYLOR AVENUE





NYS ROUTE 12B & GRANT ROAD/POST STREET

LEGEND
AM(PM)
U–UNSIGNALIZED
S–SIGNALIZED

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2010 EXISTING PEAK HOUR TRAFFIC VOLUMES

ROUTE 12B CORRIDOR STUDY
P.I.N. 2065.36
MADISON AND ONEIDA COUNTIES, NEW YORK

PROJECT NO. 20356

DATE: 03/15/10

FIGURE 2

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LEGEND
AM(PM)
U–UNSIGNALIZED
S–SIGNALIZED

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2020 ETC+10 PEAK HOUR TRAFFIC VOLUMES

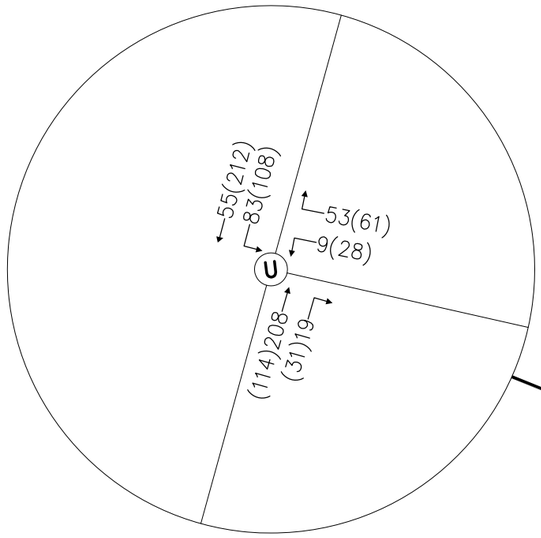
NYS ROUTE 12B CORRIDOR STUDY
P.I.N. 2065.36
MADISON AND ONEIDA COUNTIES, NEW YORK

PROJECT NO. 20356

DATE: 03/10/10

FIGURE 3

File: V:\PROJECTS\ANY\K2\20356\CADD\ACAD\FIGURES\TRAFFIC\FIG 5 BUILD + 10.DWG Saved: 2/17/2011 11:09:26 AM PLotted: 5/5/2011 12:40:33 PM User: Kinley, James



NYS ROUTE 12B & NYS ROUTE 315

LEGEND
AM(PM)
U–UNSIGNALIZED
S–SIGNALIZED

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2020 ETC+10 PEAK HOUR TRAFFIC VOLUMES

NYS ROUTE 12B CORRIDOR STUDY
P.I.N. 2065.36
MADISON AND ONEIDA COUNTIES, NEW YORK

PROJECT NO. 20356

DATE: 03/10/10

FIGURE 4

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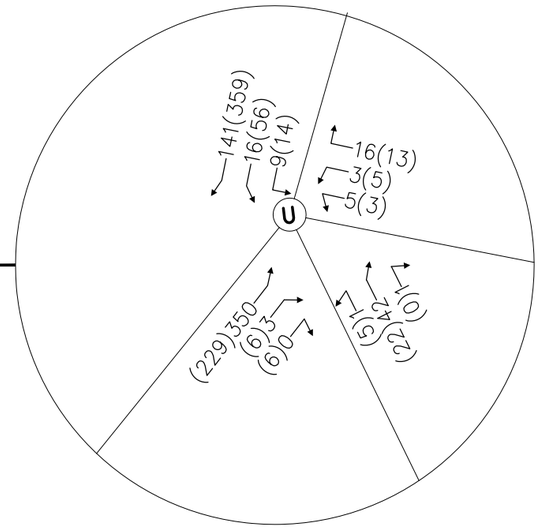

NYS ROUTE 12B & GRANT ROAD/POST STREET

LEGEND
AM(PM)
U–UNSIGNALIZED
S–SIGNALIZED

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2020 ETC+10 PEAK HOUR TRAFFIC VOLUMES

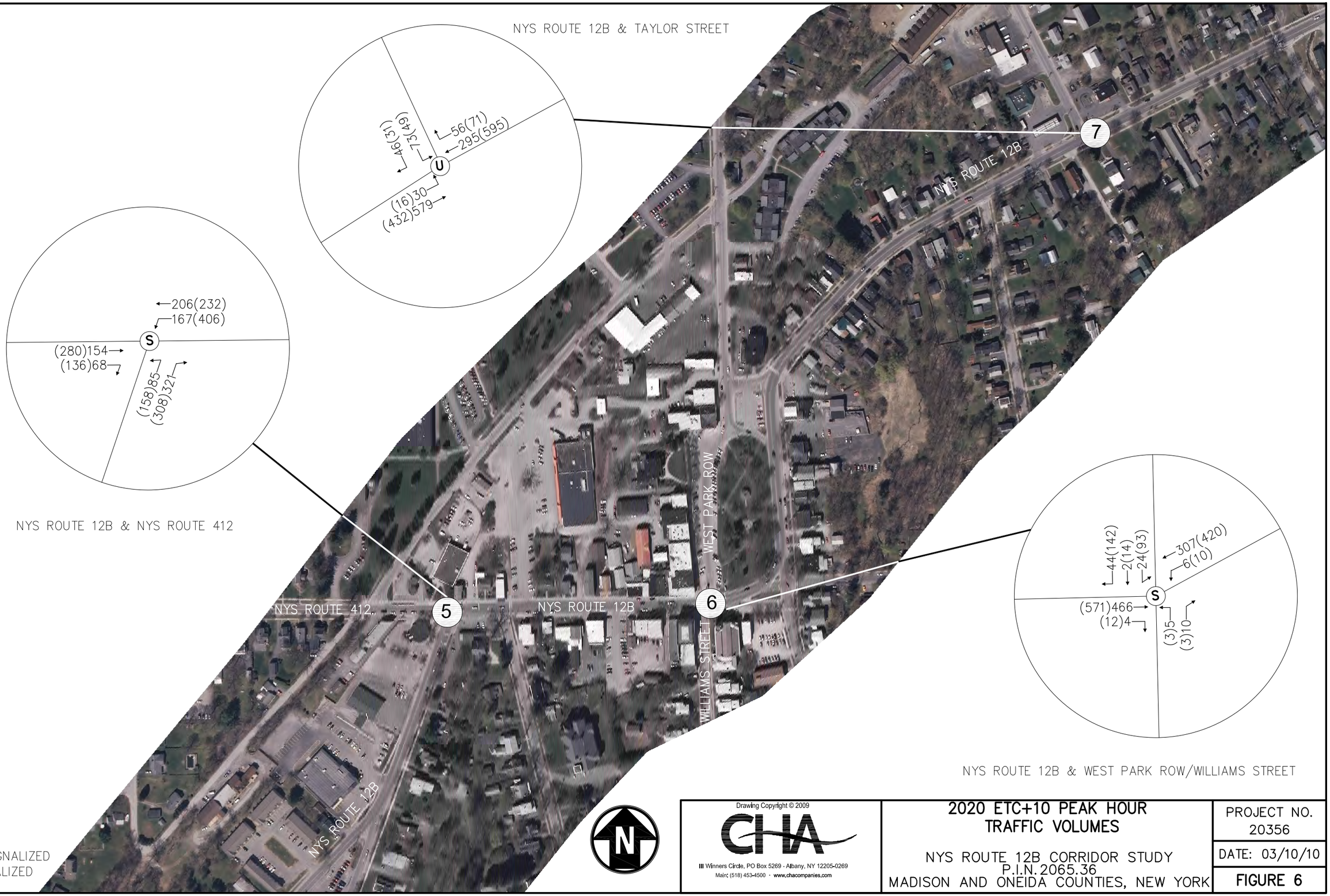
NYS ROUTE 12B CORRIDOR STUDY
P.I.N. 2065.36
MADISON AND ONEIDA COUNTIES, NEW YORK

PROJECT NO. 20356

DATE: 03/10/10

FIGURE 5

File: V:\PROJECTS\ANY\K2\20356\CADD\ACAD\FIGURES\TRAFFIC\FIG 5 BUILD + 10.DWG Saved: 2/17/2011 11:09:26 AM PLotted: 5/5/2011 12:47:46 PM User: Kinley, James



LEGEND
AM(PM)
U–UNSIGNALIZED
S–SIGNALIZED

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2020 ETC+10 PEAK HOUR TRAFFIC VOLUMES

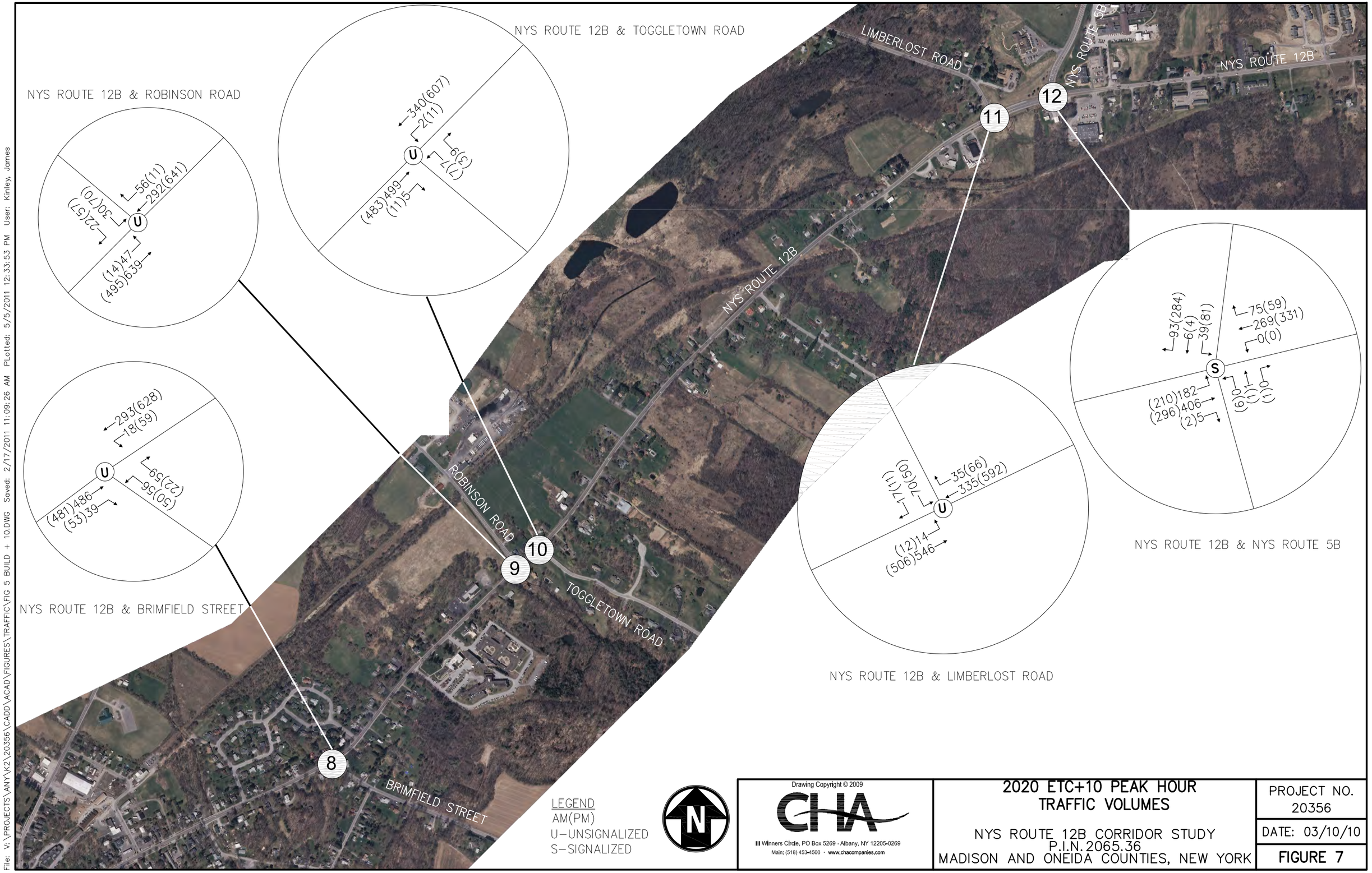
NYS ROUTE 12B CORRIDOR STUDY
P.I.N. 2065.36
MADISON AND ONEIDA COUNTIES, NEW YORK

PROJECT NO. 20356

DATE: 03/10/10

FIGURE 6

File: V:\PROJECTS\ANY\K2\20356\CADD\ACAD\FIGURES\TRAFFIC\FIG 5 BUILD + 10.DWG Saved: 2/17/2011 11:09:26 AM PLotted: 5/5/2011 12:32:09 PM User: Kinley, James



LEGEND
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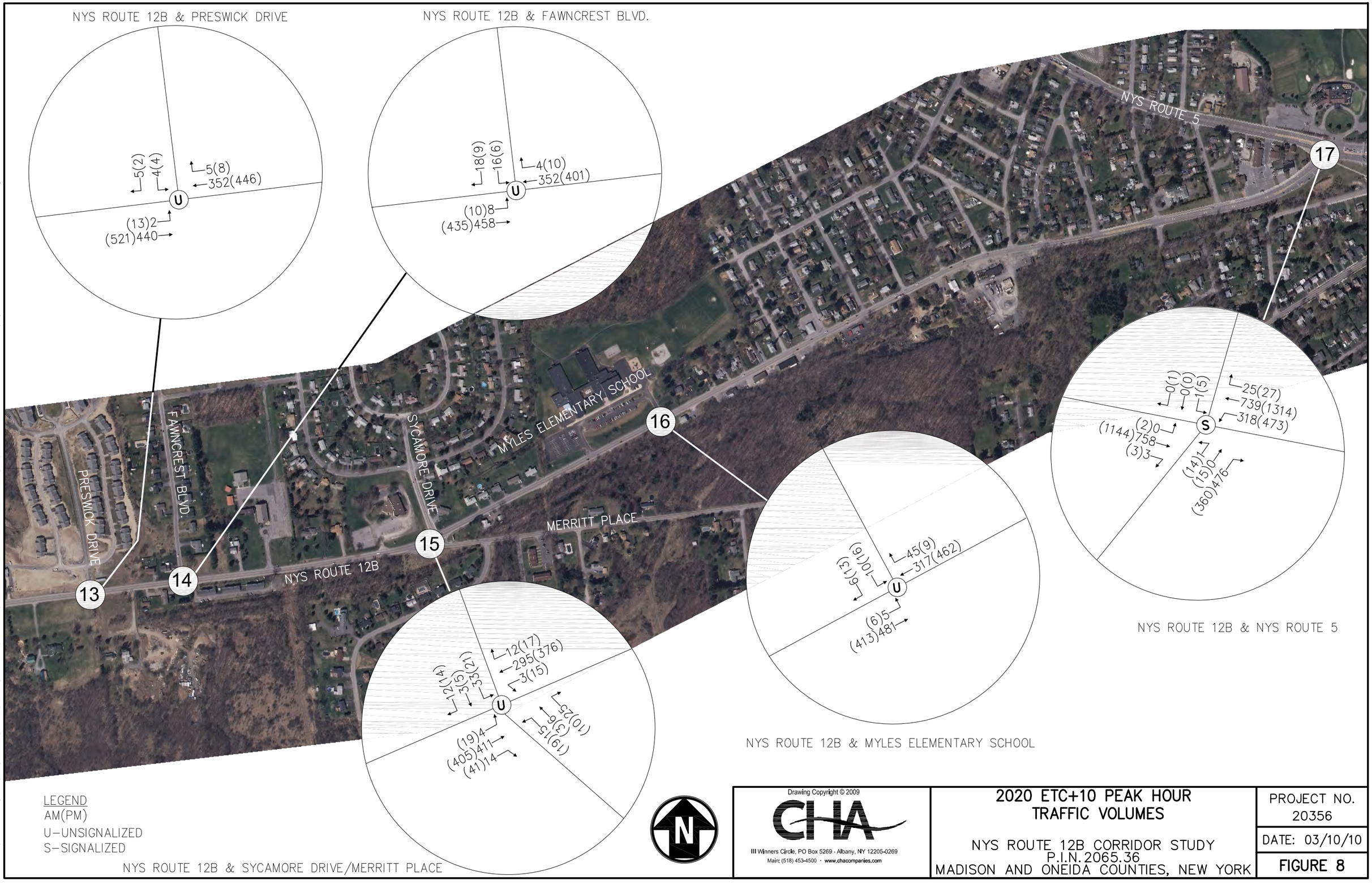
NYS ROUTE 12B CORRIDOR STUDY
P.I.N. 2065.36
MADISON AND ONEIDA COUNTIES, NEW YORK

PROJECT NO. 20356

DATE: 03/10/10

FIGURE 7

File: V:\PROJECTS\ANY\K2\20356\CADD\ACAD\FIGURES\TRAFFIC\FIG 5 BUILD + 10.DWG Saved: 2/17/2011 11:09:26 AM PLotted: 5/5/2011 12:33:53 PM User: Kinley, James



LEGEND
AM(PM)
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S–SIGNALIZED

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2020 ETC+10 PEAK HOUR TRAFFIC VOLUMES

NYS ROUTE 12B CORRIDOR STUDY
P.I.N. 2065.36
MADISON AND ONEIDA COUNTIES, NEW YORK

PROJECT NO. 20356

DATE: 03/10/10

FIGURE 8

File: V:\PROJECTS\ANY\K2\20356\CADD\ACAD\FIGURES\TRAFFIC\FIG 5 BUILD + 10.DWG Saved: 2/17/2011 11:09:26 AM PLotted: 5/5/2011 12:35:44 PM User: Kinley, James

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Route 12B
Village of Oriskany Falls

Issue #A1: Alternative #2: Install Marked Cross Walk
Route 12B Corridor Study
Oneida & Madison Counties, New York

P.I.N. 2065.35
PROJECT NO. 20356

DATE: 03/22/10

FIGURE A1

File: V:\PROJECTS\ANY\K2\20356\CADD\ACAD\FIGURES\TRAFFIC\PARKING FIGURE ROUTE 26.DWG Saved: 7/8/2010 11:24:22 AM PLotted: 7/9/2010 8:36:07 AM User: Kinley, James

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Main Street
Village of Oriskany Falls

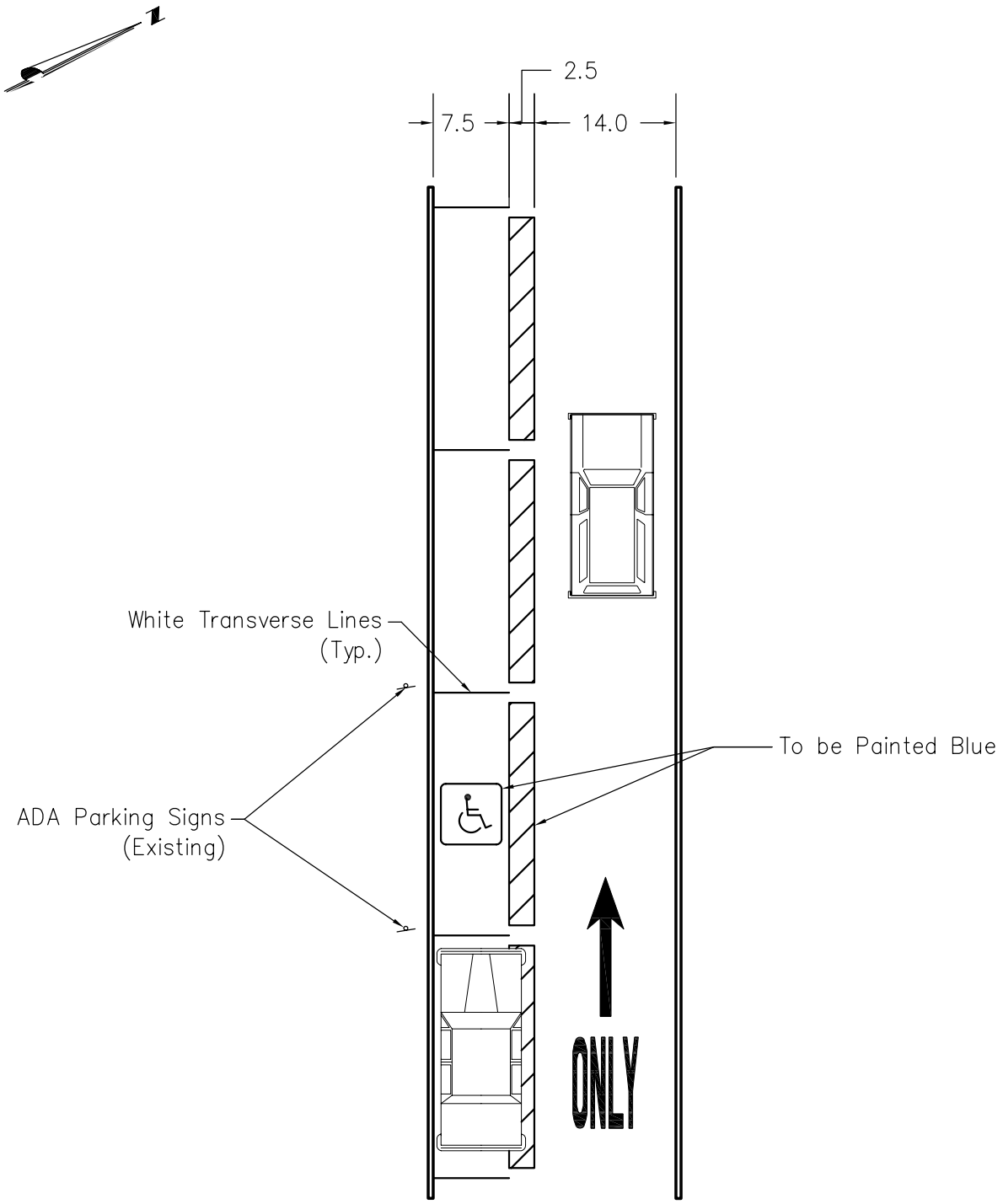
Issue #A3: Alternative #2: Relocate Parking
Route 12B Corridor Study
Oneida & Madison Counties, New York

P.I.N. 2065.35
PROJECT NO. 20356

DATE: 03/22/10

FIGURE A2

File: V:\PROJECTS\ANY\K2\20356\CADD\ACAD\FIGURES\TRAFFIC\PARKING FIGURE ROUTE 26.DWG Saved: 7/8/2010 10:38:42 AM PLotted: 7/8/2010 10:42:24 AM User: Kinley, James



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Main Street
Village of Oriskany Falls

Issue #A3: Alternative #3: Parking Lane Striping
Route 12B Corridor Study
Oneida & Madison Counties, New York

P.I.N. 2065.35
PROJECT NO. 20356

DATE: 03/22/10

FIGURE A3

File: V:\PROJECTS\ANY\K2\20356\CADD\ACAD\FIGURES\TRAFFIC\PARKING FIGURE ROUTE 26.DWG Saved: 7/7/2010 9:20:33 AM PLotted: 7/7/2010 11:13:26 AM User: Kinley, James

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Route 12B at Route 26
Village of Oriskany Falls

Issue #A5: Alternative #1: Parking on Route 12B Between South Main Street (South) /Broad Street and Main Street (North)
Route 12B Corridor Study
Oneida & Madison Counties, New York

P.I.N. 2065.35
PROJECT NO. 20356

DATE: 03/22/10

FIGURE A4

File: V:\PROJECTS\ANY\K2\20356\CADD\ACAD\FIGURES\TRAFFIC\PARKING FIGURE ROUTE 26.DWG Saved: 7/7/2010 9:20:33 AM PLotted: 7/7/2010 11:13:59 AM User: Kinley, James

Nussbaumer & Clarke, Inc.
Engineers and Surveyors
3556 Lake Shore Rd.
Buffalo, New York 14219-1494
(716) 827-8000

Route 12B at Route 315
Town of Marshall
Issues #1 & 2
Parking Restrictions & Shoulder Improvements

Route 12B Corridor Study
Oneida & Madison Counties, New York

Conceptual Drawing - Not to Scale

Figure B1

N

Nussbaumer & Clarke, Inc.
Engineers and Surveyors
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Buffalo, New York 14219-1494
(716) 827-8000

Route 12B at Route 315
Town of Marshall

Issues #2
Southbound Left Turn Lane

Route 12B Corridor Study
Oneida & Madison Counties, New York

Conceptual Drawing - Not to Scale

Figure
B2

N

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Queuing/Congestion Near Robinson Road
Town of Kirkland

Issue #C4: Exclusive Left Turn Lane
Route 12B Corridor Study
Oneida & Madison Counties, New York

P.I.N. 2065.35
PROJECT NO. 20356

DATE: 03/22/10

FIGURE C1

File: V:\PROJECTS\ANY\K2\20356\CADD\ACAD\FIGURES\TRAFFIC\PARKING FIGURE ROUTE 26.DWG Saved: 12/29/2010 3:29:08 PM PLotted: 5/4/2011 10:56:29 AM User: Kinley, James

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Queuing/Congestion Near Robinson Road
Town of Kirkland

Issue #C4: Alternative #3: Bypass Lane
Route 12B Corridor Study
Oneida & Madison Counties, New York

P.I.N. 2065.35
PROJECT NO. 20356

DATE: 03/22/10

FIGURE C2

File: V:\PROJECTS\ANY\K2\20356\CADD\ACAD\FIGURES\TRAFFIC\PARKING FIGURE ROUTE 26.DWG Saved: 12/29/2010 3:29:08 PM PLotted: 5/4/2011 10:57:13 AM User: Kinley, James

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Route 12B at Grant Road/ Post Street
Town of Kirkland

Issue #C6: Route 12B
Restripe Pavement Markings
Route 12B Corridor Study
Oneida & Madison Counties, New York

P.I.N. 2065.35
PROJECT NO. 20356

DATE: 03/22/10

FIGURE C3

File: V:\PROJECTS\ANY\K2\20356\CADD\ACAD\FIGURES\TRAFFIC\PARKING FIGURE ROUTE 26.DWG Saved: 12/29/2010 3:29:08 PM PLotted: 5/4/2011 10:58:04 AM User: Kinley, James

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Route 12B at Grant Road/ Post Street
Town of Kirkland

Issue #C6: Future Alternative #3:
Intersection Reconfiguration
Route 12B Corridor Study
Oneida & Madison Counties, New York

P.I.N. 2065.35
PROJECT NO. 20356

DATE: 03/22/10

FIGURE C4

File: V:\PROJECTS\ANY\K2\20356\CADD\ACAD\FIGURES\TRAFFIC\PARKING FIGURE ROUTE 26.DWG Saved: 12/29/2010 3:29:08 PM PLotted: 5/4/2011 10:58:50 AM User: Kinley, James

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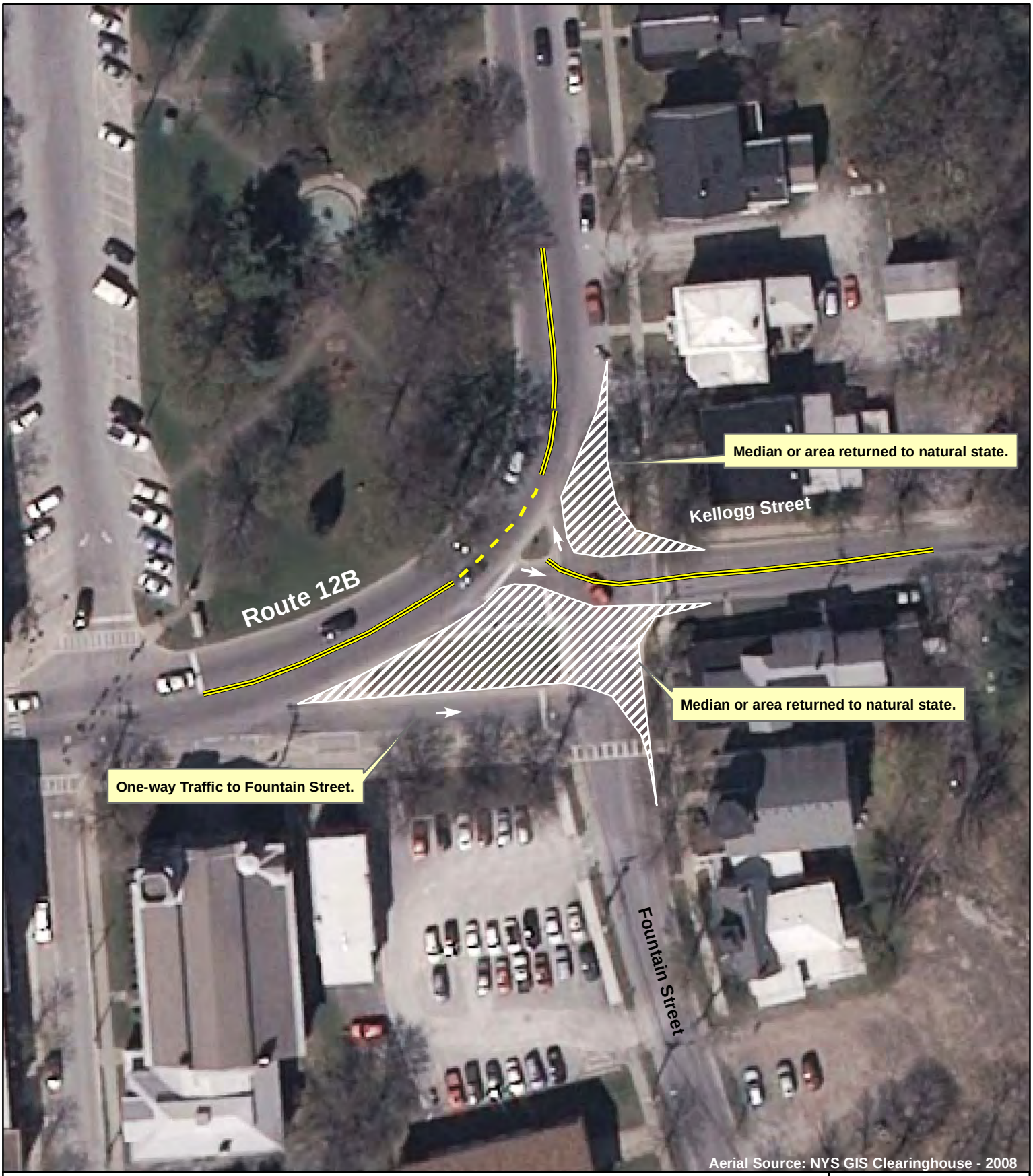
Route 12B at Fountain/Kellogg Streets
Village of Clinton
Issue #2
Alternative #3 - Route 12B Lane Delineation
Route 12B Corridor Study
Oneida & Madison Counties, New York

Conceptual Drawing - Not to Scale

Figure D1



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Route 12B at Fountain/Kellogg Streets
Village of Clinton

Issue #2
Alternative #2a - Intersection Re-configuration

Route 12B Corridor Study
Oneida & Madison Counties, New York
Conceptual Drawing - Not to Scale

Figure D1a

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Route 12B at Fountain/Kellogg Streets
Village of Clinton

Issue #2
Alternative #2b - Intersection Re-configuration

Route 12B Corridor Study
Oneida & Madison Counties, New York
Conceptual Drawing - Not to Scale

Figure D1b

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Route 12B at Fountain/Kellogg Streets
Village of Clinton

Issue #2
Alternative #2c- Intersection Re-configuration

Route 12B Corridor Study
Oneida & Madison Counties, New York
Conceptual Drawing - Not to Scale

Figure D1c

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Pedestrian Crossings at Village Green
Village of Clinton

Issue #D2: Alternative #4 & #5: Crosswalk and ADA Compliant Facilities
Route 12B Corridor Study
Oneida & Madison Counties, New York

P.I.N. 2065.35
PROJECT NO. 20356

DATE: 03/22/10

FIGURE D2

File: V:\PROJECTS\ANY\K2\20356\CADD\ACAD\FIGURES\TRAFFIC\PARKING FIGURE ROUTE 26.DWG Saved: 7/8/2010 10:28:53 AM PLotted: 7/8/2010 10:34:07 AM User: Kinley, James

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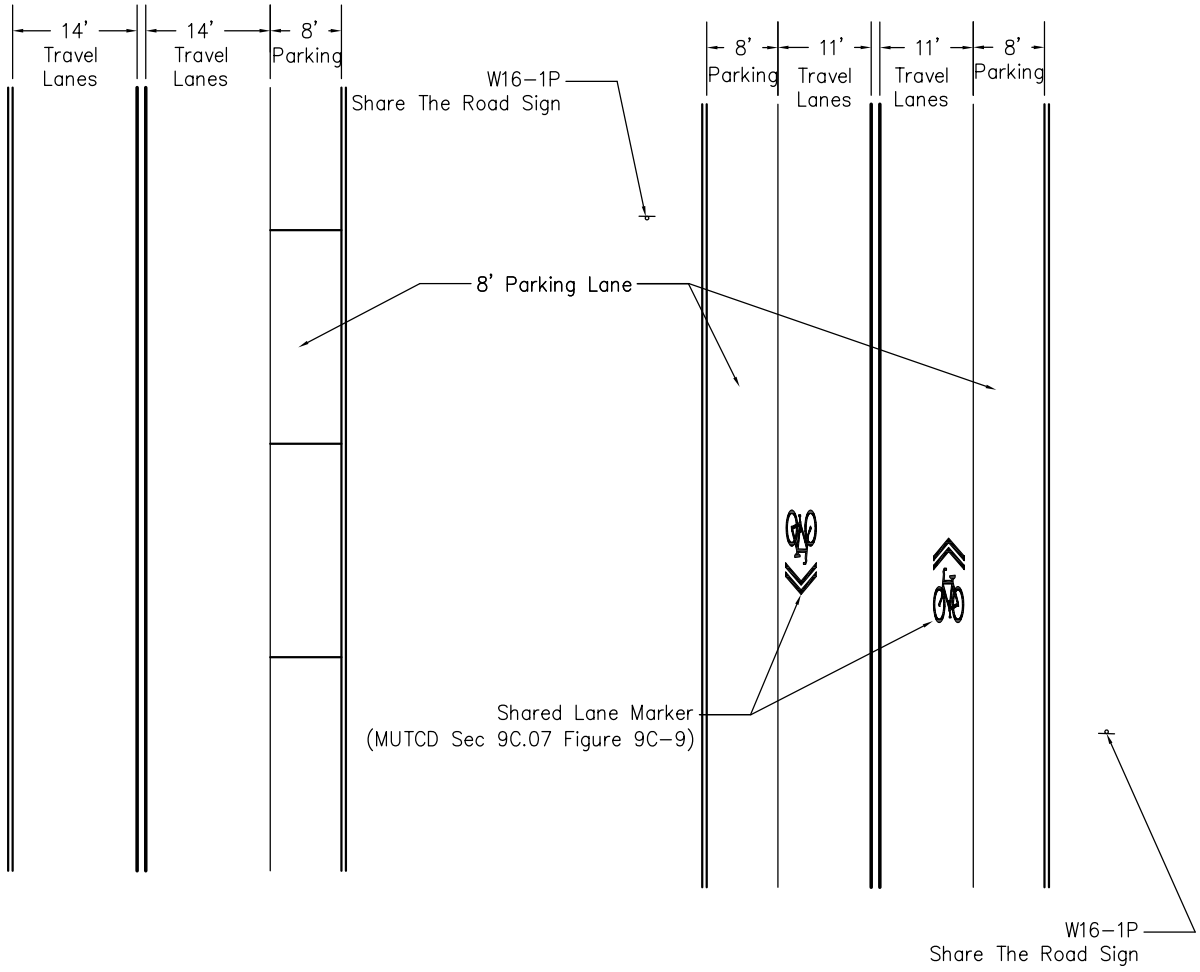

Alternative #2 – Shared Use Bicycle Lane

Alternative #3 – Existing Geometrics with W16-1P Signage and Sharrow Pavement Markings

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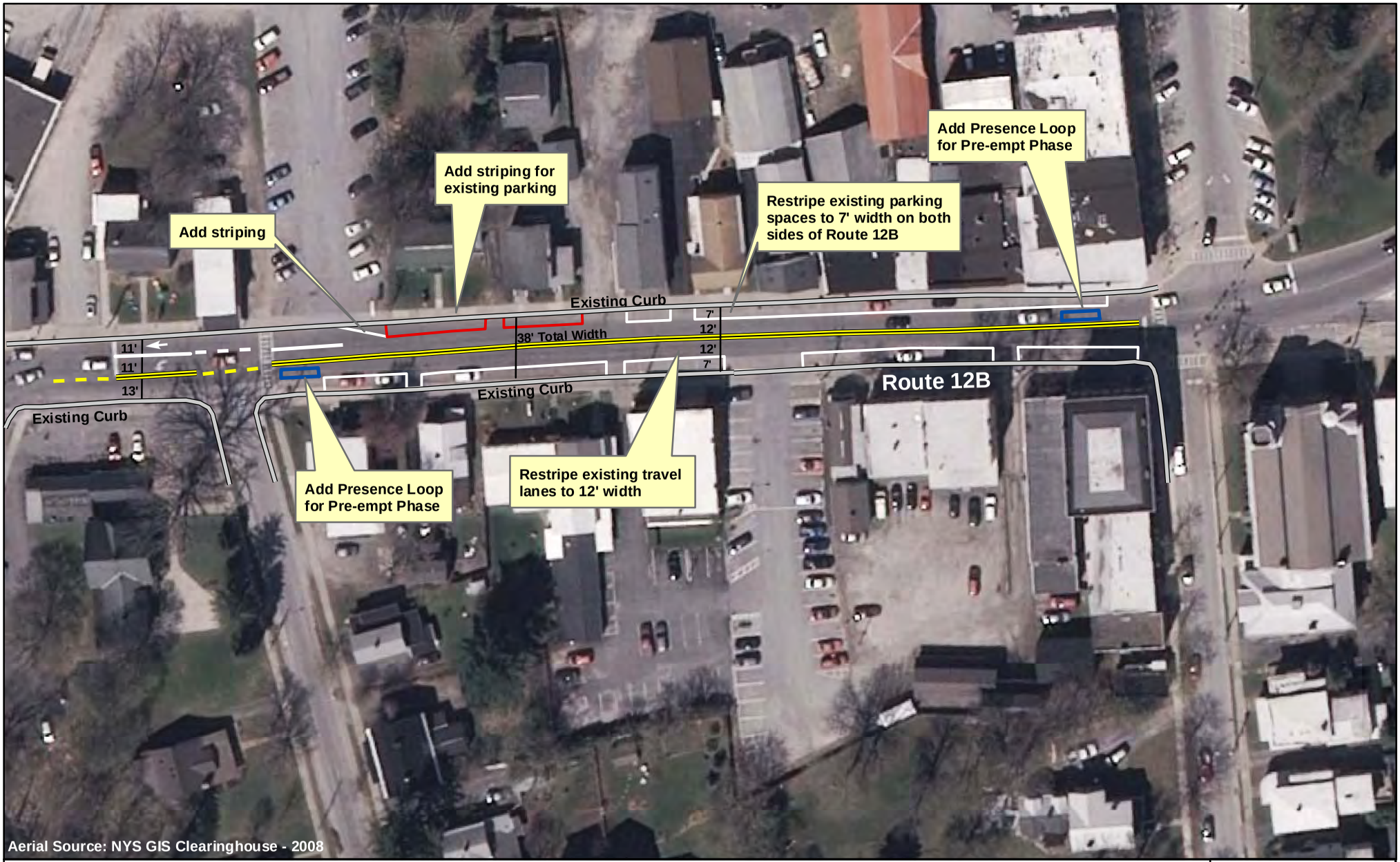
Route 12B Between Route 412 & West Park Row/ Williams Street Village of Clinton

Issue #D4: Alternative #2 & #3: Bicycle Accommodations
Route 12B Corridor Study
Oneida & Madison Counties, New York

P.I.N. 2065.35
PROJECT NO. 20356

DATE: 03/22/10

FIGURE D2a



Nussbaumer & Clarke, Inc.
Engineers and Surveyors
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Buffalo, New York 14219-1494
(716) 827-8000

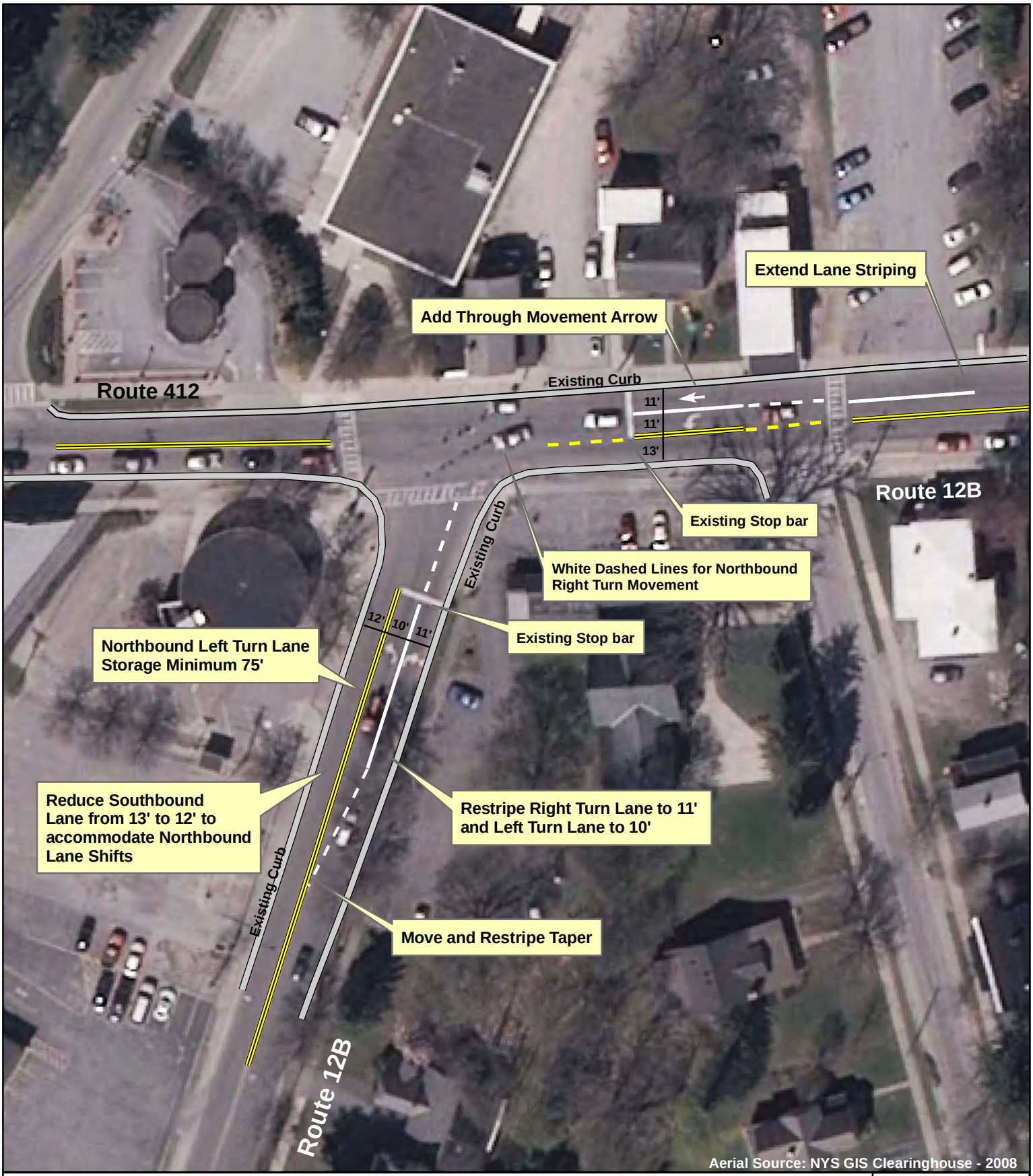
Route 12B between Marvin Street & Williams Street
Village of Clinton

Issue #6
Alternative #2 -Timing, Lane and Signal Improvements

Route 12B Corridor Study
Oneida & Madison Counties, New York
Conceptual Drawing - Not to Scale

Figure D3

N



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Engineers and Surveyors
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Buffalo, New York 14219-1494
(716) 827-8000

Route 12B at Route 412
Village of Clinton

Issue #6
Alternative #2 -Timing, Lane and Signal Improvements

Route 12B Corridor Study
Oneida & Madison Counties, New York

Conceptual Drawing - Not to Scale

Figure D4

N

100 0 100 FT

SCALE

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Route 12B in the Village of Clinton Lane Delineation with Curb Extensions

Route 12B Corridor Study

FIGURE
D5

DATE: 3/10

FILE NAME = Curb extensions.dgn
DATE/TIME = 3/1/2010
USER = Kpodgorski

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Route 12B at Taylor Avenue
Village of Clinton

Issue #D8: Access Management
Route 12B Corridor Study
Oneida & Madison Counties, New York

P.I.N. 2065.35
PROJECT NO. 20356

DATE: 03/22/10

FIGURE D6

File: V:\PROJECTS\ANY\K2\20356\CADD\ACAD\FIGURES\TRAFFIC\PARKING FIGURE ROUTE 26.DWG Saved: 12/29/2010 3:29:08 PM PLotted: 5/4/2011 10:54:47 AM User: Kinley, James

APPENDIX B

NOVEMBER 24, 2008 NEWS RELEASE

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DAVID A. PATERSON, Governor · Astrid C. Glynn, Commissioner

Michael A. Shamma, Regional Director

NEWS

RELEASE: IMMEDIATE

Monday, November 24, 2008

CONTACT: Alice Romanych

315-793-2447

VILLAGE OF CLINTON PROJECT CANCELLED AFTER PUBLIC MEETING
Well Attended Meeting Shows Little Support for Intersection Changes

In response to public comments received, the New York State Department of Transportation (NYSDOT) has decided not to proceed with plans to modify the intersection of State Route (SR) 12B with Kellogg Street and Fountain Street in the village of Clinton, Oneida County.

The project was originally requested by residents in the village to improve the operation and safety of the intersection of SR 12B with Kellogg Street and Fountain Street. A meeting was hosted by NYSDOT on July 23, 2008 to discuss the project and solicit input from the local elected officials, businesses and residents about their specific concerns and possible alternatives.

In order to provide significant improvements to the operation and traffic flow at the intersection, a major realignment of the roadways is necessary. A review of the most recent accident information indicates that the safety concerns do not meet the criteria for a major reconstruction. These considerations and comments submitted during and after the meeting indicate there is little support for changes at the intersection and the project has been removed from the department's capital program.

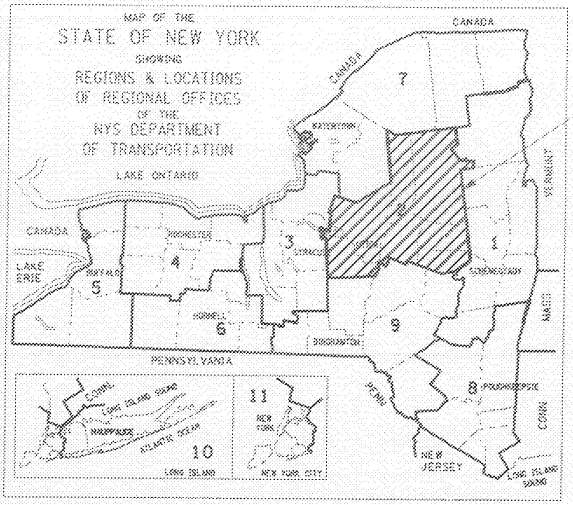
For further information regarding this project, please contact Steve Zywiak, regional design engineer at 207 Genesee Street, Utica, NY or call (315) 793-2429.

###

08-61

APPENDIX C

TOWN OF MADISON SIDEWALK REPLACEMENT



PROJECT LOCATION

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

ECONOMIC RECOVERY PROGRAM
REGIONAL SIDEWALK REPLACEMENT
AND ADA COMPLIANCE PROJECT

PROJECT LOCATION

REGION 2 - ALL COUNTIES

THE LATEST REVISIONS OF THE STANDARD SHEETS MAINTAINED BY THE DEPARTMENT, WHICH ARE CURRENT ON THE DATE OF ADVERTISEMENT FOR BIDS, SHALL BE CONSIDERED TO BE IN EFFECT. ALL PAY ITEMS AND WORK CONTAINED IN THE CONTRACT AND ANY ADDITIONAL PAY ITEMS AND WORK ENCOUNTERED DURING THE COURSE OF THE CONTRACT SHALL BE SUBJECT TO THE APPLICABLE STANDARD SHEET(S) UNLESS OTHERWISE SPECIFIED IN THE CONTRACT DOCUMENTS.

ALL WORK CONTEMPLATED UNDER THIS CONTRACT IS TO BE COVERED BY AND IN CONFORMITY WITH THE STANDARD SPECIFICATIONS (METRIC UNITS) OF MAY 4, 2006, EXCEPT AS MODIFIED ON THESE PLANS AND IN THE ITEMIZED PROPOSAL.

RECOMMENDED BY:

Stephen Zymiak 5/5/09
REGIONAL DESIGN ENGINEER DATE

J. Michael Patricia for CN 5/7/09
REGIONAL CONSTRUCTION ENGINEER DATE

Paul J. Oleinson 4/30/09
REGIONAL TRANSPORTATION MAINTENANCE ENGINEER DATE

Nicholas L. Chambolo 5/5/09
REGIONAL TRAFFIC ENGINEER DATE

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

APPROVED:

Michael A. [illegible] 5/6/09
REGIONAL DIRECTOR DATE

QUALITY CONTROL BY:

Kenneth J. Roberts 5-5-09
REGIONAL QUALITY CONTROL ENGINEER DATE

FILE NAME =
DATE/TIME = 02-APR-2009 15:11
USER = rhetzler

METRIC

D261252

F.A. PROJECT NO PLANS

PROPOSAL

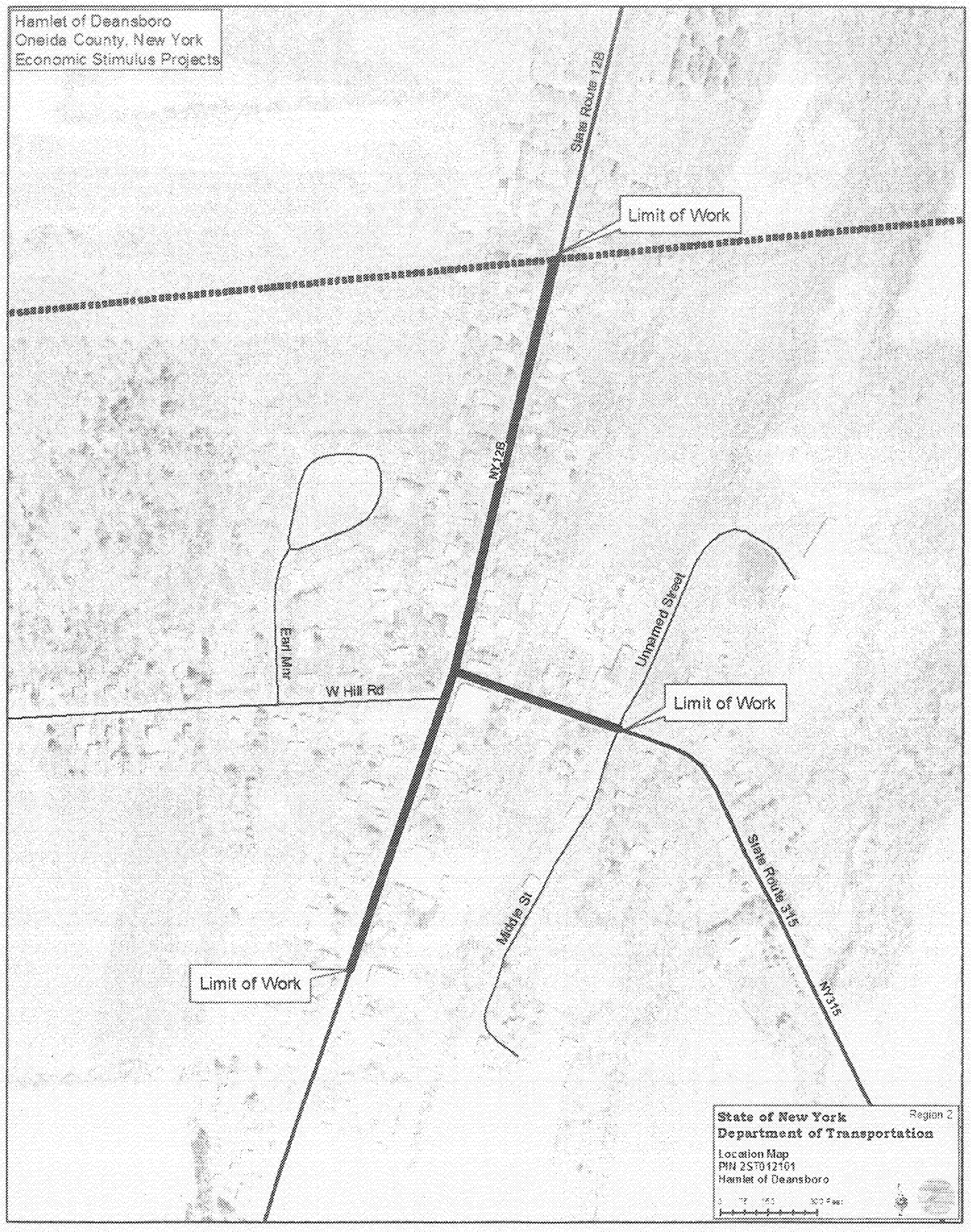
Submitted in accordance with Standard Specifications officially adopted May 4, 2006 and the Highway Law.

Letting of December 3, 2009

10:30 A.M.

Book 3 of 3

NEW YORK STATE DEPARTMENT OF TRANSPORTATION
50 WOLF ROAD
ALBANY, NEW YORK 12232


Hamlet of Deansboro
Oneida County, New York
Economic Stimulus Projects
State Route 12B
Limit of Work
NY12B
Earl Mar
W Hill Rd
Unnamed Street
Limit of Work
Middle St
State Route 315
NY315
Limit of Work
State of New York
Department of Transportation
Region 2
Location Map
PIN 2ST012101
Hamlet of Deansboro

COUNTY	MUNICIPALITY	ROUTE/	SIDE	FROM	TO	SQUARE METER	TOTAL	NEW RAMP TYPE				Detec.
		STREET		(INTERSECTING ST. / POW.POLE / REF. MARKER)		of SIDEWALK	RAMPS	NW	NE	SE	SW	Wrng.
Oneida	Deansboro	Rte. 12B	W	West Hill Rd - 435 M North	West Hill Road		2	1 - 1				2
		Rte. 12B	W	West Hill Road	West Hill Rd - 285 South		1	1				1
						470						
		Rte. 12B	E	Route 315 - 145 M South	Route 315		1	1				1
		Rte. 12B	E	Route 315	Route 315 - 360 M North		2	1 - 1				2
						870						
		Rte. 315	S	Intersection w/ Route 12B	Route 12B - 165 M East							
					(Old Railroad Depot)							
						51						
					TOTAL	1391	6					6

D261252

305

ERP REGIONAL SIDEWALK REPLACEMENT
AND ADA COMPLIANCE PROJECT
REGION 2 - ALL COUNTIES

GENERAL NOTES:

1) CRACKED, HEAVED, UNEVEN SIDEWALK THAT EXCEEDS COMPLIANCE PARAMETERS FOR ADA ACCESSIBILITY GUIDELINES SHALL BE REMOVED AND REPLACED MAINTAINING EXISTING HORIZONTAL ALIGNMENT AND CROSSSLOPE (NOT TO EXCEED 2%). GRADE AND PROFILE A.O.B.E.

2) ALL HANDICAP RAMPS SHALL MEET ADA ACCESSIBILITY GUIDELINES FOR CROSS SLOPE, RUNNING SLOPE, MEET FLUSH WITH INTERSECTING HIGHWAY SURFACES AND HAVE DETECTABLE WARNING SURFACES APPLIED. ALL NEW RAMPS SHALL HAVE EMBEDDED DETECTABLE WARNINGS; COMPLIANT, EXISTING RAMPS SHALL HAVE SURFACE APPLIED DETECTABLE WARNINGS.

3) RESIDENTIAL ASPHALT DRIVES SHALL BE PAVED WITH 75 MM OF ITEM 608.020101 PLACED IN TWO LIFTS ON 150 MM OF ITEM 304.15. TOP COURSE SHALL MEET THE REQUIREMENTS OF 9.5 MM SUPERPAVE TOP. COMMERCIAL ASPHALT DRIVEWAYS SHALL BE PAVED WITH 75 MM OF BASE, 40 MM BINDER AND 40 MM TOP MEETING THE REQUIREMENTS OF 9.5 MM SUPERPAVE TOP ON 150 MM OF SUBBASE. ASPHALT CONCRETE SHALL BE PAID UNDER ITEM 608.020101.

4) GRAVEL DRIVES SHALL BE REPLACED WITH 150 MM OF ITEM 304.15.

5) THE CONTRACTOR SHALL SAW CUT EXISITNG ASPHALT AND CONCRETE DRIVEWAYS AND PARKING LOTS AT THE LIMIT OF RECONSTRUCTION. THE COST OF SUCH WORK SHALL BE INCLUDED IN THE PRICE BID FOR ITEMS 608.020101 AND 608.0101.

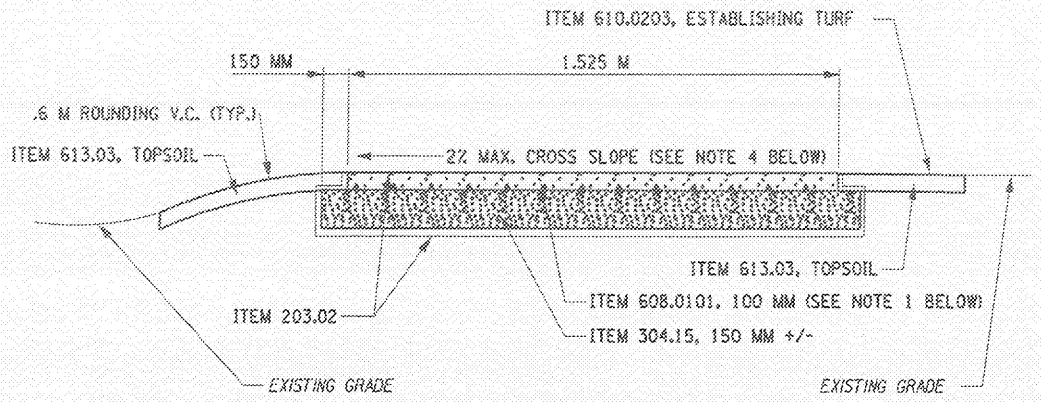
6) ALL GRAVEL OR STONE DRIVES, WHERE SIDEWALKS CROSS, SHALL HAVE A 1.0 M WIDE STRIP OF ITEM 608.020101 ALONG THE BACK EDGE OF THE SIDEWALK, 75 MM THICK, OVER 150 MM OF ITEM 304.15.

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

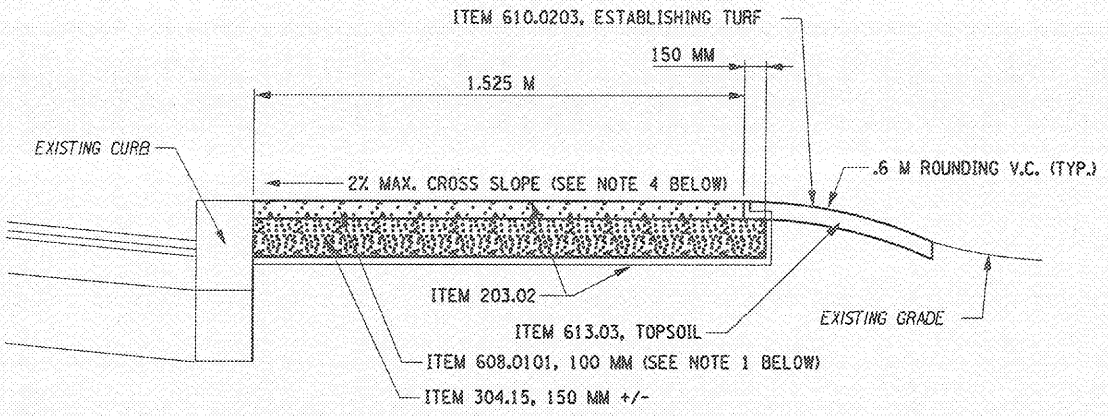
REGION 2

FILE NAME =
DATE/TIME = 02-APR-2009 15:13
USER = rhatzler

ERP REGIONAL SIDEWALK REPLACEMENT
AND ADA COMPLIANCE PROJECT
REGION 2 - ALL COUNTIES



SIDEWALK PARALLELED BY TURF



SIDEWALK ADJACENT TO CURB

NOTES

1. ADD 50 MM TO TOTAL DEPTH OF ITEM 608.0101 THROUGH DRIVEWAYS
2. MAINTAIN EXISTING HORIZONTAL ALIGNMENT
3. GRADE A.O.B.E.
4. GRADE TO DRAIN TOWARDS ROADWAY EXCEPT WHERE DIRECTED OTHERWISE
5. SAW CUT EXISTING ASPHALT DRIVEWAYS (INCLUDED UNDER 608.020101)
6. SAW CUT EXISTING SIDEWALK (INCLUDED UNDER 608.0101)
7. PROFILE A.O.B.E.
8. SEE LANDSCAPE DEVELOPMENT SPECIFICATIONS FOR LIMITS OF ITEM 613.03 AND ITEM 610.0203.

ALL DIMENSIONS ARE IN m UNLESS OTHERWISE NOTED

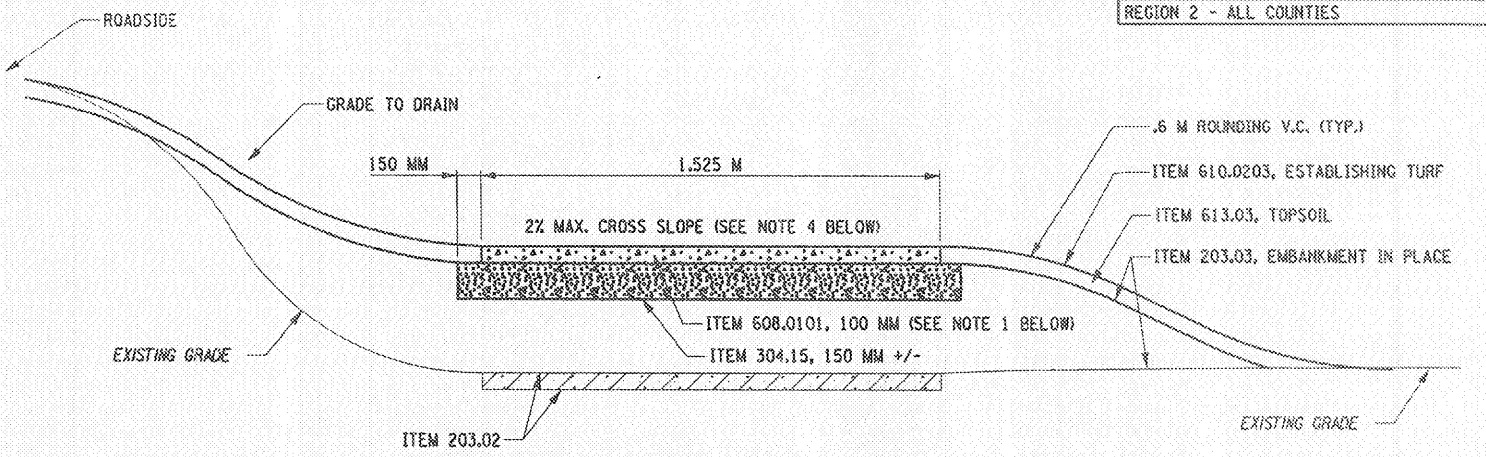
STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

REGION 2

FILE NAME =
DATE/TIME = 26-MAR-2009 09:44
USER = chatzlar

FILE NAME =
DATE/TIME = 07-MAY-2009 07:23
USER = rhatzlar

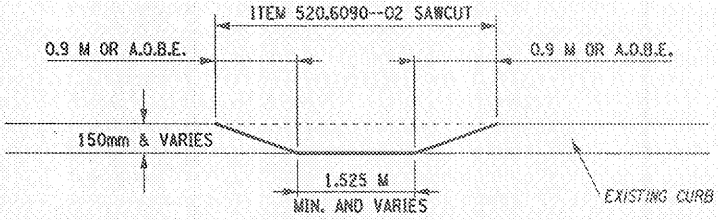
ERP REGIONAL SIDEWALK REPLACEMENT
AND ADA COMPLIANCE PROJECT
REGION 2 - ALL COUNTIES



RAISED SIDEWALK

NOTES

1. ADD 50 MM TO TOTAL DEPTH OF ITEM 608.0101 THROUGH DRIVEWAYS
2. MAINTAIN EXISTING HORIZONTAL ALIGNMENT
3. GRADE A.O.B.E.
4. GRADE TO DRAIN TOWARDS ROADWAY EXCEPT WHERE DIRECTED A.O.B.E.
5. SAW CUT EXISTING ASPHALT DRIVEWAYS (INCLUDED UNDER 608.020101)
6. SAW CUT EXISTING SIDEWALK (INCLUDED UNDER 608.0101)
7. PROFILE A.O.B.E.
8. SEE LANDSCAPE DEVELOPMENT SPECIFICATIONS FOR LIMITS OF ITEM 613.03 AND ITEM 610.0203.



ITEM 520.6090--02 SAWCUTTING CURB
SIDE VIEW NOT TO SCALE

ALL DIMENSIONS ARE IN m UNLESS OTHERWISE NOTED

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

REGION 2

PAGE: 1
DATE: 10/16/2009

QUANTITY SHEET SUMMARY FOR PROPOSAL

CONTRACT ID: D261252 PROJECT(S): 2ST012

CONTRACTOR :_____

SEC NUM	ITEM NUMBER	DESCRIPTION	UNIT	QUANTITY
0001	203.02	UNCLASSIFIED EXCAVATION AND DISPOSAL	CM	7599.000
0001	203.03	EMBANKMENT IN PLACE	CM	234.000
0001	304.15	SUBBASE COURSE, OPTIONAL TYPE	CM	3595.000
0001	520.6090 02	SAWCUTTING CURB	M	187.000
0001	608.0101	CONCRETE SIDEWALKS AND DRIVEWAYS	CM	2221.000
0001	608.020101	ASPHALT CONCRETE SIDEWALKS, DRIVEWAYS AND BICYCLE PAT	MT	500.000
0001	608.020110	PLANT PRODUCTION QUALITY ADJUSTMENT TO 608.020101 M	QU	25.000
0001	608.1101 08	FURNISH AND INSTALL SLATE SIDEWALK (STONE DUST SETTIN	SQM	396.000
0001	608.20	SURFACE APPLIED DETECTABLE WARNING UNITS	SQM	220.000
0001	608.21	EMBEDDED DETECTABLE WARNING UNITS	SQM	40.000
0001	610.0203	ESTABLISHING TURF	SQM	24838.000
0001	613.03	PLACING TOPSOIL-TYPE B	CM	1472.000
0001	619.01	BASIC WORK ZONE TRAFFIC CONTROL	LS	1.000
0001	637.34	OFFICE TECHNOLOGY AND SUPPLIES	DC	500.000
0001	697.03	FIELD CHANGE PAYMENT	DC	74000.000
0001	698.04	ASPHALT PRICE ADJUSTMENT	DC	100.000
0001	698.05	FUEL PRICE ADJUSTMENT	DC	100.000
0001	698.06	STEEL/IRON PRICE ADJUSTMENT	DC	100.000
0001	699.040001	MOBILIZATION	LS	1.000

APPENDIX D

TRAFFIC COUNT DATA

MANUAL TURN COUNTS

III Winners Circle, P.O. Box 5269
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518-453-4500
www.chacompanies.com

Route 12B
Route 12B & Robinson Road
AM
7 to 9

File Name : 12B Toggletown AM
Site Code : 30920101
Start Date : 3/9/2010
Page No : 1

Groups Printed- Unshifted - Bank 1

	SR 12B Southbound					Toggletown Road Westbound					SR 12B Northbound					Robinson Road Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	37	5	0	42	0	0	3	0	3	3	85	0	0	88	5	0	3	0	8	141
07:15 AM	1	41	5	0	47	2	0	1	0	3	5	94	2	0	101	2	0	1	0	3	154
07:30 AM	0	56	6	0	62	6	0	1	0	7	12	157	2	0	171	5	0	5	0	10	250
07:45 AM	0	74	21	0	95	3	0	5	0	8	20	144	3	0	167	8	0	4	0	12	282
Total	1	208	37	0	246	11	0	10	0	21	40	480	7	0	527	20	0	13	0	33	827
08:00 AM	0	59	14	0	73	1	0	4	0	5	6	147	0	0	153	6	0	7	0	13	244
08:15 AM	0	67	8	0	75	1	0	3	0	4	3	112	1	0	116	7	0	3	0	10	205
08:30 AM	1	59	8	0	68	3	0	1	0	4	3	113	0	0	116	6	0	5	0	11	199
08:45 AM	1	64	10	0	75	2	0	3	0	5	2	121	1	0	124	6	0	4	0	10	214
Total	2	249	40	0	291	7	0	11	0	18	14	493	2	0	509	25	0	19	0	44	862
Grand Total	3	457	77	0	537	18	0	21	0	39	54	973	9	0	1036	45	0	32	0	77	1689
Apprch %	0.6	85.1	14.3	0		46.2	0	53.8	0		5.2	93.9	0.9	0		58.4	0	41.6	0		
Total %	0.2	27.1	4.6	0	31.8	1.1	0	1.2	0	2.3	3.2	57.6	0.5	0	61.3	2.7	0	1.9	0	4.6	
Unshifted	3	457	77	0	537	18	0	21	0	39	54	973	9	0	1036	45	0	32	0	77	1689
% Unshifted	100	100	100	0	100	100	0	100	0	100	100	100	100	0	100	100	0	100	0	100	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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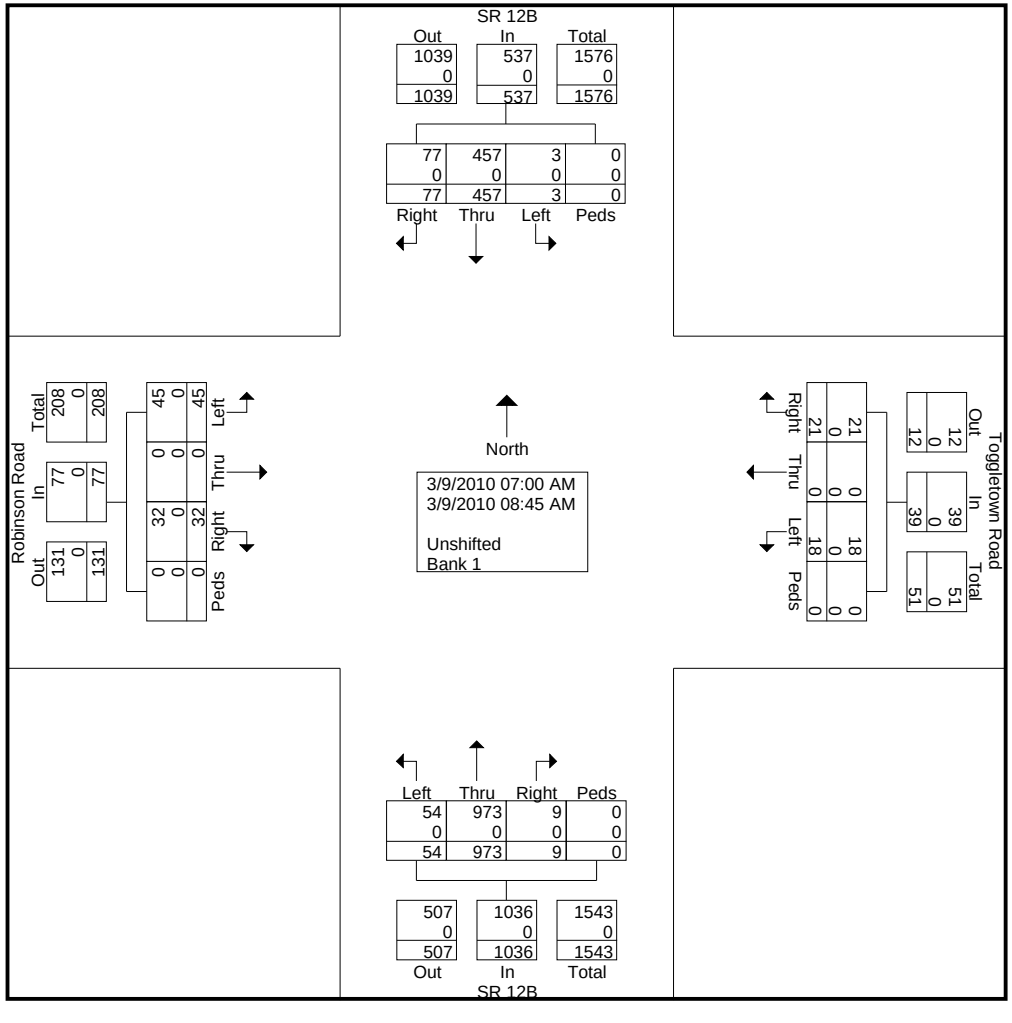
Route 12B
Route 12B & Robinson Road
AM
7 to 9

File Name : 12B Toggletown AM
Site Code : 30920101
Start Date : 3/9/2010
Page No : 2



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Route 12B
Route 12B & Robinson Road
AM
7 to 9

File Name : 12B Toggletown AM
Site Code : 30920101
Start Date : 3/9/2010
Page No : 3

	SR 12B Southbound					Toggletown Road Westbound					SR 12B Northbound					Robinson Road Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	56	6	0	62	**6**	0	1	0	7	12	**157**	2	0	**171**	5	0	5	0	10	250
07:45 AM	0	**74**	**21**	0	**95**	3	0	**5**	0	**8**	**20**	144	**3**	0	167	**8**	0	4	0	12	**282**
08:00 AM	0	59	14	0	73	1	0	4	0	5	6	147	0	0	153	6	0	**7**	0	**13**	244
08:15 AM	0	67	8	0	75	1	0	3	0	4	3	112	1	0	116	7	0	3	0	10	205
Total Volume	0	256	49	0	305	11	0	13	0	24	41	560	6	0	607	26	0	19	0	45	981
% App. Total	0	83.9	16.1	0		45.8	0	54.2	0		6.8	92.3	1	0		57.8	0	42.2	0		
PHF	.000	.865	.583	.000	.803	.458	.000	.650	.000	.750	.513	.892	.500	.000	.887	.813	.000	.679	.000	.865	.870

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Route 12B
Route 12B & Robinson Road
PM
4 to 6

File Name : 12B Toggletown PM
Site Code : 30920102
Start Date : 3/9/2010
Page No : 1

Groups Printed- Unshifted - Bank 1

	SR 12B Southbound					Toggletown Road Westbound					SR 12B Northbound					Robinson Road Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
04:00 PM	1	153	4	0	158	2	0	1	0	3	7	111	1	0	119	10	0	5	0	15	295
04:15 PM	3	142	2	0	147	3	0	2	0	5	2	110	0	0	112	8	0	6	0	14	278
04:30 PM	1	128	3	0	132	1	0	0	0	1	2	120	4	0	126	15	0	11	0	26	285
04:45 PM	0	143	2	0	145	5	0	0	0	5	4	113	8	0	125	13	0	10	0	23	298
Total	5	566	11	0	582	11	0	3	0	14	15	454	13	0	482	46	0	32	0	78	1156
05:00 PM	3	133	3	0	139	0	0	1	0	1	4	107	4	0	115	21	0	20	0	41	296
05:15 PM	2	158	2	0	162	2	0	2	0	4	2	94	2	0	98	12	0	9	0	21	285
05:30 PM	2	134	5	0	141	1	0	0	0	1	1	89	0	0	90	14	0	10	0	24	256
05:45 PM	3	96	4	2	105	2	0	1	0	3	3	77	1	0	81	4	0	8	0	12	201
Total	10	521	14	2	547	5	0	4	0	9	10	367	7	0	384	51	0	47	0	98	1038
Grand Total	15	1087	25	2	1129	16	0	7	0	23	25	821	20	0	866	97	0	79	0	176	2194
Apprch %	1.3	96.3	2.2	0.2		69.6	0	30.4	0		2.9	94.8	2.3	0		55.1	0	44.9	0		
Total %	0.7	49.5	1.1	0.1	51.5	0.7	0	0.3	0	1	1.1	37.4	0.9	0	39.5	4.4	0	3.6	0	8	
Unshifted	15	1087	25	2	1129	16	0	7	0	23	25	821	20	0	866	97	0	79	0	176	2194
% Unshifted	100	100	100	100	100	100	0	100	0	100	100	100	100	0	100	100	0	100	0	100	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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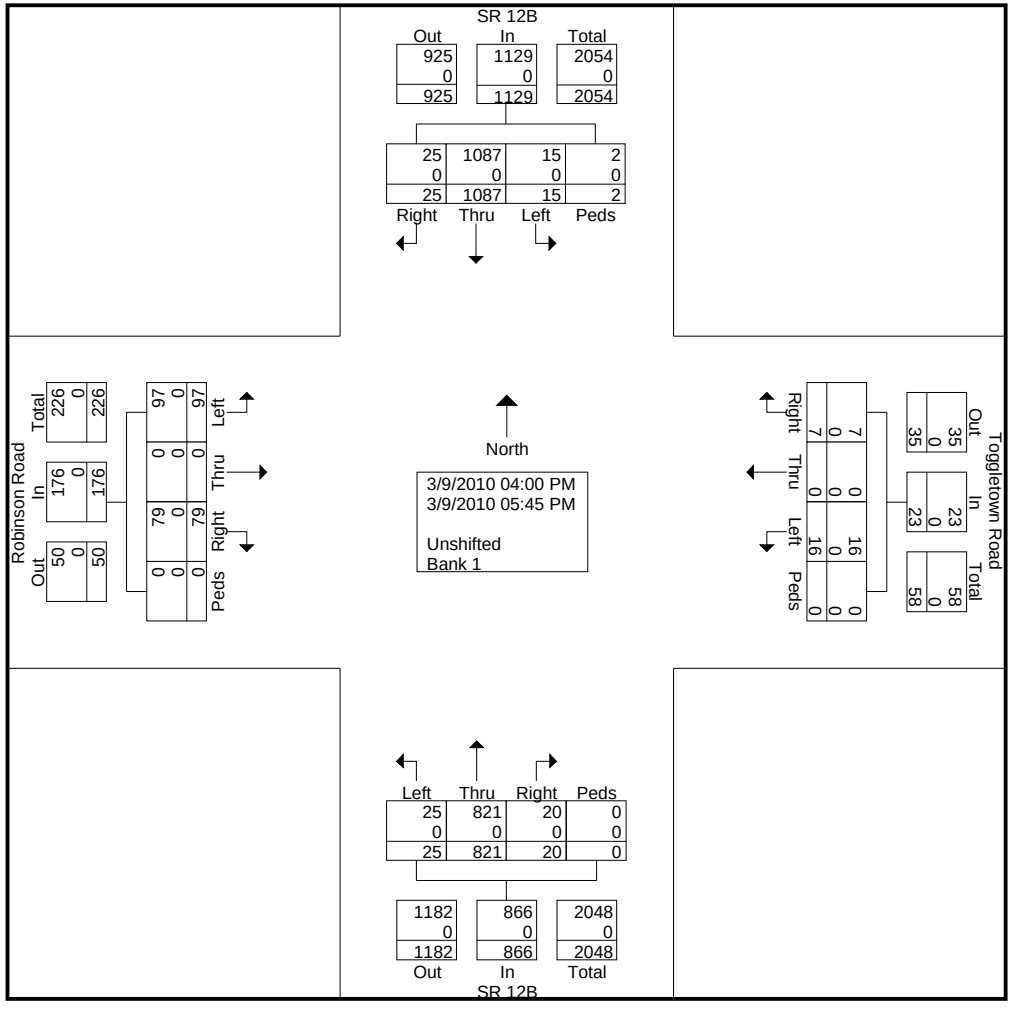
Route 12B
Route 12B & Robinson Road
PM
4 to 6

File Name : 12B Toggletown PM
Site Code : 30920102
Start Date : 3/9/2010
Page No : 2



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Route 12B
Route 12B & Robinson Road
PM
4 to 6

File Name : 12B Toggletown PM
Site Code : 30920102
Start Date : 3/9/2010

	SR 12B Southbound					Toggletown Road Westbound					SR 12B Northbound					Robinson Road Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	1	128	**3**	0	132	1	0	0	0	1	2	**120**	4	0	**126**	15	0	11	0	26	285
04:45 PM	0	143	2	0	145	**5**	0	0	0	**5**	**4**	113	**8**	0	125	13	0	10	0	23	**298**
05:00 PM	**3**	133	3	0	139	0	0	1	0	1	4	107	4	0	115	**21**	0	**20**	0	**41**	296
05:15 PM	2	**158**	2	0	**162**	2	0	**2**	0	4	2	94	2	0	98	12	0	9	0	21	285
Total Volume	6	562	10	0	578	8	0	3	0	11	12	434	18	0	464	61	0	50	0	111	1164
% App. Total	1	97.2	1.7	0		72.7	0	27.3	0		2.6	93.5	3.9	0		55	0	45	0		
PHF	.500	.889	.833	.000	.892	.400	.000	.375	.000	.550	.750	.904	.563	.000	.921	.726	.000	.625	.000	.677	.977

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Route 12B
Route 12B & Taylor Street
AM
7 to 9

File Name : Route 12B & Taylor
Site Code : 03091001
Start Date : 3/9/2010
Page No : 1

Groups Printed- Passenger Cars - SU Trucks & Buses - MU Trucks

	Route 12B Southbound					Anderson Place Westbound					Route 12B Northbound					Taylor Street Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	31	4	0	35	3	0	3	1	7	8	74	0	1	83	14	1	5	2	22	147
07:15 AM	0	39	6	0	45	0	0	0	0	0	2	88	0	0	90	15	0	5	0	20	155
07:30 AM	0	60	11	0	71	2	0	0	0	2	10	147	0	0	157	17	0	10	0	27	257
07:45 AM	0	82	23	1	106	0	0	0	0	0	5	147	0	1	153	13	0	7	0	20	279
Total	0	212	44	1	257	5	0	3	1	9	25	456	0	2	483	59	1	27	2	89	838
08:00 AM	0	56	9	0	65	0	0	0	0	0	4	124	0	0	128	20	0	8	0	28	221
08:15 AM	0	61	6	0	67	0	0	0	0	0	7	90	0	0	97	14	0	15	0	29	193
08:30 AM	0	71	4	2	77	0	0	0	0	0	7	99	0	0	106	15	0	9	0	24	207
08:45 AM	0	59	5	0	64	0	0	0	0	0	3	97	0	0	100	23	0	8	0	31	195
Total	0	247	24	2	273	0	0	0	0	0	21	410	0	0	431	72	0	40	0	112	816
Grand Total	0	459	68	3	530	5	0	3	1	9	46	866	0	2	914	131	1	67	2	201	1654
Apprch %	0	86.6	12.8	0.6		55.6	0	33.3	11.1		5	94.7	0	0.2		65.2	0.5	33.3	1		
Total %	0	27.8	4.1	0.2	32	0.3	0	0.2	0.1	0.5	2.8	52.4	0	0.1	55.3	7.9	0.1	4.1	0.1	12.2	
Passenger Cars																					
% Passenger Cars	0	93.9	98.5	100	94.5	60	0	66.7	0	55.6	97.8	95.5	0	100	95.6	98.5	100	100	100	99	95.5
SU Trucks & Buses	0	22	0	0	22	1	0	1	1	3	1	32	0	0	33	2	0	0	0	2	60
% SU Trucks & Buses	0	4.8	0	0	4.2	20	0	33.3	100	33.3	2.2	3.7	0	0	3.6	1.5	0	0	0	1	3.6
MU Trucks	0	6	1	0	7	1	0	0	0	1	0	7	0	0	7	0	0	0	0	0	15
% MU Trucks	0	1.3	1.5	0	1.3	20	0	0	0	11.1	0	0.8	0	0	0.8	0	0	0	0	0	0.9

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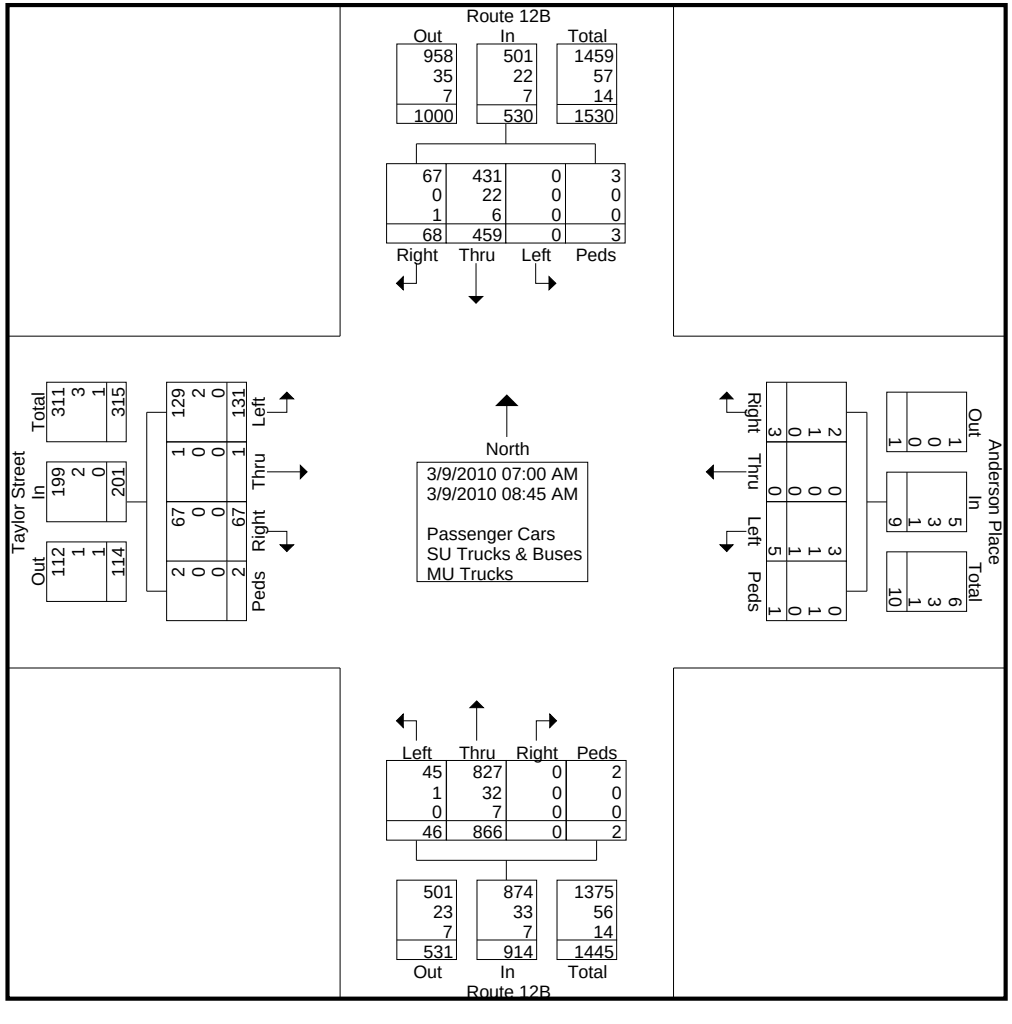
Route 12B
Route 12B & Taylor Street
AM
7 to 9

File Name : Route 12B & Taylor
Site Code : 03091001
Start Date : 3/9/2010
Page No : 2



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Route 12B
Route 12B & Taylor Street
AM
7 to 9

File Name : Route 12B & Taylor
Site Code : 03091001
Start Date : 3/9/2010
Page No : 3

	Route 12B Southbound					Anderson Place Westbound					Route 12B Northbound					Taylor Street Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	60	11	0	71	**2**				**2**	**10**	**147**			**157**						
07:45 AM	0	**82**	**23**	**1**	**106**	0	0	0	0	0	5	147	0	**1**	153	13	0	7	0	20	**279**
08:00 AM	0	56	9	0	65	0	0	0	0	0	4	124	0	0	128	**20**	0	8	0	28	221
08:15 AM	0	61	6	0	67	0	0	0	0	0	7	90	0	0	97	14	0	**15**	0	**29**	193
Total Volume	0	259	49	1	309	2	0	0	0	2	26	508	0	1	535	64	0	40	0	104	950
% App. Total	0	83.8	15.9	0.3		100	0	0	0		4.9	95	0	0.2		61.5	0	38.5	0		
PHF	.000	.790	.533	.250	.729	.250	.000	.000	.000	.250	.650	.864	.000	.250	.852	.800	.000	.667	.000	.897	.851
Passenger Cars	0	247	48	1	296	2	0	0	0	2	26	485	0	1	512	64	0	40	0	104	914
% Passenger Cars	0	95.4	98.0	100	95.8	100	0	0	0	100	100	95.5	0	100	95.7	100	0	100	0	100	96.2
SU Trucks & Buses	0	10	0	0	10	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	30
% SU Trucks & Buses	0	3.9	0	0	3.2	0	0	0	0	0	0	3.9	0	0	3.7	0	0	0	0	0	3.2
MU Trucks	0	2	1	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
% MU Trucks	0	0.8	2.0	0	1.0	0	0	0	0	0	0	0.6	0	0	0.6	0	0	0	0	0	0.6

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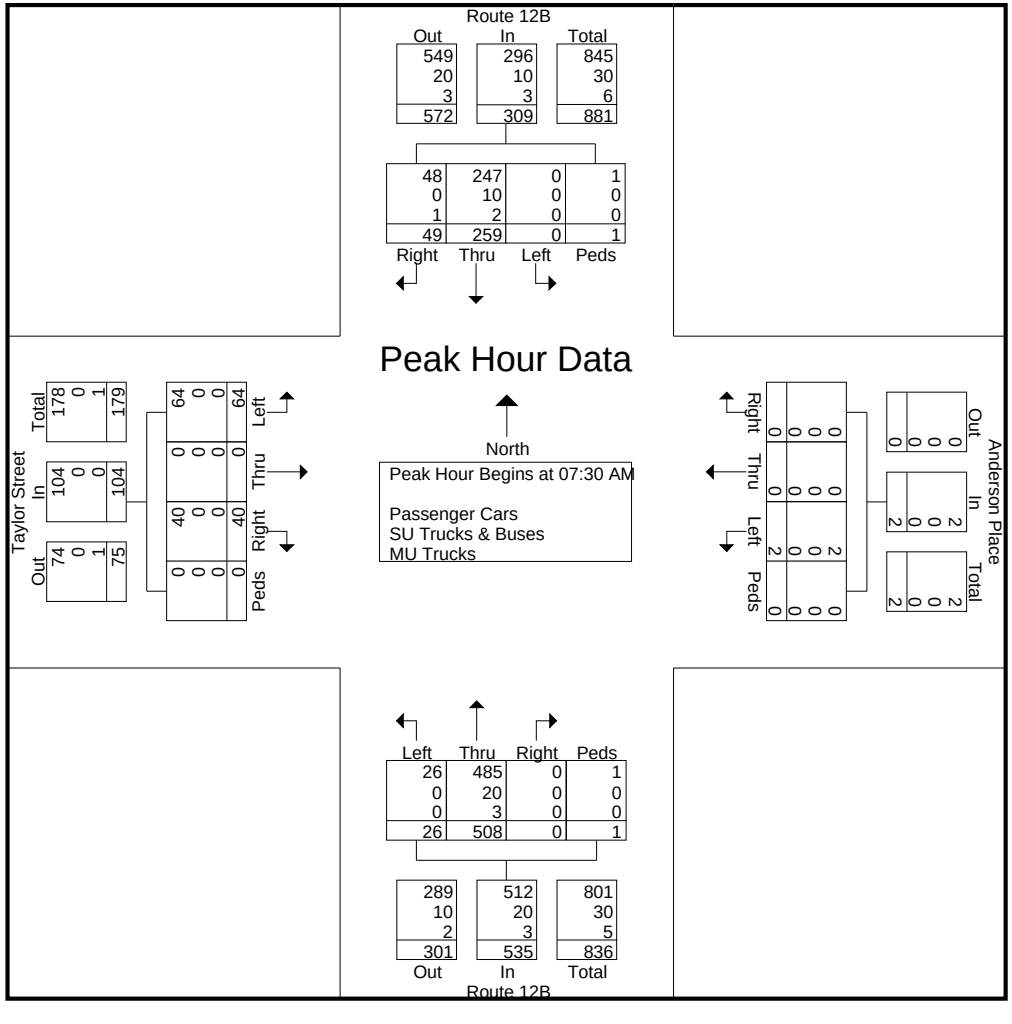
Route 12B
Route 12B & Taylor Street
AM
7 to 9

File Name : Route 12B & Taylor
Site Code : 03091001
Start Date : 3/9/2010
Page No : 4



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Route 12B
Route 12B & Taylor Street
PM
4 to 6

File Name : Route 12B & Taylor PM
Site Code : 03090102
Start Date : 3/9/2010
Page No : 1

Groups Printed- Passenger Cars - SU Trucks & Buses - MU Trucks

	Route 12B Southbound					Anderson Place Westbound					Route 12B Northbound					Taylor Street Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
04:00 PM	0	130	20	2	152	0	1	0	0	1	3	97	0	0	100	11	0	7	0	18	271
04:15 PM	0	125	18	0	143	0	0	0	1	1	2	80	0	0	82	16	0	7	0	23	249
04:30 PM	0	115	20	2	137	1	0	0	0	1	2	104	0	0	106	11	0	8	0	19	263
04:45 PM	0	133	13	0	146	0	0	0	0	0	4	100	0	0	104	8	0	7	0	15	265
Total	0	503	71	4	578	1	1	0	1	3	11	381	0	0	392	46	0	29	0	75	1048
05:00 PM	1	126	16	2	145	0	0	1	0	1	4	104	1	0	109	12	0	7	0	19	274
05:15 PM	0	148	13	2	163	0	0	0	0	0	4	71	0	5	80	12	0	5	2	19	262
05:30 PM	0	125	15	5	145	0	0	0	0	0	2	81	0	0	83	6	0	9	0	15	243
05:45 PM	0	87	14	5	106	0	0	0	1	1	6	69	0	3	78	9	0	5	0	14	199
Total	1	486	58	14	559	0	0	1	1	2	16	325	1	8	350	39	0	26	2	67	978
Grand Total	1	989	129	18	1137	1	1	1	2	5	27	706	1	8	742	85	0	55	2	142	2026
Apprch %	0.1	87	11.3	1.6		20	20	20	40		3.6	95.1	0.1	1.1		59.9	0	38.7	1.4		
Total %	0	48.8	6.4	0.9	56.1	0	0	0	0.1	0.2	1.3	34.8	0	0.4	36.6	4.2	0	2.7	0.1	7	
Passenger Cars																					
% Passenger Cars	100	98.6	100	100	98.8	100	100	100	100	100	100	98.3	100	100	98.4	98.8	0	98.2	100	98.6	98.6
SU Trucks & Buses	0	12	0	0	12	0	0	0	0	0	0	12	0	0	12	1	0	1	0	2	26
% SU Trucks & Buses	0	1.2	0	0	1.1	0	0	0	0	0	0	1.7	0	0	1.6	1.2	0	1.8	0	1.4	1.3
MU Trucks	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% MU Trucks	0	0.2	0	0	0.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1

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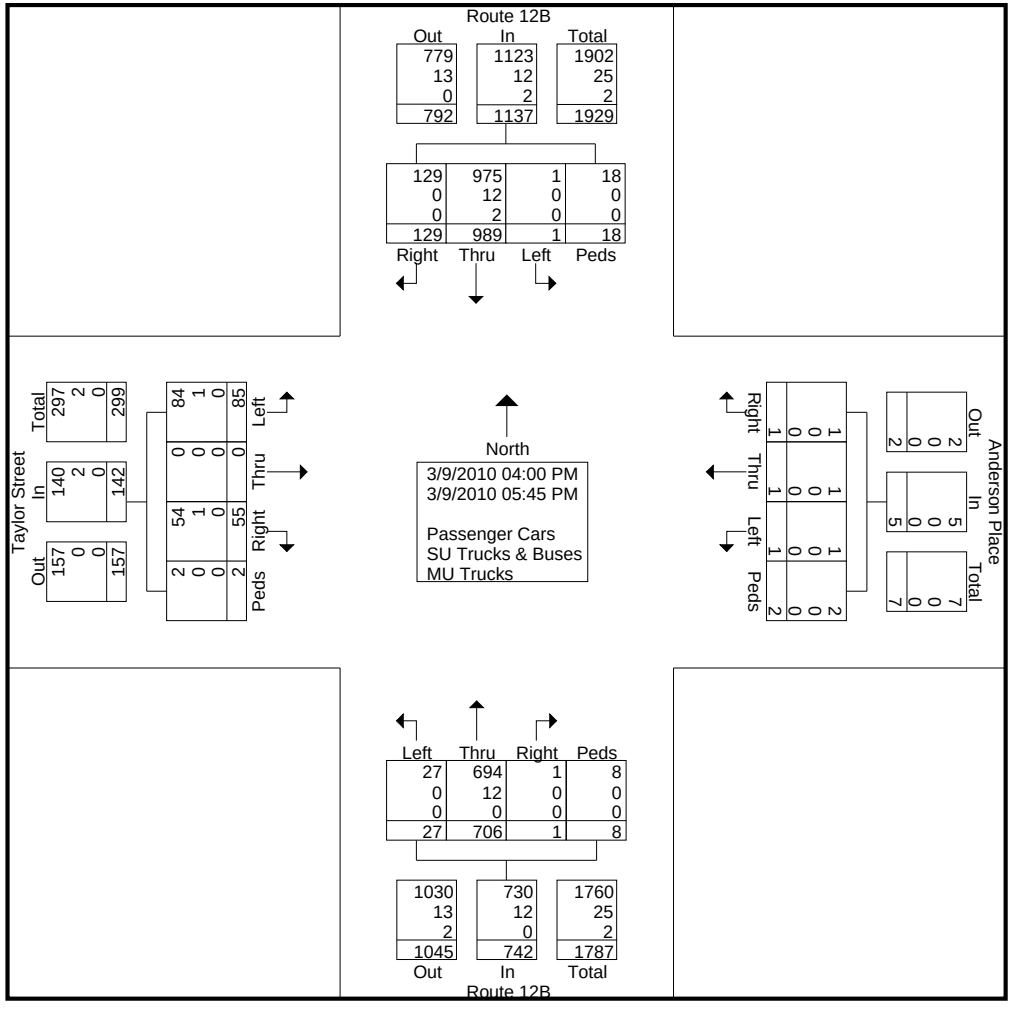
Route 12B
Route 12B & Taylor Street
PM
4 to 6

File Name : Route 12B & Taylor PM
Site Code : 03090102
Start Date : 3/9/2010
Page No : 2



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Route 12B
Route 12B & Taylor Street
PM
4 to 6

File Name : Route 12B & Taylor PM
Site Code : 03090102
Start Date : 3/9/2010

	Route 12B Southbound					Anderson Place Westbound					Route 12B Northbound					Taylor Street Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	115	**20**	**2**		**1**				**1**		**104**						**8**		**19**	
04:45 PM	0	133	13	0	146	0	0	0	0	0	**4**	100	0	0	104	8	0	7	0	15	265
05:00 PM	**1**	126	16	2	145	0	0	**1**	0	1	4	104	**1**	0	**109**	**12**	0	7	0	19	**274**
05:15 PM	0	**148**	13	2	**163**	0	0	0	0	0	4	71	0	**5**	80	12	0	5	**2**	19	262
Total Volume	1	522	62	6	591	1	0	1	0	2	14	379	1	5	399	43	0	27	2	72	1064
% App. Total	0.2	88.3	10.5	1		50	0	50	0		3.5	95	0.3	1.3		59.7	0	37.5	2.8		
PHF	.250	.882	.775	.750	.906	.250	.000	.250	.000	.500	.875	.911	.250	.250	.915	.896	.000	.844	.250	.947	.971
Passenger Cars	1	516	62	6	585	1	0	1	0	2	14	374	1	5	394	42	0	27	2	71	1052
% Passenger Cars	100	98.9	100	100	99.0	100	0	100	0	100	100	98.7	100	100	98.7	97.7	0	100	100	98.6	98.9
SU Trucks & Buses	0	6	0	0	6	0	0	0	0	0	0	5	0	0	5	1	0	0	0	1	12
% SU Trucks & Buses	0	1.1	0	0	1.0	0	0	0	0	0	0	1.3	0	0	1.3	2.3	0	0	0	1.4	1.1
MU Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% MU Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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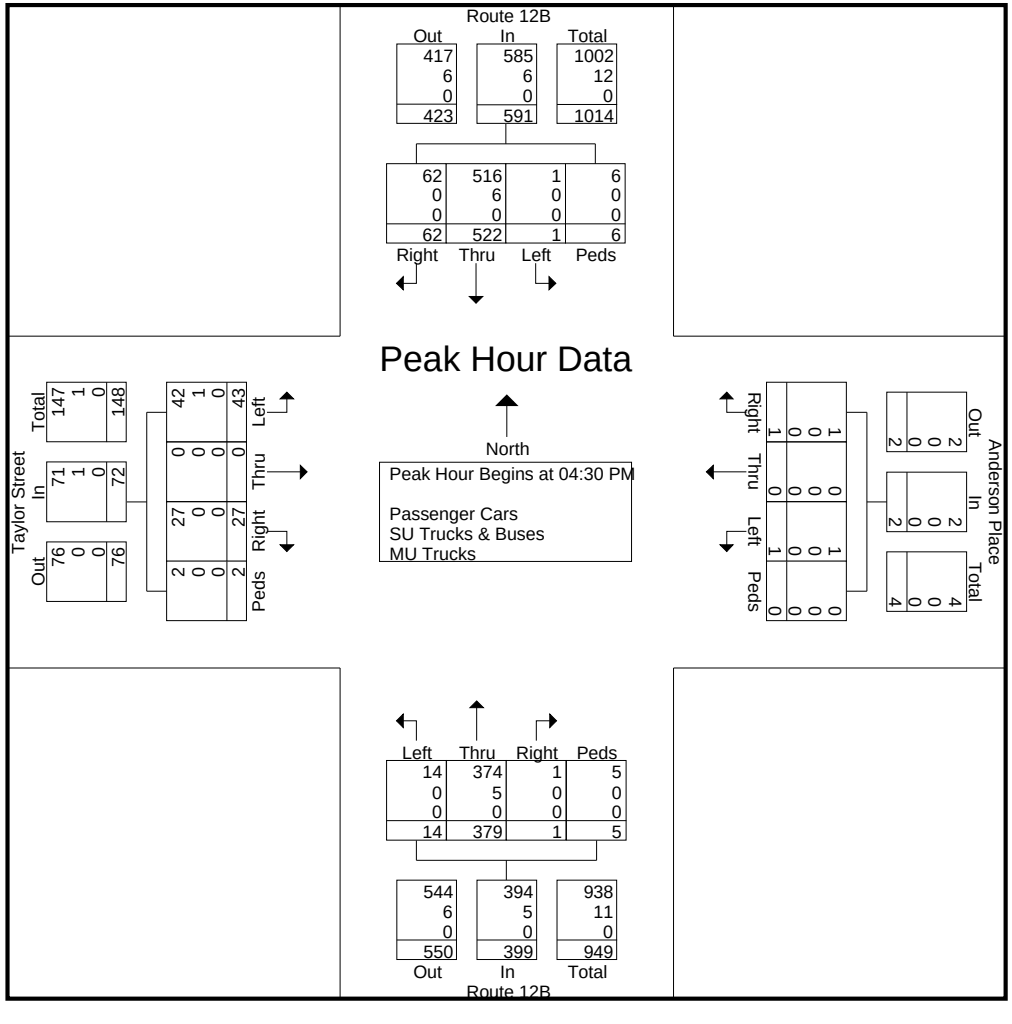
Route 12B
Route 12B & Taylor Street
PM
4 to 6

File Name : Route 12B & Taylor PM
Site Code : 03090102
Start Date : 3/9/2010
Page No : 4



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Route 12B
Route 12B & Grant Road
AM
7 to 9

File Name : 12B Grant Post AM
Site Code : 31020101
Start Date : 3/10/2010
Page No : 1

Groups Printed- Passenger Cars - SU Trucks - MU Trucks

	SR 12B Southbound					Grant Road Westbound					Post Street Northbound					SR 12B Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:15 AM	5	1	39	0	45	2	1	1	0	4	1	7	0	0	8	56	1	0	0	57	114
07:30 AM	0	5	24	0	29	1	0	3	0	4	0	10	1	0	11	73	2	0	0	75	119
07:45 AM	2	5	31	0	38	0	1	7	0	8	0	12	0	0	12	102	0	0	0	102	160
Total	7	11	94	0	112	3	2	11	0	16	1	29	1	0	31	231	3	0	0	234	393
08:00 AM	1	3	30	0	34	1	1	3	0	5	0	8	0	0	8	76	0	0	0	76	123
08:15 AM	1	5	19	1	26	0	2	6	0	8	1	10	0	0	11	63	1	0	0	64	109
08:30 AM	1	4	23	0	28	0	2	4	0	6	0	5	0	0	5	55	2	1	0	58	97
08:45 AM	3	3	32	0	38	1	0	6	0	7	0	12	0	0	12	52	2	1	0	55	112
Total	6	15	104	1	126	2	5	19	0	26	1	35	0	0	36	246	5	2	0	253	441
Grand Total	13	26	198	1	238	5	7	30	0	42	2	64	1	0	67	477	8	2	0	487	834
Apprch %	5.5	10.9	83.2	0.4		11.9	16.7	71.4	0		3	95.5	1.5	0		97.9	1.6	0.4	0		
Total %	1.6	3.1	23.7	0.1	28.5	0.6	0.8	3.6	0	5	0.2	7.7	0.1	0	8	57.2	1	0.2	0	58.4	
Passenger Cars	13	26	198	1	238	5	7	30	0	42	2	64	1	0	67	477	8	2	0	487	834
% Passenger Cars	100	100	100	100	100	100	100	100	0	100	100	100	100	0	100	100	100	100	0	100	100
SU Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% SU Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MU Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% MU Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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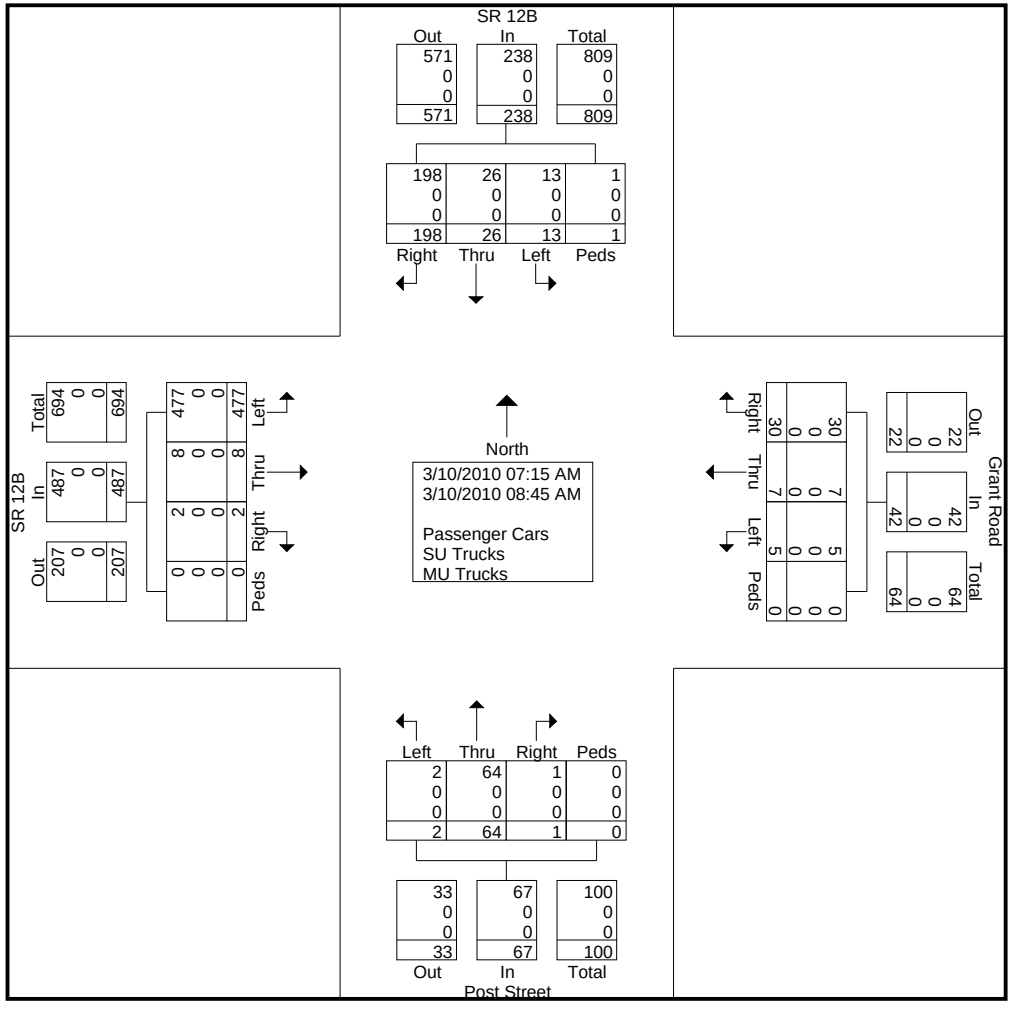
Route 12B
Route 12B & Grant Road
AM
7 to 9

File Name : 12B Grant Post AM
Site Code : 31020101
Start Date : 3/10/2010
Page No : 2



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Route 12B
Route 12B & Grant Road
AM
7 to 9

File Name : 12B Grant Post AM
Site Code : 31020101
Start Date : 3/10/2010

	SR 12B Southbound					Grant Road Westbound					Post Street Northbound					SR 12B Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	**5**	1	**39**	0	**45**	**2**	**1**	1	0	4	**1**	7	0	0	8	56	1	0	0	57	114
07:30 AM	0	**5**	24	0	29	1	0	3	0	4	0	10	**1**	0	11	73	**2**	0	0	75	119
07:45 AM	2	5	31	0	38	0	1	**7**	0	**8**	0	**12**	0	0	**12**	**102**	0	0	0	**102**	**160**
08:00 AM	1	3	30	0	34	1	1	3	0	5	0	8	0	0	8	76	0	0	0	76	123
Total Volume	8	14	124	0	146	4	3	14	0	21	1	37	1	0	39	307	3	0	0	310	516
% App. Total	5.5	9.6	84.9	0		19	14.3	66.7	0		2.6	94.9	2.6	0		99	1	0	0		
PHF	.400	.700	.795	.000	.811	.500	.750	.500	.000	.656	.250	.771	.250	.000	.813	.752	.375	.000	.000	.760	.806

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Route 12B
Route 12B & Grant
PM
4 to 6

File Name : 12B Grant Post PM
Site Code : 31020102
Start Date : 3/10/2010
Page No : 1

Groups Printed- Unshifted - Bank 1

	SR 12 B Southbound					Grant Road Westbound					Post Street Northbound					SR 12 B Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
04:00 PM	3	12	76	0	91	1	1	1	0	3	0	3	0	0	3	49	1	0	0	50	147
04:15 PM	2	14	70	2	88	2	1	1	0	4	2	7	0	0	9	48	2	2	0	52	153
04:30 PM	5	8	72	0	85	0	2	5	0	7	1	7	0	0	8	51	1	1	1	54	154
04:45 PM	2	15	97	2	116	0	0	4	0	4	1	2	0	0	3	53	1	2	0	56	179
Total	12	49	315	4	380	3	4	11	0	18	4	19	0	0	23	201	5	5	1	212	633
05:00 PM	7	9	84	1	101	0	0	2	0	2	0	5	0	0	5	38	1	0	0	39	147
05:15 PM	7	11	70	2	90	1	1	1	1	4	0	4	0	1	5	41	1	1	6	49	148
05:30 PM	5	13	62	1	81	0	1	2	0	3	1	4	0	0	5	53	1	1	1	56	145
05:45 PM	5	6	79	1	91	0	1	4	0	5	0	6	0	1	7	46	0	0	1	47	150
Total	24	39	295	5	363	1	3	9	1	14	1	19	0	2	22	178	3	2	8	191	590
Grand Total	36	88	610	9	743	4	7	20	1	32	5	38	0	2	45	379	8	7	9	403	1223
Apprch %	4.8	11.8	82.1	1.2		12.5	21.9	62.5	3.1		11.1	84.4	0	4.4		94	2	1.7	2.2		
Total %	2.9	7.2	49.9	0.7	60.8	0.3	0.6	1.6	0.1	2.6	0.4	3.1	0	0.2	3.7	31	0.7	0.6	0.7	33	
Unshifted	36	88	610	9	743	4	7	20	1	32	5	38	0	2	45	379	8	7	9	403	1223
% Unshifted	100	100	100	100	100	100	100	100	100	100	100	100	0	100	100	100	100	100	100	100	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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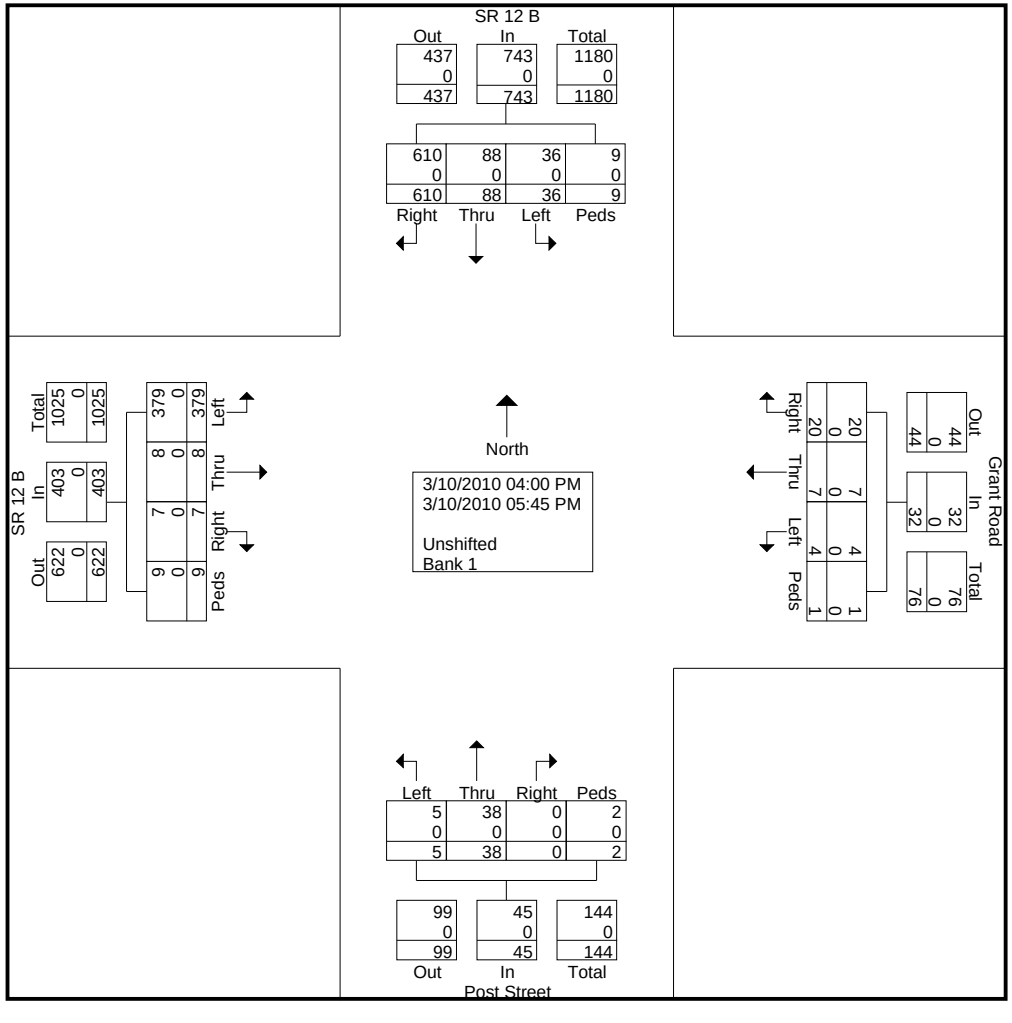
Route 12B
Route 12B & Grant
PM
4 to 6

File Name : 12B Grant Post PM
Site Code : 31020102
Start Date : 3/10/2010
Page No : 2



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Route 12B
Route 12B & Grant
PM
4 to 6

File Name : 12B Grant Post PM
Site Code : 31020102
Start Date : 3/10/2010

	SR 12 B Southbound					Grant Road Westbound					Post Street Northbound					SR 12 B Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	3	12	76	0	91	1	1	1	0	3	0	3	0	0	3	49	1	0	0	50	147
04:15 PM	2	14	70	**2**	88	**2**	1	1	0	4	**2**	**7**	0	0	**9**	48	**2**	**2**	0	52	153
04:30 PM	**5**	8	72	0	85	0	**2**	**5**	0	**7**	1	7	0	0	8	51	1	1	**1**	54	154
04:45 PM	2	**15**	**97**	2	**116**	0	0	4	0	4	1	2	0	0	3	**53**	1	2	0	**56**	**179**
Total Volume	12	49	315	4	380	3	4	11	0	18	4	19	0	0	23	201	5	5	1	212	633
% App. Total	3.2	12.9	82.9	1.1		16.7	22.2	61.1	0		17.4	82.6	0	0		94.8	2.4	2.4	0.5		
PHF	.600	.817	.812	.500	.819	.375	.500	.550	.000	.643	.500	.679	.000	.000	.639	.948	.625	.625	.250	.946	.884

ATR COUNTS

Route: 12B Alt
ATR Placement: approx 240' N of Taylor
County: Oneida
Town: Clinton

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

Start Time	08-Mar-10 NB	SB	Tue NB	SB	Wed NB	SB	Thu NB	SB	Fri NB	SB	Sat NB	SB	Sun NB	SB	Week Average NB	SB
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	**475**	252	*	*	*	*	*	*	*	*	*	*	**475**	252
08:00	*	*	433	267	*	*	*	*	*	*	*	*	*	*	433	267
09:00	*	*	347	261	*	*	*	*	*	*	*	*	*	*	347	261
10:00	*	*	307	272	*	*	*	*	*	*	*	*	*	*	307	272
11:00	*	*	305	**306**	*	*	*	*	*	*	*	*	*	*	305	**306**
12:00 PM	*	*	347	358	*	*	*	*	*	*	*	*	*	*	347	358
01:00	*	*	336	316	*	*	*	*	*	*	*	*	*	*	336	316
02:00	*	*	365	428	*	*	*	*	*	*	*	*	*	*	365	428
03:00	*	*	382	484	*	*	*	*	*	*	*	*	*	*	382	484
04:00	*	*	**401**	**546**	*	*	*	*	*	*	*	*	*	*	**401**	**546**
05:00	*	*	346	489	*	*	*	*	*	*	*	*	*	*	346	489
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Lane	0	0	4044	3979	0	0	0	0	0	0	0	0	0	0	4044	3979
Day	0		8023		0		0		0		0		0		8023	
AM Peak			07:00	11:00											07:00	11:00
Vol.			475	306											475	306
PM Peak			16:00	16:00											16:00	16:00
Vol.			401	546											401	546

Comb. Total	0	8023	0	0	0	0	0	8023
ADT	Not Calculated							

Route: 12B Alt
ATR Placement: approx 240' N of Taylor
County: Oneida
Town: Clinton

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

NB

Start Time	Bikes	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	Total
03/09/10	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	0	**350**	**77**	**10**	**14**	0	0	**24**	0	0	0	0	0	**475**
08:00	0	321	70	8	13	0	0	21	0	0	0	0	0	433
09:00	0	256	56	7	10	0	0	18	0	0	0	0	0	347
10:00	0	216	56	4	14	**1**	0	13	2	1	0	0	0	307
11:00	**1**	226	42	2	10	1	**1**	16	**4**	**2**	0	0	0	305
12 PM	**1**	266	48	3	7	**1**	2	15	0	1	0	**3**	0	347
13:00	0	251	55	4	13	0	1	10	0	0	0	0	**2**	336
14:00	1	281	41	5	11	0	**4**	17	0	**4**	0	0	1	365
15:00	1	269	**56**	**11**	**20**	1	0	20	**1**	3	0	0	0	382
16:00	1	**304**	46	9	9	0	1	**28**	0	2	0	1	0	**401**
17:00	0	280	32	8	8	0	0	17	0	0	0	0	1	346
Day Total	5	3020	579	71	129	4	9	199	7	13	0	4	4	4044
Percent	0.1%	74.7%	14.3%	1.8%	3.2%	0.1%	0.2%	4.9%	0.2%	0.3%	0.0%	0.1%	0.1%	
AM Peak	11:00	07:00	07:00	07:00	07:00	10:00	11:00	07:00	11:00	11:00				07:00
Vol.	1	350	77	10	14	1	1	24	4	2				475
PM Peak	12:00	16:00	15:00	15:00	15:00	12:00	14:00	16:00	15:00	14:00		12:00	13:00	16:00
Vol.	1	304	56	11	20	1	4	28	1	4		3	2	401
Grand Total	5	3020	579	71	129	4	9	199	7	13	0	4	4	4044
Percent	0.1%	74.7%	14.3%	1.8%	3.2%	0.1%	0.2%	4.9%	0.2%	0.3%	0.0%	0.1%	0.1%	

Route: 12B Alt
ATR Placement: approx 240' N of Taylor
County: Oneida
Town: Clinton

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

SB

Start Time	Bikes	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	Total
03/09/10	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	0	185	41	5	8	0	0	13	0	0	0	0	0	252
08:00	0	197	43	5	8	0	0	14	0	0	0	0	0	267
09:00	0	193	42	5	8	0	0	13	0	0	0	0	0	261
10:00	0	196	44	6	6	**1**	**1**	10	**4**	**2**	0	**1**	**1**	272
11:00	**1**	**215**	**53**	**7**	**9**	0	1	**16**	3	1	0	0	0	**306**
12 PM	0	239	79	6	9	0	0	17	**2**	**4**	0	0	**2**	358
13:00	0	242	50	5	6	0	0	8	0	1	0	**4**	0	316
14:00	2	291	91	7	**11**	**1**	**3**	18	1	1	0	0	2	428
15:00	**4**	353	89	**8**	6	0	2	16	1	2	0	2	1	484
16:00	3	**392**	**96**	6	11	0	3	**28**	1	2	0	2	2	**546**
17:00	4	379	66	3	8	1	0	24	0	1	0	1	2	489
Day Total	14	2882	694	63	90	3	10	177	12	14	0	10	10	3979
Percent	0.4%	72.4%	17.4%	1.6%	2.3%	0.1%	0.3%	4.4%	0.3%	0.4%	0.0%	0.3%	0.3%	
AM Peak	11:00	11:00	11:00	11:00	11:00	10:00	10:00	11:00	10:00	10:00		10:00	10:00	11:00
Vol.	1	215	53	7	9	1	1	16	4	2		1	1	306
PM Peak	15:00	16:00	16:00	15:00	14:00	14:00	14:00	16:00	12:00	12:00		13:00	12:00	16:00
Vol.	4	392	96	8	11	1	3	28	2	4		4	2	546
Grand Total	14	2882	694	63	90	3	10	177	12	14	0	10	10	3979
Percent	0.4%	72.4%	17.4%	1.6%	2.3%	0.1%	0.3%	4.4%	0.3%	0.4%	0.0%	0.3%	0.3%	

Route: 12B Alt
ATR Placement: approx 240' N of Taylor
County: Oneida
Town: Clinton

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

NB

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
03/09/10	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	10	5	14	142	233	62	5	0	0	0	0	0	0	471
08:00	9	4	13	130	212	56	4	0	0	0	0	0	0	428
09:00	7	3	10	104	170	45	3	0	0	0	0	0	0	342
10:00	2	1	10	96	151	40	5	1	0	0	0	0	1	307
11:00	5	1	9	86	155	48	2	0	1	0	0	0	0	307
12 PM	5	0	10	89	185	46	6	2	1	1	1	0	0	346
13:00	6	4	9	78	184	50	3	0	0	0	0	1	0	335
14:00	6	0	7	88	190	64	6	0	2	0	1	1	0	365
15:00	8	1	9	102	198	49	4	3	0	1	2	2	1	380
16:00	13	2	8	96	207	61	5	2	1	2	2	0	2	401
17:00	7	4	6	139	150	38	1	0	0	0	1	0	0	346
Total	78	25	105	1150	2035	559	44	8	5	4	7	4	4	4028
Percent	1.9%	0.6%	2.6%	28.6%	50.5%	13.9%	1.1%	0.2%	0.1%	0.1%	0.2%	0.1%	0.1%	
Grand Total	78	25	105	1150	2035	559	44	8	5	4	7	4	4	4028

	15th Percentile :	27 MPH
	50th Percentile :	32 MPH
	85th Percentile :	36 MPH
	95th Percentile :	39 MPH
Stats	Mean Speed(Average) :	32 MPH
	10 MPH Pace Speed :	26-35 MPH
	Number in Pace :	3185
	Percent in Pace :	79.1%
	Number of Vehicles > 55 MPH :	19
	Percent of Vehicles > 55 MPH :	0.5%

Route: 12B Alt
ATR Placement: approx 240' N of Taylor
County: Oneida
Town: Clinton

III Winners Circle

Albany, NY 12205

Site Code: CHA #: 20356
Station ID:

SB

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
03/09/10	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	5	3	8	76	123	33	3	0	0	0	0	0	0	251
08:00	5	3	8	80	131	35	3	0	0	0	0	0	0	265
09:00	5	3	8	78	128	34	3	0	0	0	0	0	0	259
10:00	5	1	6	75	129	49	3	0	0	1	1	0	2	272
11:00	5	3	5	79	166	39	5	0	1	0	0	1	1	305
12 PM	4	1	3	115	176	50	5	3	0	1	0	0	0	358
13:00	2	3	19	73	154	54	9	1	0	0	0	0	1	316
14:00	9	2	16	135	201	57	5	1	1	0	0	0	0	427
15:00	13	6	33	143	223	53	4	0	1	4	4	0	0	484
16:00	19	3	21	200	253	43	2	1	1	0	0	1	1	545
17:00	11	2	19	176	228	42	4	2	0	0	2	0	1	487
Total	83	30	146	1230	1912	489	46	8	4	6	7	2	6	3969
Percent	2.1%	0.8%	3.7%	31.0%	48.2%	12.3%	1.2%	0.2%	0.1%	0.2%	0.2%	0.1%	0.2%	
Grand Total	83	30	146	1230	1912	489	46	8	4	6	7	2	6	3969

	15th Percentile :	27 MPH
	50th Percentile :	32 MPH
	85th Percentile :	35 MPH
	95th Percentile :	39 MPH
Stats	Mean Speed(Average) :	31 MPH
	10 MPH Pace Speed :	26-35 MPH
	Number in Pace :	3142
	Percent in Pace :	79.2%
	Number of Vehicles > 55 MPH :	21
	Percent of Vehicles > 55 MPH :	0.5%

Route: 12B Alt
ATR Placement: approx 240' N of Taylor
County: Oneida
Town: Clinton

Site Code: CHA #: 20356
Station ID:

III Winners Circle

Albany, NY 12205

NB

Start Time	0 4	5 6	7 8	9 10	11 12	13 14	15 16	17 18	19 20	21 22	23 24	25 26	27 28	29 9999
03/09/10	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	212	52	38	28	24	19	14	14	14	9	9	5	5	33
08:00	193	47	34	26	21	17	13	13	13	9	9	4	4	30
09:00	157	38	28	21	17	14	10	10	10	7	7	3	3	24
10:00	108	32	33	18	18	13	9	10	11	6	9	4	10	26
11:00	106	42	29	23	13	13	10	13	8	6	2	5	3	34
12 PM	140	46	21	23	17	18	9	8	12	6	5	4	9	29
13:00	135	33	21	19	19	19	14	12	7	9	5	5	6	32
14:00	148	47	32	25	22	11	9	11	10	8	5	9	9	19
15:00	166	38	47	19	19	16	12	14	9	2	6	3	5	26
16:00	185	41	41	21	15	20	12	13	10	9	9	3	4	19
17:00	143	47	27	24	16	12	13	6	7	8	5	4	6	29
Total	1693	463	351	247	201	172	125	124	111	79	71	49	64	301
Grand Total	1693	463	351	247	201	172	125	124	111	79	71	49	64	301

Statistics

Number of Gaps > 55 Secs. : 10
Percent of Gaps > 55 Secs. : 0.2%

Route: 12B Alt
ATR Placement: approx 240' N of Taylor
County: Oneida
Town: Clinton

Site Code: CHA #: 20356
Station ID:

III Winners Circle

Albany, NY 12205

SB

Start Time	0 4	5 6	7 8	9 10	11 12	13 14	15 16	17 18	19 20	21 22	23 24	25 26	27 28	29 9999
03/09/10	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	113	28	20	15	13	10	8	8	8	5	5	3	3	18
08:00	119	29	21	16	13	11	8	8	8	5	5	3	3	19
09:00	116	28	21	15	13	10	8	8	8	5	5	3	3	18
10:00	116	17	22	14	10	9	10	7	8	6	8	2	5	39
11:00	131	31	20	17	9	12	15	8	8	5	4	5	4	37
12 PM	163	36	16	19	19	11	17	9	12	11	7	6	7	25
13:00	108	34	31	23	21	12	13	11	12	5	4	6	4	32
14:00	230	40	24	22	22	16	8	10	14	8	6	2	3	23
15:00	258	63	34	28	19	15	18	4	11	6	5	4	3	17
16:00	293	58	40	39	37	17	15	8	7	9	8	4	4	7
17:00	260	62	35	25	25	13	12	13	7	7	3	5	2	20
Total	1907	426	284	233	201	136	132	94	103	72	60	43	41	255
Grand Total	1907	426	284	233	201	136	132	94	103	72	60	43	41	255

Statistics

Number of Gaps > 55 Secs. : 9
Percent of Gaps > 55 Secs. : 0.2%

APPENDIX E

LEVEL OF SERVICE CRITERIA

From the Highway Capacity Manual 2000 published by the Transportation Research Board:

Signalized Intersections

TABLE A HCS SIGNALIZED LOS STANDARDS	
LOS	Control Delay per Vehicle (s/veh)
A	10 or less
B	10 – 20
C	20 - 35
D	35 – 55
E	55 - 80
F	greater than 80

* s/veh = seconds per vehicle

LOS A describes operations with low control delay, up to 10 s/veh. This LOS occurs when progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may tend to contribute to low delay values.

LOS B describes operations with control delay greater than 10 and up to 20 s/veh. This level generally occurs with good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of delay.

LOS C describes operations with control delay greater than 20 and up to 35 s/veh. These higher delays may result from only fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level. Cycle failure occurs when a green phase does not serve queued vehicles, and overflows occur. The number of vehicles stopping is significant at this level, though many still pass through the intersection without stopping.

LOS D describes operations with control delay greater than 35 and up to 55 s/veh. At LOS D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volume-to-capacity (v/c) ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.

LOS E describes operations with control delay greater than 55 and up to 80 s/veh. These high delay values generally indicate poor progression, long cycle lengths, and high v/c ratios. Individual cycle failures are frequent.

LOS F describes operations with delay in excess of 80.0 s/veh. This level, considered unacceptable to most drivers, often occurs with over-saturation, that is, when arrival flow rates exceed the capacity of lane groups. It may also occur at high v/c ratios with many individual cycle failures. Poor progression and long cycle lengths may also contribute significantly to high delay levels. Often, vehicles do not pass through the intersection in one signal cycle.

Unsignalized Intersection Delay

The level of service criteria for an unsignalized intersection differs from that of a signalized intersection because of the expectation that signalized intersections encounter more traffic and therefore greater delays. The thresholds for the levels of service of unsignalized intersections are as follows:

TABLE B HCS UNSIGNALIZED LOS STANDARDS	
LOS	Control Delay per Vehicle (s/veh)
A	10 or less
B	10 – 15
C	15 - 25
D	25 – 35
E	35 - 50
F	Greater than 50

* s/veh = seconds per vehicle

Levels-of-service A, B, and C are considered acceptable, LOS D is generally considered marginally acceptable during peak periods and LOS E and F are considered unacceptable.

Two-Lane Highways

For Class II two-lane highways, service quality is based only on percent time spent following.

TABLE C HCS TWO-LANE HIGHWAY LOS CLASS II STANDARDS	
LOS	Density (pc/mi/ln)
A	40 or less
B	40 – 55
C	55 – 70
D	70 – 85
E	E Greater than 85
F	Applies whenever flow rate exceeds the segment capacity

APPENDIX F

CAPACITY ANALYSIS

EXISTING

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*JMK*
Agency/Co.	*CHA*
Date Performed	*3/12/2010*
Analysis Time Period	*7-9 AM*

Site Information

Intersection	*Post Street & Route 12B*
Jurisdiction	*Town of Clinton*
Analysis Year	*2010*

Project Description *20356*

East/West Street: *Post Street* | North/South Street: *Route 12B*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*310*	*0*	*18*	*128*	
Peak-Hour Factor, PHF	*0.85*	*0.76*	*0.76*	*0.81*	*0.81*	*0.73*
Hourly Flow Rate, HFR (veh/h)	*0*	*407*	*0*	*22*	*158*	*0*
Percent Heavy Vehicles	*4*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*1*	*0*	*38*
Peak-Hour Factor, PHF	*0.90*	*0.90*	*0.90*	*0.81*	*0.81*	*0.81*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*1*	*0*	*46*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*1*	*0*
Configuration					*LTR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LTR*				
v (veh/h)		*22*		*47*				
C (m) (veh/h)		*1163*		*642*				
v/c		*0.02*		*0.07*				
95% queue length		*0.06*		*0.24*				
Control Delay (s/veh)		*8.2*		*11.0*				
LOS		*A*		*B*				
Approach Delay (s/veh)	--	--	*11.0*					
Approach LOS	--	--	*B*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*JMK*
Agency/Co.	*CHA*
Date Performed	*3/12/2010*
Analysis Time Period	*4-6 PM*

Site Information

Intersection	*Post Street & Route 12B*
Jurisdiction	*Town of Clinton*
Analysis Year	*2010*

Project Description *20356*

East/West Street: *Post Street* | North/South Street: *Route 12B*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*213*	*5*	*61*	*0*	
Peak-Hour Factor, PHF	*0.85*	*0.95*	*0.95*	*0.82*	*0.82*	*0.73*
Hourly Flow Rate, HFR (veh/h)	*0*	*224*	*5*	*74*	*0*	*0*
Percent Heavy Vehicles	*4*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*4*	*0*	*19*
Peak-Hour Factor, PHF	*0.90*	*0.90*	*0.90*	*0.64*	*0.64*	*0.64*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*6*	*0*	*29*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*1*	*0*
Configuration					*LTR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LTR*				
v (veh/h)		*74*		*35*				
C (m) (veh/h)		*1351*		*769*				
v/c		*0.05*		*0.05*				
95% queue length		*0.17*		*0.14*				
Control Delay (s/veh)		*7.8*		*9.9*				
LOS		*A*		*A*				
Approach Delay (s/veh)	--	--	*9.9*					
Approach LOS	--	--	*A*					

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Generated: 3/17/2010 9:07 AM

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*JMK*
Agency/Co.	*CHA*
Date Performed	*3/12/2010*
Analysis Time Period	*7-9 AM*

Site Information

Intersection	*Grant Road & Route 12B*
Jurisdiction	*Town of Clinton*
Analysis Year	*2010*

Project Description *20356*

East/West Street: *Grant Road*

North/South Street: *Route 12B*

Intersection Orientation: *North-South*

Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*348*	*1*	*22*	*0*	
Peak-Hour Factor, PHF	*0.85*	*0.76*	*0.76*	*0.81*	*0.81*	*0.73*
Hourly Flow Rate, HFR (veh/h)	*0*	*457*	*1*	*27*	*0*	*0*
Percent Heavy Vehicles	*4*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*7*	*0*	*14*
Peak-Hour Factor, PHF	*0.90*	*0.90*	*0.90*	*0.66*	*0.66*	*0.66*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*10*	*0*	*21*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*1*	*0*
Configuration					*LTR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LTR*				
v (veh/h)		*27*		*31*				
C (m) (veh/h)		*1114*		*573*				
v/c		*0.02*		*0.05*				
95% queue length		*0.07*		*0.17*				
Control Delay (s/veh)		*8.3*		*11.6*				
LOS		*A*		*B*				
Approach Delay (s/veh)	--	--	*11.6*					
Approach LOS	--	--	*B*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*JMK*
Agency/Co.	*CHA*
Date Performed	*3/12/2010*
Analysis Time Period	*4-6 PM*

Site Information

Intersection	*Grant Road & Route 12B*
Jurisdiction	*Town of Clinton*
Analysis Year	*2010*

Project Description *20356*

East/West Street: *Grant Road* | North/South Street: *Route 12B*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*229*	*1*	*61*	*315*	
Peak-Hour Factor, PHF	*0.85*	*0.95*	*0.95*	*0.82*	*0.82*	*0.73*
Hourly Flow Rate, HFR (veh/h)	*0*	*241*	*1*	*74*	*384*	*0*
Percent Heavy Vehicles	*4*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*11*	*0*	*7*
Peak-Hour Factor, PHF	*0.90*	*0.90*	*0.90*	*0.64*	*0.64*	*0.64*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*17*	*0*	*10*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*1*	*0*
Configuration					*LTR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LTR*				
v (veh/h)		*74*		*27*				
C (m) (veh/h)		*1336*		*442*				
v/c		*0.06*		*0.06*				
95% queue length		*0.18*		*0.19*				
Control Delay (s/veh)		*7.9*		*13.7*				
LOS		*A*		*B*				
Approach Delay (s/veh)	--	--	*13.7*					
Approach LOS	--	--	*B*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*JMK*
Agency/Co.	*CHA*
Date Performed	*3/12/2010*
Analysis Time Period	*7-9 AM*

Site Information

Intersection	*Taylor Ave & Route 12B*
Jurisdiction	*Town of Clinton*
Analysis Year	*2010*

Project Description *20356*

East/West Street: *Taylor Ave* | North/South Street: *Route 12B*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*27*	*524*			*267*	*51*
Peak-Hour Factor, PHF	*0.85*	*0.85*	*1.00*	*1.00*	*0.73*	*0.73*
Hourly Flow Rate, HFR (veh/h)	*31*	*616*	*0*	*0*	*365*	*69*
Percent Heavy Vehicles	*4*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LT*					*TR*
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*66*	*0*	*41*			
Peak-Hour Factor, PHF	*0.90*	*0.90*	*0.90*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*73*	*0*	*45*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*0*	*0*
Configuration		*LTR*				

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*						*LTR*	
v (veh/h)	*31*						*118*	
C (m) (veh/h)	*1115*						*313*	
v/c	*0.03*						*0.38*	
95% queue length	*0.09*						*1.70*	
Control Delay (s/veh)	*8.3*						*23.3*	
LOS	*A*						*C*	
Approach Delay (s/veh)	--	--				*23.3*		
Approach LOS	--	--				*C*		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*JMK*
Agency/Co.	*CHA*
Date Performed	*3/12/2010*
Analysis Time Period	*4-6 PM*

Site Information

Intersection	*Taylor Ave & Route 12B*
Jurisdiction	*Town of Clinton*
Analysis Year	*2010*

Project Description *20356*

East/West Street: *Taylor Ave* | North/South Street: *Route 12B*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*14*	*391*			*64*	*539*
Peak-Hour Factor, PHF	*0.92*	*0.92*	*1.00*	*1.00*	*0.91*	*0.91*
Hourly Flow Rate, HFR (veh/h)	*15*	*424*	*0*	*0*	*70*	*592*
Percent Heavy Vehicles	*4*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LT*					*TR*
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*44*	*0*	*28*			
Peak-Hour Factor, PHF	*0.97*	*0.97*	*0.97*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*45*	*0*	*28*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*0*	*0*
Configuration		*LTR*				

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*						*LTR*	
v (veh/h)	*15*						*73*	
C (m) (veh/h)	*917*						*422*	
v/c	*0.02*						*0.17*	
95% queue length	*0.05*						*0.62*	
Control Delay (s/veh)	*9.0*						*15.3*	
LOS	*A*						*C*	
Approach Delay (s/veh)	--	--				*15.3*		
Approach LOS	--	--				*C*		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*JMK*
Agency/Co.	*CHA*
Date Performed	*3/12/2010*
Analysis Time Period	*7-9 AM*

Site Information

Intersection	*Robinson Road & Route 12B*
Jurisdiction	*Town of Clinton*
Analysis Year	*2010*

Project Description *20356*

East/West Street: *Robinson Road* | North/South Street: *Route 12B*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*42*	*578*			*267*	*51*
Peak-Hour Factor, PHF	*0.89*	*0.89*	*1.00*	*1.00*	*0.80*	*0.80*
Hourly Flow Rate, HFR (veh/h)	*47*	*649*	*0*	*0*	*333*	*63*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LT*					*TR*
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*27*	*0*	*20*			
Peak-Hour Factor, PHF	*0.87*	*0.87*	*0.87*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*31*	*0*	*22*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	*2*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*0*	*0*
Configuration		*LTR*				

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*						*LTR*	
v (veh/h)	*47*						*53*	
C (m) (veh/h)	*1174*						*313*	
v/c	*0.04*						*0.17*	
95% queue length	*0.13*						*0.60*	
Control Delay (s/veh)	*8.2*						*18.8*	
LOS	*A*						*C*	
Approach Delay (s/veh)	--	--				*18.8*		
Approach LOS	--	--				*C*		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*JMK*
Agency/Co.	*CHA*
Date Performed	*3/12/2010*
Analysis Time Period	*4-6 PM*

Site Information

Intersection	*Robinson Road & Route 12B*
Jurisdiction	*Town of Clinton*
Analysis Year	*2010*

Project Description *20356*

East/West Street: *Robinson Road* | North/South Street: *Route 12B*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*12*	*421*			*542*	*10*
Peak-Hour Factor, PHF	*0.92*	*0.92*	*1.00*	*1.00*	*0.89*	*0.89*
Hourly Flow Rate, HFR (veh/h)	*13*	*457*	*0*	*0*	*607*	*11*
Percent Heavy Vehicles	*4*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LT*					*TR*
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*59*	*0*	*48*			
Peak-Hour Factor, PHF	*0.68*	*0.68*	*0.68*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*87*	*0*	*70*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	*2*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*0*	*0*
Configuration		*LTR*				

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*						*LTR*	
v (veh/h)	*13*						*157*	
C (m) (veh/h)	*953*						*308*	
v/c	*0.01*						*0.51*	
95% queue length	*0.04*						*2.73*	
Control Delay (s/veh)	*8.8*						*28.2*	
LOS	*A*						*D*	
Approach Delay (s/veh)	--	--				*28.2*		
Approach LOS	--	--				*D*		

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ETC + 10

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*MWD*
Agency/Co.	*VN Engineers*
Date Performed	*1/11/2010*
Analysis Time Period	*AM Peak*

Site Information

Intersection	*Route 12B at Route 20*
Jurisdiction	
Analysis Year	*2020 (ETC+10)*

Project Description *Route 12B Safety Study*

East/West Street: *Route 20* | North/South Street: *Route 12B*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*55*	*69*			*156*	*12*
Peak-Hour Factor, PHF	*0.80*	*0.92*	*1.00*	*1.00*	*0.92*	*0.65*
Hourly Flow Rate, HFR (veh/h)	*68*	*74*	*0*	*0*	*169*	*18*
Percent Heavy Vehicles	*17*	--	--	*0*	--	--
Median Type	*Raised curb*					
RT Channelized			*0*			*0*
Lanes	*1*	*1*	*0*	*0*	*2*	*1*
Configuration	*L*	*T*			*T*	*R*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*11*		*130*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*0.50*	*1.00*	*0.74*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*22*	*0*	*175*
Percent Heavy Vehicles	*0*	*0*	*0*	*33*	*0*	*10*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*1*
Lanes	*0*	*0*	*0*	*1*	*0*	*1*
Configuration				*L*		*R*

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*					*L*		*R*
v (veh/h)	*68*					*22*		*175*
C (m) (veh/h)	*1282*					*551*		*949*
v/c	*0.05*					*0.04*		*0.18*
95% queue length	*0.17*					*0.12*		*0.67*
Control Delay (s/veh)	*8.0*					*11.8*		*9.6*
LOS	*A*					*B*		*A*
Approach Delay (s/veh)	--	--				*9.9*		
Approach LOS	--	--				*A*		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*MWD*
Agency/Co.	*VN Engineers*
Date Performed	*1/11/2010*
Analysis Time Period	*PM Peak*

Site Information

Intersection	*Route 12B at Route 20*
Jurisdiction	
Analysis Year	

Project Description *Route 12B Safety Study*

East/West Street: *Route 20* | North/South Street: *Route 12B*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*163*	*209*			*136*	*14*
Peak-Hour Factor, PHF	*0.81*	*0.81*	*1.00*	*1.00*	*0.77*	*0.54*
Hourly Flow Rate, HFR (veh/h)	*201*	*258*	*0*	*0*	*176*	*25*
Percent Heavy Vehicles	*5*	--	--	*0*	--	--
Median Type	*Raised curb*					
RT Channelized			*0*			*0*
Lanes	*1*	*1*	*0*	*0*	*2*	*1*
Configuration	*L*	*T*			*T*	*R*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*9*		*131*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*0.42*	*1.00*	*0.75*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*21*	*0*	*174*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*2*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*1*
Lanes	*0*	*0*	*0*	*1*	*0*	*1*
Configuration				*L*		*R*

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*					*L*		*R*
v (veh/h)	*201*					*21*		*174*
C (m) (veh/h)	*1347*					*347*		*969*
v/c	*0.15*					*0.06*		*0.18*
95% queue length	*0.52*					*0.19*		*0.65*
Control Delay (s/veh)	*8.1*					*16.0*		*9.5*
LOS	*A*					*C*		*A*
Approach Delay (s/veh)	--	--				*10.2*		
Approach LOS	--	--				*B*		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*MWD*
Agency/Co.	*VN Engineers*
Date Performed	*1/11/2010*
Analysis Time Period	*AM Peak*

Site Information

Intersection	*Route 12B at Route 26*
Jurisdiction	
Analysis Year	*2020 (ETC+10)*

Project Description *Route 12B Safety Study*

East/West Street: *Route 12B*	North/South Street: *Route 26*
Intersection Orientation: *East-West*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)				*92*	*18*	*3*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*0.82*	*0.71*	*0.38*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*112*	*25*	*7*
Percent Heavy Vehicles	*2*	--	--	*28*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*1*	*0*
Configuration				*LTR*		
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*61*	*13*	*116*	*8*	*10*	*5*
Peak-Hour Factor, PHF	*0.94*	*0.88*	*0.92*	*0.75*	*0.69*	*0.63*
Hourly Flow Rate, HFR (veh/h)	*64*	*14*	*126*	*10*	*14*	*7*
Percent Heavy Vehicles	*3*	*0*	*15*	*11*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration		*LTR*			*LTR*	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LTR*		*LTR*			*LTR*	
v (veh/h)		*112*		*204*			*31*	
C (m) (veh/h)		*1468*		*833*			*622*	
v/c		*0.08*		*0.24*			*0.05*	
95% queue length		*0.25*		*0.96*			*0.16*	
Control Delay (s/veh)		*7.7*		*10.7*			*11.1*	
LOS		*A*		*B*			*B*	
Approach Delay (s/veh)	--	--	*10.7*			*11.1*		
Approach LOS	--	--	*B*			*B*		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*MWD*
Agency/Co.	*VN Engineers*
Date Performed	*1/11/2010*
Analysis Time Period	*PM Peak*

Site Information

Intersection	*Route 12B at Route 26*
Jurisdiction	
Analysis Year	*2020 (ETC+10)*

Project Description *Route 12B Safety Study*

East/West Street: *Route 12B* | North/South Street: *Route 26*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)				*149*	*51*	*6*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*0.86*	*0.68*	*0.58*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*173*	*74*	*10*
Percent Heavy Vehicles	*2*	--	--	*1*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*1*	*0*
Configuration				*LTR*		
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*60*	*27*	*136*	*10*	*19*	*7*
Peak-Hour Factor, PHF	*0.84*	*0.58*	*0.88*	*0.55*	*0.75*	*0.40*
Hourly Flow Rate, HFR (veh/h)	*71*	*46*	*154*	*18*	*25*	*17*
Percent Heavy Vehicles	*3*	*3*	*7*	*18*	*5*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration		*LTR*			*LTR*	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LTR*		*LTR*			*LTR*	
v (veh/h)		*173*		*271*			*60*	
C (m) (veh/h)		*1630*		*673*			*468*	
v/c		*0.11*		*0.40*			*0.13*	
95% queue length		*0.36*		*1.95*			*0.44*	
Control Delay (s/veh)		*7.5*		*13.9*			*13.8*	
LOS		*A*		*B*			*B*	
Approach Delay (s/veh)	--	--	*13.9*			*13.8*		
Approach LOS	--	--	*B*			*B*		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*MWD*
Agency/Co.	*VN Engineers*
Date Performed	*1/11/2010*
Analysis Time Period	*AM Peak*

Site Information

Intersection	*Route 12B at Route 315*
Jurisdiction	
Analysis Year	*2020 (ETC+10)*

Project Description *Route 12B Safety Study*

East/West Street: *Route 315* | North/South Street: *Route 12B*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*208*	*19*	*83*	*55*	
Peak-Hour Factor, PHF	*1.00*	*0.92*	*0.88*	*0.85*	*0.90*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*226*	*21*	*97*	*61*	*0*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*9*		*53*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*0.42*	*1.00*	*0.78*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*21*	*0*	*67*
Percent Heavy Vehicles	*0*	*0*	*0*	*20*	*0*	*17*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*97*		*88*				
C (m) (veh/h)		*1331*		*666*				
v/c		*0.07*		*0.13*				
95% queue length		*0.24*		*0.45*				
Control Delay (s/veh)		*7.9*		*11.2*				
LOS		*A*		*B*				
Approach Delay (s/veh)	--	--	*11.2*					
Approach LOS	--	--	*B*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*MWD*
Agency/Co.	*VN Engineers*
Date Performed	*1/11/2010*
Analysis Time Period	*PM Peak*

Site Information

Intersection	*Route 12B at Route 315*
Jurisdiction	
Analysis Year	*2020 (ETC+10)*

Project Description *Route 12B Safety Study*

East/West Street: *Route 315* | North/South Street: *Route 12B*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*114*	*31*	*108*	*212*	
Peak-Hour Factor, PHF	*1.00*	*0.77*	*0.61*	*0.91*	*0.97*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*148*	*50*	*118*	*218*	*0*
Percent Heavy Vehicles	*0*	--	--	*2*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*28*		
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*0.86*	*1.00*	*0.94*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*32*	*0*	*64*
Percent Heavy Vehicles	*0*	*0*	*0*	*7*	*0*	*5*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*118*		*96*				
C (m) (veh/h)		*1375*		*624*				
v/c		*0.09*		*0.15*				
95% queue length		*0.28*		*0.54*				
Control Delay (s/veh)		*7.9*		*11.8*				
LOS		*A*		*B*				
Approach Delay (s/veh)	--	--	*11.8*					
Approach LOS	--	--	*B*					

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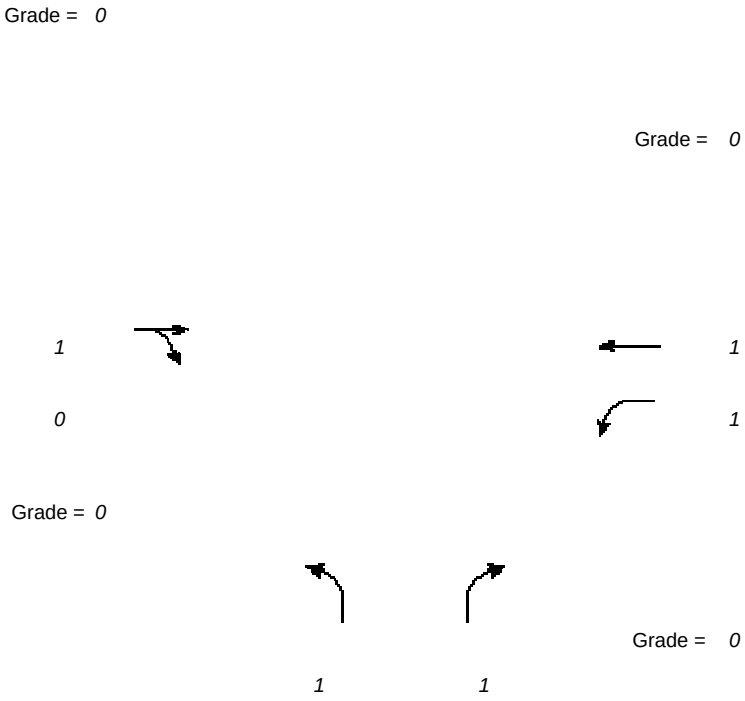
LONG REPORT

General Information		Site Information	
Analyst	*MWD*	Intersection	*Rte 12B @ Rte 412*
Agency or Co.	*VN Engineers*	Area Type	*All other areas*
Date Performed	*1/11/2010*	Jurisdiction	*Clinton*
Time Period	*AM Peak*	Analysis Year	*2020 (ETC+10)*

Intersection Geometry



Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume (vph)		*154*	*68*	*167*	*206*		*85*		*321*			
% Heavy Veh		*4*	*5*	*6*	*6*		*0*		*2*			
PHF		*0.82*	*0.83*	*0.89*	*0.76*		*0.94*		*0.93*			
Actuated (P/A)		*A*	*A*	*A*	*A*		*A*		*A*			
Startup Lost Time		*2.0*		*2.0*	*2.0*		*2.0*		*2.0*			
ExtenSion of Effective Green		*2.0*		*2.0*	*2.0*		*2.0*		*2.0*			
Arrival type		*3*		*3*	*3*		*3*		*3*			
Unit Extension		*3.0*		*3.0*	*3.0*		*3.0*		*3.0*			
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*		*0*	*0*	*0*	*0*	*0*	
Lane Width		*16.0*		*11.0*	*10.0*		*10.0*		*10.0*			
Parking (Y or N)	*N*		*N*	*N*		*N*	*N*		*N*	*N*		*N*
Parking/Hour												
Bus Stops/Hour		*0*		*0*	*0*		*0*		*0*			
Pedestrian Timing		*3.2*			*3.2*			*3.2*			*3.2*	

	WB Only	EW Perm	03	04	NB Only	06	07	08
	G = *15.0*	G = *20.0*	G = *0.0*	G = *0.0*	G = *28.0*	G = *0.0*	G = *0.0*	G = *0.0*

Timing	Y = *5*	Y = *5*	Y = *0*	Y = *0*	Y = *5*	Y = *0*	Y = *0*	Y = *0*
Duration of Analysis (hrs) = *0.25*						Cycle Length C = *78.0*		

VOLUME ADJUSTMENT AND SATURATION FLOW RATE WORKSHEET

General Information

Project Description *Route 12B Safety Study*

Volume Adjustment

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume		*154*	*68*	*167*	*206*		*85*		*321*			
PHF		*0.82*	*0.83*	*0.89*	*0.76*		*0.94*		*0.93*			
Adjusted Flow Rate		*188*	*82*	*188*	*271*		*90*		*345*			
Lane Group		*TR*		*L*	*T*		*L*		*R*			
Adjusted Flow Rate		*270*		*188*	*271*		*90*		*345*			
Proportion of LT or RT		--	*0.304*	*1.000*	--	*0.000*		--	*1.000*		--	

Saturation Flow Rate

Base Satflow		*1900*		*1900*	*1900*		*1900*		*1900*			
Number of Lanes		*1*	*0*	*1*	*1*		*1*		*1*			
f_W		*1.133*		*0.967*	*0.933*		*0.933*		*0.933*			
f_{HV}		*0.959*		*0.943*	*0.943*		*1.000*		*0.980*			
f_g		*1.000*		*1.000*	*1.000*		*1.000*		*1.000*			
f_p		*1.000*		*1.000*	*1.000*		*1.000*		*1.000*			
f_{bb}		*1.000*		*1.000*	*1.000*		*1.000*		*1.000*			
f_a		*1.000*		*1.000*	*1.000*		*1.000*		*1.000*			
f_{LU}		*1.000*		*1.000*	*1.000*		*1.000*		*1.000*			
f_{LT}		*1.000*	--	*0.950*	*1.000*	--	*0.950*		--			--
Secondary f_{LT}			--	*0.264*	*0.264*	--			--			--
f_{RT}	--	*0.959*		--	*1.000*		--		*0.850*	--		
f_{Lpb}		*1.000*	--	*1.000*	*1.000*	--	*1.000*		--			--
f_{Rpb}	--	*1.000*		--	*1.000*		--		*1.000*	--		

Adjusted Satflow		*1980*		*1646*	*1673*		*1685*		*1478*			
Secondary Adjusted Satflow			--	*458*	*442*	--			--			--

CAPACITY AND LOS WORKSHEET

General Information

Project Description

Capacity Analysis

	EB			WB			NB			SB		
Lane Group		*TR*		*L*	*T*		*L*		*R*			
Adjusted Flow Rate		*270*		*188*	*271*		*90*		*345*			
Satflow Rate		*1980*		*1646*	*1673*		*1685*		*1478*			
Lost Time		*2.0*		*2.0*	*2.0*		*2.0*		*2.0*			
Green Ratio		*0.26*		*0.51*	*0.51*		*0.36*		*0.62*			
Lane Group Capacity		*508*		*464*	*858*		*605*		*910*			
v/c Ratio		*0.53*		*0.41*	*0.32*		*0.15*		*0.38*			
Flow Ratio		*0.14*		*0.11*	*0.16*		*0.05*		*0.23*			
Critical Lane Group		*Y*		*N*	*N*		*N*		*Y*			
Sum Flow Ratios	*0.37*											
Lost Time/Cycle	*10.00*											
Critical v/c Ratio	*0.42*											

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Lane Group		*TR*		*L*	*T*		*L*		*R*			
Adjusted Flow Rate		*270*		*188*	*271*		*90*		*345*			
Lane Group Capacity		*508*		*464*	*858*		*605*		*910*			
v/c Ratio		*0.53*		*0.41*	*0.32*		*0.15*		*0.38*			
Green Ratio		*0.26*		*0.51*	*0.51*		*0.36*		*0.62*			
Uniform Delay d_1		*25.0*		*12.0*	*11.0*		*16.9*		*7.5*			
Delay Factor k		*0.13*		*0.11*	*0.11*		*0.11*		*0.11*			
Incremental Delay d_2		*1.1*		*0.6*	*0.2*		*0.1*		*0.3*			
PF Factor		*1.000*		*1.000*	*1.000*		*1.000*		*1.000*			
Control Delay		*26.0*		*12.5*	*11.3*		*17.0*		*7.8*			
Lane Group LOS		*C*		*B*	*B*		*B*		*A*			
Approach Delay	*26.0*			*11.8*			*9.7*					

Approach LOS	*C*	*B*	*A*	
Intersection Delay	*14.3*	Intersection LOS		*B*

SUPPLEMENTAL UNIFORM DELAY WORKSHEET FOR LEFT TURNS FROM EXCLUSIVE LANES WITH PROTECTED AND PERMITTED PHASES

General Information

Project Description *Route 12B Safety Study*

v/c Ratio Computation

	EB	WB	NB	SB
Cycle Length, C (s)		*78.0*		
Prot. Phase Eff. Green Interval, g (s)		*15.0*		
Opposed Queue Eff. Green Interval, g_q (s)		*13.87*		
Unopposed green interval, g_u (s)		*11.13*		
Red Time, r(s)		*38.0*		
Arrival Rate, q_a (veh/s)		*0.05*		
Protected Phase Departure Rate, s_p (veh/s)		*0.457*		
Perm. Phase Departure Rate, s_s (veh/s)		*0.29*		
X_{perm}		*0.41*		
X_{prot} (N/A for Lagging Left-turns)		*0.40*		

Uniform Queue Size and Delay Computations

Queue at Start of Green Arrow, Q_a		*1.98*		
Queue at Start of Unsaturated Green, Q_u		*0.72*		
Residual Queue, Q_r		*0.00*		
Uniform Delay, d_1		*12.0*		

Uniform Queue Size and Delay Equations

	Case	Q_a	Q_u	Q_r	d_1
If X_{perm} <= 1.0 & X_{prot} <= 1.0	1	$q_a r$	$q_a g_q$	0	$[0.5/(q_a C)][r Q_a + Q_a^{2/(s_p - q_s)} + g_q Q_u + Q_u^{2/(s_s - q_a)}$
If X_{perm} <= 1.0 & X_{prot} > 1.0	2	$q_a r$	$Q_r + q_a g_q$	$Q_a - g(s_p - q_a)$	$[0.5/(q_a C)][r Q_a + g(Q_a + Q_r) + g_q (Q_r + Q_u) + Q_u^{2/(s_s - q_a)}$
If X_{perm} > 1.0 & X_{prot} <= 1.0	3	$Q_r + q_a r$	$q_a g_q$	$Q_u - g_u(s_s - q_a)$	$[0.5/(q_a C)][g_q Q_u + g_u(Q_a + Q_r) + r(Q_r + Q_a) + Q_a^{2/(s_p - q_a)}$

If X_{perm} <= 1.0 (lagging lefts)	4	0	$q_a(r + g_q)$	0	$[0.5/(q_aC)][r + g_q)Q_u + Q_u^{2/(S_s - q_a)}$
If X_{perm} > 1.0 (lagging lefts)	5	$Q_u - g_u(S_s - q_a)$	$q_a(r + g_q)$	0	$[0.5/(q_aC)][r + g_q)Q_u + g_u(Q_u + Q_a) + Q_a^{2/(S_p - q_a)}$

BACK-OF-QUEUE WORKSHEET

General Information

Project Description *Route 12B Safety Study*

Average Back of Queue

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Lane Group		*TR*		*L*	*T*		*L*		*R*			
Initial Queue/Lane		*0.0*		*0.0*	*0.0*		*0.0*		*0.0*			
Flow Rate/Lane		*270*		*188*	*271*		*90*		*345*			
Satflow/Lane		*1980*		*903*	*1673*		*1685*		*1478*			
Capacity/Lane		*508*		*464*	*858*		*605*		*910*			
Flow Ratio		*0.1*		*0.2*	*0.2*		*0.1*		*0.2*			
v/c Ratio		*0.53*		*0.41*	*0.32*		*0.15*		*0.38*			
I Factor		*1.000*		*1.000*	*1.000*		*1.000*		*1.000*			
Arrival Type		*3*		*3*	*3*		*3*		*3*			
Platoon Ratio		*1.00*		*1.00*	*1.00*		*1.00*		*1.00*			
PF Factor		*1.00*		*1.00*	*1.00*		*1.00*		*1.00*			
Q_1		*5.0*		*2.2*	*3.4*		*1.3*		*3.7*			
k_B		*0.4*		*0.4*	*0.6*		*0.5*		*0.6*			
Q_2		*0.5*		*0.3*	*0.3*		*0.1*		*0.4*			
Q Average		*5.5*		*2.4*	*3.7*		*1.4*		*4.1*			
Percentile Back of Queue (95th percentile)												
$f_{B\%}$		*1.9*		*2.0*	*2.0*		*2.1*		*2.0*			
BOQ, $Q_{\%}$		*10.7*		*4.9*	*7.3*		*2.9*		*8.1*			
Queue Storage Ratio												
Q Spacing		*25.0*		*25.0*	*25.0*		*25.0*		*25.0*			
Q Storage		*0*		*0*	*0*		*0*		*0*			
Average R_Q												
95% $R_{Q\%}$												

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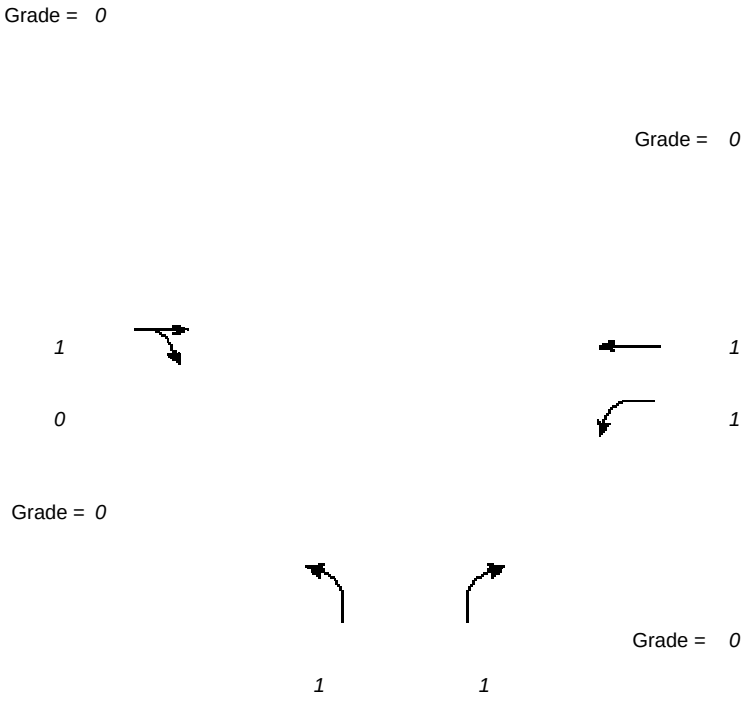
LONG REPORT

General Information		Site Information	
Analyst	*MWD*	Intersection	*Rte 12B @ Rte 412*
Agency or Co.	*VN Engineers*	Area Type	*All other areas*
Date Performed	*1/11/2010*	Jurisdiction	*Clinton*
Time Period	*PM Peak*	Analysis Year	*2020 (ETC+10)*

Intersection Geometry



Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume (vph)		*280*	*136*	*406*	*323*		*158*		*308*			
% Heavy Veh		*1*	*1*	*1*	*0*		*0*		*1*			
PHF		*0.89*	*0.91*	*0.85*	*0.86*		*0.74*		*0.82*			
Actuated (P/A)		*A*	*A*	*A*	*A*		*A*		*A*			
Startup Lost Time		*2.0*		*2.0*	*2.0*		*2.0*		*2.0*			
ExtenSion of Effective Green		*2.0*		*2.0*	*2.0*		*2.0*		*2.0*			
Arrival type		*3*		*3*	*3*		*3*		*3*			
Unit Extension		*3.0*		*3.0*	*3.0*		*3.0*		*3.0*			
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*		*0*	*0*	*0*	*0*	*0*	
Lane Width		*16.0*		*11.0*	*10.0*		*10.0*		*10.0*			
Parking (Y or N)	*N*		*N*	*N*		*N*	*N*		*N*	*N*		*N*
Parking/Hour												
Bus Stops/Hour		*0*		*0*	*0*		*0*		*0*			
Pedestrian Timing		*3.2*			*3.2*			*3.2*			*3.2*	

	WB Only	EW Perm	03	04	NB Only	06	07	08
	G = *15.0*	G = *20.0*	G = *0.0*	G = *0.0*	G = *28.0*	G = *0.0*	G = *0.0*	G = *0.0*

Timing	Y = *5*	Y = *5*	Y = *0*	Y = *0*	Y = *5*	Y = *0*	Y = *0*	Y = *0*
Duration of Analysis (hrs) = *0.25*						Cycle Length C = *78.0*		

VOLUME ADJUSTMENT AND SATURATION FLOW RATE WORKSHEET

General Information

Project Description *Route 12B Safety Study*

Volume Adjustment

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume		*280*	*136*	*406*	*323*		*158*		*308*			
PHF		*0.89*	*0.91*	*0.85*	*0.86*		*0.74*		*0.82*			
Adjusted Flow Rate		*315*	*149*	*478*	*376*		*214*		*376*			
Lane Group		*TR*		*L*	*T*		*L*		*R*			
Adjusted Flow Rate		*464*		*478*	*376*		*214*		*376*			
Proportion of LT or RT		--	*0.321*	*1.000*	--	*0.000*		--	*1.000*		--	

Saturation Flow Rate

Base Satflow		*1900*		*1900*	*1900*		*1900*		*1900*			
Number of Lanes		*1*	*0*	*1*	*1*		*1*		*1*			
f_W		*1.133*		*0.967*	*0.933*		*0.933*		*0.933*			
f_{HV}		*0.990*		*0.990*	*1.000*		*1.000*		*0.990*			
f_g		*1.000*		*1.000*	*1.000*		*1.000*		*1.000*			
f_p		*1.000*		*1.000*	*1.000*		*1.000*		*1.000*			
f_{bb}		*1.000*		*1.000*	*1.000*		*1.000*		*1.000*			
f_a		*1.000*		*1.000*	*1.000*		*1.000*		*1.000*			
f_{LU}		*1.000*		*1.000*	*1.000*		*1.000*		*1.000*			
f_{LT}		*1.000*	--	*0.950*	*1.000*	--	*0.950*		--			--
Secondary f_{LT}			--	*0.160*	*0.160*	--			--			--
f_{RT}	--	*0.957*		--	*1.000*		--		*0.850*	--		
f_{Lpb}		*1.000*	--	*1.000*	*1.000*	--	*1.000*		--			--
f_{Rpb}	--	*1.000*		--	*1.000*		--		*1.000*	--		

Adjusted Satflow		*2040*		*1728*	*1773*		*1685*		*1492*			
Secondary Adjusted Satflow			--	*291*	*284*	--			--			--

CAPACITY AND LOS WORKSHEET

General Information

Project Description

Capacity Analysis

	EB			WB			NB			SB		
Lane Group		*TR*		*L*	*T*		*L*		*R*			
Adjusted Flow Rate		*464*		*478*	*376*		*214*		*376*			
Satflow Rate		*2040*		*1728*	*1773*		*1685*		*1492*			
Lost Time		*2.0*		*2.0*	*2.0*		*2.0*		*2.0*			
Green Ratio		*0.26*		*0.51*	*0.51*		*0.36*		*0.62*			
Lane Group Capacity		*523*		*425*	*909*		*605*		*918*			
v/c Ratio		*0.89*		*1.12*	*0.41*		*0.35*		*0.41*			
Flow Ratio		*0.23*		*0.19*	*0.21*		*0.13*		*0.25*			
Critical Lane Group		*N*		*Y*	*N*		*Y*		*N*			
Sum Flow Ratios	*0.82*											
Lost Time/Cycle	*10.00*											
Critical v/c Ratio	*0.94*											

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Lane Group		*TR*		*L*	*T*		*L*		*R*			
Adjusted Flow Rate		*464*		*478*	*376*		*214*		*376*			
Lane Group Capacity		*523*		*425*	*909*		*605*		*918*			
v/c Ratio		*0.89*		*1.12*	*0.41*		*0.35*		*0.41*			
Green Ratio		*0.26*		*0.51*	*0.51*		*0.36*		*0.62*			
Uniform Delay d_1		*27.9*		*21.1*	*11.7*		*18.4*		*7.7*			
Delay Factor k		*0.41*		*0.50*	*0.11*		*0.11*		*0.11*			
Incremental Delay d_2		*16.8*		*82.2*	*0.3*		*0.4*		*0.3*			
PF Factor		*1.000*		*1.000*	*1.000*		*1.000*		*1.000*			
Control Delay		*44.7*		*103.3*	*12.1*		*18.7*		*8.0*			
Lane Group LOS		*D*		*F*	*B*		*B*		*A*			
Approach Delay	*44.7*			*63.1*			*11.9*					

Approach LOS	*D*	*E*	*B*	
Intersection Delay	*42.8*	Intersection LOS		*D*

SUPPLEMENTAL UNIFORM DELAY WORKSHEET FOR LEFT TURNS FROM EXCLUSIVE LANES WITH PROTECTED AND PERMITTED PHASES

General Information

Project Description *Route 12B Safety Study*

v/c Ratio Computation

	EB	WB	NB	SB
Cycle Length, C (s)		*78.0*		
Prot. Phase Eff. Green Interval, g (s)		*15.0*		
Opposed Queue Eff. Green Interval, g_q (s)		*20.95*		
Unopposed green interval, g_u (s)		*4.05*		
Red Time, r(s)		*38.0*		
Arrival Rate, q_a (veh/s)		*0.12*		
Protected Phase Departure Rate, s_p (veh/s)		*0.480*		
Perm. Phase Departure Rate, s_s (veh/s)		*0.50*		
X_{perm}		*1.46*		
X_{prot} (N/A for Lagging Left-turns)		*0.87*		

Uniform Queue Size and Delay Computations

	EB	WB	NB	SB
Queue at Start of Green Arrow, Q_a		*5.42*		
Queue at Start of Unsaturated Green, Q_u		*2.47*		
Residual Queue, Q_r		*0.93*		
Uniform Delay, d_1		*21.1*		

Uniform Queue Size and Delay Equations

	Case	Q_a	Q_u	Q_r	d_1
If X_{perm} <= 1.0 & X_{prot} <= 1.0	1	$q_a r$	$q_a g_q$	0	$[0.5/(q_a C)][r Q_a + Q_a^{2/(s_p - q_s)} + g_q Q_u + Q_u^{2/(s_s - q_a)}$
If X_{perm} <= 1.0 & X_{prot} > 1.0	2	$q_a r$	$Q_r + q_a g_q$	$Q_a - g(s_p - q_a)$	$[0.5/(q_a C)][r Q_a + g(Q_a + Q_r) + g_q (Q_r + Q_u) + Q_u^{2/(s_s - q_a)}$
If X_{perm} > 1.0 & X_{prot} <= 1.0	3	$Q_r + q_a r$	$q_a g_q$	$Q_u - g_u(s_s - q_a)$	$[0.5/(q_a C)][g_q Q_u + g_u(Q_a + Q_r) + r(Q_r + Q_a) + Q_a^{2/(s_p - q_a)}$

If X_{perm} <= 1.0 (lagging lefts)	4	0	$q_a(r + g_q)$	0	$[0.5/(q_aC)][r + g_q)Q_u + Q_u^{2/(S_s - q_a)}$
If X_{perm} > 1.0 (lagging lefts)	5	$Q_u - g_u(S_s - q_a)$	$q_a(r + g_q)$	0	$[0.5/(q_aC)][r + g_q)Q_u + g_u(Q_u + Q_a) + Q_a^{2/(S_p - q_a)}$

BACK-OF-QUEUE WORKSHEET

General Information

Project Description *Route 12B Safety Study*

Average Back of Queue

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Lane Group		*TR*		*L*	*T*		*L*		*R*			
Initial Queue/Lane		*0.0*		*0.0*	*0.0*		*0.0*		*0.0*			
Flow Rate/Lane		*464*		*478*	*376*		*214*		*376*			
Satflow/Lane		*2040*		*830*	*1773*		*1685*		*1492*			
Capacity/Lane		*523*		*425*	*909*		*605*		*918*			
Flow Ratio		*0.2*		*0.6*	*0.2*		*0.1*		*0.3*			
v/c Ratio		*0.89*		*1.12*	*0.41*		*0.35*		*0.41*			
I Factor		*1.000*		*1.000*	*1.000*		*1.000*		*1.000*			
Arrival Type		*3*		*3*	*3*		*3*		*3*			
Platoon Ratio		*1.00*		*1.00*	*1.00*		*1.00*		*1.00*			
PF Factor		*1.00*		*1.00*	*1.00*		*1.00*		*1.00*			
Q_1		*9.7*		*6.2*	*5.0*		*3.4*		*4.2*			
k_B		*0.4*		*0.4*	*0.6*		*0.5*		*0.6*			
Q_2		*2.5*		*9.1*	*0.4*		*0.3*		*0.4*			
Q Average		*12.2*		*15.4*	*5.5*		*3.7*		*4.6*			
Percentile Back of Queue (95th percentile)												
$f_{B\%}$		*1.8*		*1.8*	*1.9*		*2.0*		*2.0*			
BOQ, $Q_{\%}$		*22.0*		*27.0*	*10.6*		*7.3*		*9.0*			
Queue Storage Ratio												
Q Spacing		*25.0*		*25.0*	*25.0*		*25.0*		*25.0*			
Q Storage		*0*		*0*	*0*		*0*		*0*			
Average R_Q												
95% $R_{Q\%}$												

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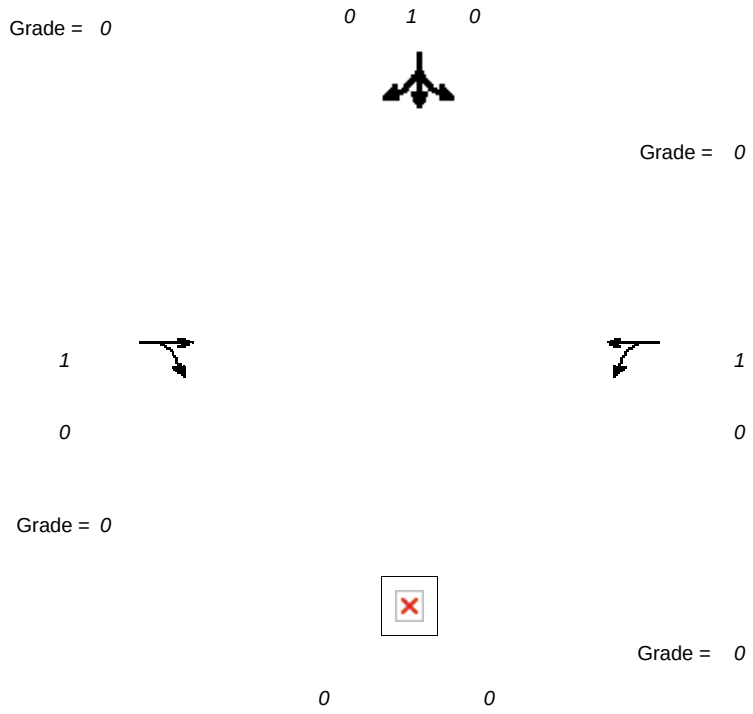
LONG REPORT

General Information		Site Information	
Analyst	*MWD*	Intersection	*Rte 12B @ West Park @ Willams*
Agency or Co.	*VN Engineers*	Area Type	*All other areas*
Date Performed	*1/11/2010*	Jurisdiction	*Clinton*
Time Period	*AM Peak*	Analysis Year	*2020 (ETC+10)*

Intersection Geometry



Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume (vph)		*466*	*4*	*6*	*307*		*5*		*10*	*24*	*2*	*44*
% Heavy Veh		*4*	*0*	*17*	*10*		*0*		*11*	*2*	*0*	*14*
PHF		*0.82*	*0.50*	*0.50*	*0.85*		*0.63*		*0.75*	*0.69*	*0.50*	*0.85*
Actuated (P/A)		*P*	*P*	*P*	*P*		*A*		*A*	*A*	*A*	*A*
Startup Lost Time		*2.0*			*2.0*			*2.0*			*2.0*	
ExtenSion of Effective Green		*2.0*			*2.0*			*2.0*			*2.0*	
Arrival type		*3*			*3*			*3*			*3*	
Unit Extension		*3.0*			*3.0*			*3.0*			*3.0*	
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*		*0*	*0*	*0*	*0*	*0*	*0*
Lane Width		*13.0*			*10.0*			*16.0*			*16.0*	
Parking (Y or N)	*N*		*N*	*N*		*N*	*N*		*N*	*N*		*N*
Parking/Hour												
Bus Stops/Hour		*0*			*0*			*0*			*0*	
Pedestrian Timing		*3.2*			*3.2*			*3.2*			*3.2*	

	EW Perm	02	03	04	NS Perm	06	07	08
	G = *30.0*	G = *0.0*	G = *0.0*	G = *0.0*	G = *26.0*	G = *0.0*	G = *0.0*	G = *0.0*

Timing	Y = *4.5*	Y = *0*	Y = *0*	Y = *0*	Y = *4.5*	Y = *0*	Y = *0*	Y = *0*
Duration of Analysis (hrs) = *0.25*					Cycle Length C = *65.0*			

VOLUME ADJUSTMENT AND SATURATION FLOW RATE WORKSHEET

General Information

Project Description *Route 12B Safety Study*

Volume Adjustment

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume		*466*	*4*	*6*	*307*		*5*		*10*	*24*	*2*	*44*
PHF		*0.82*	*0.50*	*0.50*	*0.85*		*0.63*		*0.75*	*0.69*	*0.50*	*0.85*
Adjusted Flow Rate		*568*	*8*	*12*	*361*		*8*		*13*	*35*	*4*	*52*
Lane Group		*TR*			*LT*			*LR*			*LTR*	
Adjusted Flow Rate		*576*			*373*			*21*			*91*	
Proportion of LT or RT		*--*	*0.014*	*0.032*	*--*	*0.000*		*--*		*0.385*	*--*	*0.571*

Saturation Flow Rate

Base Satflow		*1900*			*1900*			*1900*			*1900*	
Number of Lanes		*1*	*0*	*0*	*1*		*0*		*0*	*0*	*1*	*0*
f_W		*1.033*			*0.933*			*1.133*			*1.133*	
f_{HV}		*0.962*			*0.907*			*0.936*			*0.919*	
f_g		*1.000*			*1.000*			*1.000*			*1.000*	
f_p		*1.000*			*1.000*			*1.000*			*1.000*	
f_{bb}		*1.000*			*1.000*			*1.000*			*1.000*	
f_a		*1.000*			*1.000*			*1.000*			*1.000*	
f_{LU}		*1.000*			*1.000*			*1.000*			*1.000*	
f_{LT}		*1.000*	*--*		*0.980*	*--*		*0.836*	*--*		*0.981*	*--*
Secondary f_{LT}			*--*			*--*			*--*			*--*
f_{RT}	*--*	*0.998*		*--*	*1.000*		*--*	*0.916*		*--*	*0.923*	
f_{Lpb}		*1.000*	*--*		*1.000*	*--*		*1.000*	*--*		*1.000*	*--*
f_{Rpb}	*--*	*1.000*		*--*	*1.000*		*--*	*1.000*		*--*	*1.000*	

Adjusted Satflow		*1885*			*1577*			*1544*			*1793*	
Secondary Adjusted Satflow			--			--			--			--

CAPACITY AND LOS WORKSHEET

General Information

Project Description

Capacity Analysis

	EB	WB	NB	SB
Lane Group	*TR*	*LT*	*LR*	*LTR*
Adjusted Flow Rate	*576*	*373*	*21*	*91*
Satflow Rate	*1885*	*1577*	*1544*	*1793*
Lost Time	*2.0*	*2.0*	*2.0*	*2.0*
Green Ratio	*0.46*	*0.46*	*0.40*	*0.40*
Lane Group Capacity	*870*	*728*	*618*	*717*
v/c Ratio	*0.66*	*0.51*	*0.03*	*0.13*
Flow Ratio	*0.31*	*0.24*	*0.01*	*0.05*
Critical Lane Group	*Y*	*N*	*N*	*Y*
Sum Flow Ratios	*0.36*			
Lost Time/Cycle	*9.00*			
Critical v/c Ratio	*0.41*			

Lane Group Capacity, Control Delay, and LOS Determination

	EB	WB	NB	SB
Lane Group	*TR*	*LT*	*LR*	*LTR*
Adjusted Flow Rate	*576*	*373*	*21*	*91*
Lane Group Capacity	*870*	*728*	*618*	*717*
v/c Ratio	*0.66*	*0.51*	*0.03*	*0.13*
Green Ratio	*0.46*	*0.46*	*0.40*	*0.40*
Uniform Delay d_1	*13.6*	*12.3*	*11.9*	*12.3*
Delay Factor k	*0.50*	*0.50*	*0.11*	*0.11*
Incremental Delay d_2	*4.0*	*2.6*	*0.0*	*0.1*
PF Factor	*1.000*	*1.000*	*1.000*	*1.000*
Control Delay	*17.5*	*14.9*	*11.9*	*12.4*
Lane Group LOS	*B*	*B*	*B*	*B*
Approach Delay	*17.5*	*14.9*	*11.9*	*12.4*

Approach LOS	*B*	*B*	*B*	*B*
Intersection Delay	*16.1*	Intersection LOS		*B*

SUPPLEMENTAL UNIFORM DELAY WORKSHEET FOR LEFT TURNS FROM EXCLUSIVE LANES WITH PROTECTED AND PERMITTED PHASES

General Information

Project Description *Route 12B Safety Study*

v/c Ratio Computation

	EB	WB	NB	SB
Cycle Length, C (s)	*65.0*			
Prot. Phase Eff. Green Interval, g (s)				
Opposed Queue Eff. Green Interval, g_q (s)				
Unopposed green interval, g_u (s)				
Red Time, r(s)				
Arrival Rate, q_a (veh/s)				
Protected Phase Departure Rate, s_p (veh/s)				
Perm. Phase Departure Rate, s_s (veh/s)				
X_{perm}				
X_{prot} (N/A for Lagging Left-turns)				

Uniform Queue Size and Delay Computations

	EB	WB	NB	SB
Queue at Start of Green Arrow, Q_a				
Queue at Start of Unsaturated Green, Q_u				
Residual Queue, Q_r				
Uniform Delay, d_1				

Uniform Queue Size and Delay Equations

	Case	Q_a	Q_u	Q_r	d_1
If X_{perm} <= 1.0 & X_{prot} <= 1.0	1	$q_a r$	$q_a g_q$	0	$[0.5/(q_a C)][rQ_a + Q_a^{2/(s_p - q_s)} + g_q Q_u + Q_u^{2/(s_s - q_a)}$
If X_{perm} <= 1.0 & X_{prot} > 1.0	2	$q_a r$	$Q_r + q_a g_q$	$Q_a - g(s_p - q_a)$	$[0.5/(q_a C)][rQ_a + g(Q_a + Q_r) + g_q (Q_r + Q_u) + Q_u^{2/(s_s - q_a)}$
If X_{perm} > 1.0 & X_{prot} <= 1.0	3	$Q_r + q_a r$	$q_a g_q$	$Q_u - g_u(s_s - q_a)$	$[0.5/(q_a C)][g_q Q_u + g_u(Q_a + Q_r) + r(Q_r + Q_a) + Q_a^{2/(s_p - q_a)}$

If X_{perm} <= 1.0 (lagging lefts)	4	0	$q_a(r + g_q)$	0	$[0.5/(q_aC)][r + g_q)Q_u + Q_u^{2/(S_s - q_a)}$
If X_{perm} > 1.0 (lagging lefts)	5	$Q_u - g_u(S_s - q_a)$	$q_a(r + g_q)$	0	$[0.5/(q_aC)][r + g_q)Q_u + g_u(Q_u + Q_a) + Q_a^{2/(S_p - q_a)}$

BACK-OF-QUEUE WORKSHEET

General Information

Project Description *Route 12B Safety Study*

Average Back of Queue

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Lane Group		*TR*			*LT*			*LR*			*LTR*	
Initial Queue/Lane		*0.0*			*0.0*			*0.0*			*0.0*	
Flow Rate/Lane		*576*			*373*			*21*			*91*	
Satflow/Lane		*1885*			*1577*			*1544*			*1793*	
Capacity/Lane		*870*			*728*			*618*			*717*	
Flow Ratio		*0.3*			*0.2*			*0.0*			*0.1*	
v/c Ratio		*0.66*			*0.51*			*0.03*			*0.13*	
I Factor		*1.000*			*1.000*			*1.000*			*1.000*	
Arrival Type		*3*			*3*			*3*			*3*	
Platoon Ratio		*1.00*			*1.00*			*1.00*			*1.00*	
PF Factor		*1.00*			*1.00*			*1.00*			*1.00*	
Q_1		*8.1*			*4.7*			*0.2*			*1.0*	
k_B		*0.8*			*0.7*			*0.4*			*0.5*	
Q_2		*1.6*			*0.8*			*0.0*			*0.1*	
Q Average		*9.6*			*5.5*			*0.2*			*1.1*	
Percentile Back of Queue (95th percentile)												
$f_{B\%}$		*1.7*			*1.9*			*2.1*			*2.1*	
BOQ, $Q_{\%}$		*16.8*			*10.6*			*0.5*			*2.3*	
Queue Storage Ratio												
Q Spacing		*25.0*			*25.0*			*25.0*			*25.0*	
Q Storage		*0*			*0*			*0*			*0*	
Average R_Q												
95% $R_{Q\%}$												

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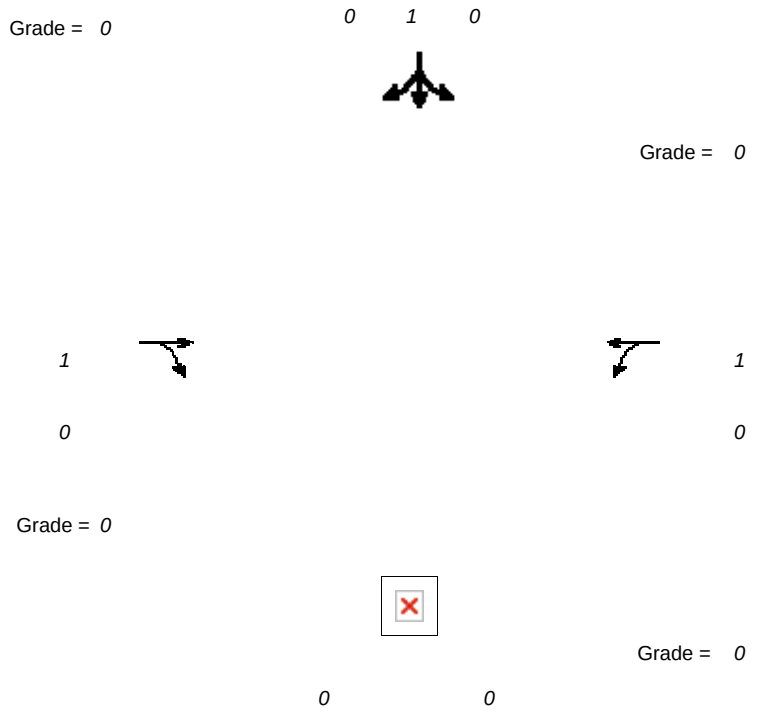
LONG REPORT

General Information		Site Information	
Analyst	*Mike Bauer*	Intersection	*Rte 12B @ West Park @ Willams*
Agency or Co.	*VN Engineers*	Area Type	*All other areas*
Date Performed	*1/11/2010*	Jurisdiction	*Clinton*
Time Period	*PM Peak*	Analysis Year	*2020 (ETC+10)*

Intersection Geometry



Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume (vph)		*571*	*12*	*10*	*420*		*3*		*3*	*93*	*14*	*142*
% Heavy Veh		*2*	*0*	*11*	*1*		*0*		*0*	*1*	*0*	*1*
PHF		*0.89*	*0.69*	*0.56*	*0.96*		*0.75*		*0.75*	*0.70*	*0.54*	*0.81*
Actuated (P/A)		*P*	*P*	*P*	*P*		*A*		*A*	*A*	*A*	*A*
Startup Lost Time		*2.0*			*2.0*			*2.0*			*2.0*	
ExtenSion of Effective Green		*2.0*			*2.0*			*2.0*			*2.0*	
Arrival type		*3*			*3*			*3*			*3*	
Unit Extension		*3.0*			*3.0*			*3.0*			*3.0*	
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*		*0*	*0*	*0*	*0*	*0*	*0*
Lane Width		*13.0*			*16.0*			*10.0*			*16.0*	
Parking (Y or N)	*N*		*N*	*N*		*N*	*N*		*N*	*N*		*N*
Parking/Hour												
Bus Stops/Hour		*0*			*0*			*0*			*0*	
Pedestrian Timing		*3.2*			*3.2*			*3.2*			*3.2*	

	EW Perm	02	03	04	NS Perm	06	07	08
	G = *30.0*	G = *0.0*	G = *0.0*	G = *0.0*	G = *26.0*	G = *0.0*	G = *0.0*	G = *0.0*

Timing	Y = *4.5*	Y = *0*	Y = *0*	Y = *0*	Y = *4.5*	Y = *0*	Y = *0*	Y = *0*
Duration of Analysis (hrs) = *0.25*					Cycle Length C = *65.0*			

VOLUME ADJUSTMENT AND SATURATION FLOW RATE WORKSHEET

General Information

Project Description *Route 12B Safety Study*

Volume Adjustment

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume		*571*	*12*	*10*	*420*		*3*		*3*	*93*	*14*	*142*
PHF		*0.89*	*0.69*	*0.56*	*0.96*		*0.75*		*0.75*	*0.70*	*0.54*	*0.81*
Adjusted Flow Rate		*642*	*17*	*18*	*438*		*4*		*4*	*133*	*26*	*175*
Lane Group		*TR*			*LT*			*LR*			*LTR*	
Adjusted Flow Rate		*659*			*456*			*8*			*334*	
Proportion of LT or RT		--	*0.026*	*0.039*	--	*0.000*		--		*0.398*	--	*0.524*

Saturation Flow Rate

Base Satflow		*1900*			*1900*			*1900*			*1900*	
Number of Lanes		*1*	*0*	*0*	*1*		*0*		*0*	*0*	*1*	*0*
f_W		*1.033*			*1.133*			*0.933*			*1.133*	
f_{HV}		*0.981*			*0.986*			*1.000*			*0.991*	
f_g		*1.000*			*1.000*			*1.000*			*1.000*	
f_p		*1.000*			*1.000*			*1.000*			*1.000*	
f_{bb}		*1.000*			*1.000*			*1.000*			*1.000*	
f_a		*1.000*			*1.000*			*1.000*			*1.000*	
f_{LU}		*1.000*			*1.000*			*1.000*			*1.000*	
f_{LT}		*1.000*	--		*0.969*	--		*0.672*	--		*0.980*	--
Secondary f_{LT}			--			--			--			--
f_{RT}	--	*0.997*		--	*1.000*		--	*0.933*		--	*0.929*	
f_{Lpb}		*1.000*	--		*1.000*	--		*1.000*	--		*1.000*	--
f_{Rpb}	--	*1.000*		--	*1.000*		--	*1.000*		--	*1.000*	

Adjusted Satflow		*1919*			*2058*			*1111*			*1944*	
Secondary Adjusted Satflow			--			--			--			--

CAPACITY AND LOS WORKSHEET

General Information

Project Description

Capacity Analysis

	EB			WB			NB			SB	
Lane Group		*TR*			*LT*			*LR*			*LTR*	
Adjusted Flow Rate		*659*			*456*			*8*			*334*	
Satflow Rate		*1919*			*2058*			*1111*			*1944*	
Lost Time		*2.0*			*2.0*			*2.0*			*2.0*	
Green Ratio		*0.46*			*0.46*			*0.40*			*0.40*	
Lane Group Capacity		*886*			*950*			*444*			*778*	
v/c Ratio		*0.74*			*0.48*			*0.02*			*0.43*	
Flow Ratio		*0.34*			*0.22*			*0.01*			*0.17*	
Critical Lane Group		*Y*			*N*			*N*			*Y*	
Sum Flow Ratios	*0.52*											
Lost Time/Cycle	*9.00*											
Critical v/c Ratio	*0.60*											

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB	
Lane Group		*TR*			*LT*			*LR*			*LTR*	
Adjusted Flow Rate		*659*			*456*			*8*			*334*	
Lane Group Capacity		*886*			*950*			*444*			*778*	
v/c Ratio		*0.74*			*0.48*			*0.02*			*0.43*	
Green Ratio		*0.46*			*0.46*			*0.40*			*0.40*	
Uniform Delay d_1		*14.3*			*12.1*			*11.8*			*14.1*	
Delay Factor k		*0.50*			*0.50*			*0.11*			*0.11*	
Incremental Delay d_2		*5.6*			*1.7*			*0.0*			*0.4*	
PF Factor		*1.000*			*1.000*			*1.000*			*1.000*	
Control Delay		*20.0*			*13.8*			*11.8*			*14.5*	
Lane Group LOS		*B*			*B*			*B*			*B*	
Approach Delay	*20.0*			*13.8*			*11.8*			*14.5*		

Approach LOS	*B*	*B*	*B*	*B*
Intersection Delay	*16.8*	Intersection LOS		*B*

SUPPLEMENTAL UNIFORM DELAY WORKSHEET FOR LEFT TURNS FROM EXCLUSIVE LANES WITH PROTECTED AND PERMITTED PHASES

General Information

Project Description *Route 12B Safety Study*

v/c Ratio Computation

	EB	WB	NB	SB
Cycle Length, C (s)	*65.0*			
Prot. Phase Eff. Green Interval, g (s)				
Opposed Queue Eff. Green Interval, g_q (s)				
Unopposed green interval, g_u (s)				
Red Time, r(s)				
Arrival Rate, q_a (veh/s)				
Protected Phase Departure Rate, s_p (veh/s)				
Perm. Phase Departure Rate, s_s (veh/s)				
X_{perm}				
X_{prot} (N/A for Lagging Left-turns)				

Uniform Queue Size and Delay Computations

	EB	WB	NB	SB
Queue at Start of Green Arrow, Q_a				
Queue at Start of Unsaturated Green, Q_u				
Residual Queue, Q_r				
Uniform Delay, d_1				

Uniform Queue Size and Delay Equations

	Case	Q_a	Q_u	Q_r	d_1
If X_{perm} <= 1.0 & X_{prot} <= 1.0	1	$q_a r$	$q_a g_q$	0	$[0.5/(q_a C)][rQ_a + Q_a^{2/(s_p - q_s)} + g_q Q_u + Q_u^{2/(s_s - q_a)}$
If X_{perm} <= 1.0 & X_{prot} > 1.0	2	$q_a r$	$Q_r + q_a g_q$	$Q_a - g(s_p - q_a)$	$[0.5/(q_a C)][rQ_a + g(Q_a + Q_r) + g_q (Q_r + Q_u) + Q_u^{2/(s_s - q_a)}$
If X_{perm} > 1.0 & X_{prot} <= 1.0	3	$Q_r + q_a r$	$q_a g_q$	$Q_u - g_u(s_s - q_a)$	$[0.5/(q_a C)][g_q Q_u + g_u(Q_a + Q_r) + r(Q_r + Q_a) + Q_a^{2/(s_p - q_a)}$

If X_{perm} <= 1.0 (lagging lefts)	4	0	$q_a(r + g_q)$	0	$[0.5/(q_aC)][r + g_q)Q_u + Q_u^{2/(S_s - q_a)}$
If X_{perm} > 1.0 (lagging lefts)	5	$Q_u - g_u(S_s - q_a)$	$q_a(r + g_q)$	0	$[0.5/(q_aC)][r + g_q)Q_u + g_u(Q_u + Q_a) + Q_a^{2/(S_p - q_a)}$

BACK-OF-QUEUE WORKSHEET

General Information

Project Description *Route 12B Safety Study*

Average Back of Queue

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Lane Group		*TR*			*LT*			*LR*			*LTR*	
Initial Queue/Lane		*0.0*			*0.0*			*0.0*			*0.0*	
Flow Rate/Lane		*659*			*456*			*8*			*334*	
Satflow/Lane		*1919*			*2058*			*1111*			*1944*	
Capacity/Lane		*886*			*950*			*444*			*778*	
Flow Ratio		*0.3*			*0.2*			*0.0*			*0.2*	
v/c Ratio		*0.74*			*0.48*			*0.02*			*0.43*	
I Factor		*1.000*			*1.000*			*1.000*			*1.000*	
Arrival Type		*3*			*3*			*3*			*3*	
Platoon Ratio		*1.00*			*1.00*			*1.00*			*1.00*	
PF Factor		*1.00*			*1.00*			*1.00*			*1.00*	
Q_1		*9.8*			*5.7*			*0.1*			*4.4*	
k_B		*0.8*			*0.9*			*0.3*			*0.5*	
Q_2		*2.2*			*0.8*			*0.0*			*0.4*	
Q Average		*12.0*			*6.5*			*0.1*			*4.7*	
Percentile Back of Queue (95th percentile)												
$f_{B\%}$		*1.7*			*1.9*			*2.1*			*2.0*	
BOQ, $Q_{\%}$		*20.3*			*12.2*			*0.2*			*9.3*	
Queue Storage Ratio												
Q Spacing		*25.0*			*25.0*			*25.0*			*25.0*	
Q Storage		*0*			*0*			*0*			*0*	
Average R_Q												
95% $R_{Q\%}$												

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*JMK*
Agency/Co.	*CHA*
Date Performed	*3/12/2010*
Analysis Time Period	*7-9 AM*

Site Information

Intersection	*Grant Road & Route 12B*
Jurisdiction	*Town of Clinton*
Analysis Year	*2020*

Project Description *20356*

East/West Street: *Grant Road* | North/South Street: *Route 12B*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*380*	*1*	*24*	*135*	
Peak-Hour Factor, PHF	*0.85*	*0.76*	*0.76*	*0.81*	*1.00*	*0.73*
Hourly Flow Rate, HFR (veh/h)	*0*	*500*	*1*	*29*	*135*	*0*
Percent Heavy Vehicles	*4*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*8*	*0*	*16*
Peak-Hour Factor, PHF	*0.90*	*0.90*	*0.90*	*0.66*	*0.66*	*0.66*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*12*	*0*	*24*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*1*	*0*
Configuration					*LTR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LTR*				
v (veh/h)		*29*		*36*				
C (m) (veh/h)		*1074*		*502*				
v/c		*0.03*		*0.07*				
95% queue length		*0.08*		*0.23*				
Control Delay (s/veh)		*8.4*		*12.7*				
LOS		*A*		*B*				
Approach Delay (s/veh)	--	--	*12.7*					
Approach LOS	--	--	*B*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*JMK*
Agency/Co.	*CHA*
Date Performed	*3/12/2010*
Analysis Time Period	*4-6 PM*

Site Information

Intersection	*Grant Road & Route 12B*
Jurisdiction	*Town of Clinton*
Analysis Year	*2020*

Project Description *20356*

East/West Street: *Grant Road*

North/South Street: *Route 12B*

Intersection Orientation: *North-South*

Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*251*	*1*	*67*	*348*	
Peak-Hour Factor, PHF	*0.85*	*0.95*	*0.95*	*0.82*	*0.82*	*0.73*
Hourly Flow Rate, HFR (veh/h)	*0*	*264*	*1*	*81*	*424*	*0*
Percent Heavy Vehicles	*4*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*12*	*0*	*8*
Peak-Hour Factor, PHF	*0.90*	*0.90*	*0.90*	*0.64*	*0.64*	*0.64*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*18*	*0*	*12*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*1*	*0*
Configuration					*LTR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LTR*				
v (veh/h)		*81*		*30*				
C (m) (veh/h)		*1311*		*412*				
v/c		*0.06*		*0.07*				
95% queue length		*0.20*		*0.23*				
Control Delay (s/veh)		*7.9*		*14.4*				
LOS		*A*		*B*				
Approach Delay (s/veh)	--	--	*14.4*					
Approach LOS	--	--	*B*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*JMK*
Agency/Co.	*CHA*
Date Performed	*3/12/2010*
Analysis Time Period	*7-9 AM*

Site Information

Intersection	*Post Street & Route 12B*
Jurisdiction	*Town of Clinton*
Analysis Year	*2020*

Project Description *20356*

East/West Street: *Post Street* | North/South Street: *Route 12B*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*365*	*0*	*22*		
Peak-Hour Factor, PHF	*0.85*	*0.76*	*0.76*	*0.81*	*0.81*	*0.73*
Hourly Flow Rate, HFR (veh/h)	*0*	*480*	*0*	*27*	*169*	*0*
Percent Heavy Vehicles	*4*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*1*	*0*	*41*
Peak-Hour Factor, PHF	*0.90*	*0.90*	*0.90*	*0.81*	*0.81*	*0.81*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*1*	*0*	*50*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*1*	*0*
Configuration					*LTR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LTR*				
v (veh/h)		*27*		*51*				
C (m) (veh/h)		*1093*		*584*				
v/c		*0.02*		*0.09*				
95% queue length		*0.08*		*0.29*				
Control Delay (s/veh)		*8.4*		*11.8*				
LOS		*A*		*B*				
Approach Delay (s/veh)	--	--	*11.8*					
Approach LOS	--	--	*B*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*JMK*
Agency/Co.	*CHA*
Date Performed	*3/12/2010*
Analysis Time Period	*4-6 PM*

Site Information

Intersection	*Post Street & Route 12B*
Jurisdiction	*Town of Clinton*
Analysis Year	*2020*

Project Description *20356*

East/West Street: *Post Street* | North/South Street: *Route 12B*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*233*	*6*	*67*	*344*	
Peak-Hour Factor, PHF	*0.85*	*0.95*	*0.95*	*0.82*	*0.82*	*0.73*
Hourly Flow Rate, HFR (veh/h)	*0*	*245*	*6*	*81*	*419*	*0*
Percent Heavy Vehicles	*4*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*5*	*0*	*22*
Peak-Hour Factor, PHF	*0.90*	*0.90*	*0.90*	*0.64*	*0.64*	*0.64*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*7*	*0*	*34*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*1*	*0*
Configuration					*LTR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LTR*				
v (veh/h)		*81*		*41*				
C (m) (veh/h)		*1326*		*636*				
v/c		*0.06*		*0.06*				
95% queue length		*0.19*		*0.21*				
Control Delay (s/veh)		*7.9*		*11.1*				
LOS		*A*		*B*				
Approach Delay (s/veh)	--	--	*11.1*					
Approach LOS	--	--	*B*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*JMK*
Agency/Co.	*CHA*
Date Performed	*3/12/2010*
Analysis Time Period	*7-9 AM*

Site Information

Intersection	*Taylor Ave & Route 12B*
Jurisdiction	*Town of Clinton*
Analysis Year	*2020*

Project Description *20356*

East/West Street: *Taylor Ave* | North/South Street: *Route 12B*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*30*	*579*			*295*	*56*
Peak-Hour Factor, PHF	*0.85*	*0.85*	*1.00*	*1.00*	*0.73*	*0.73*
Hourly Flow Rate, HFR (veh/h)	*35*	*681*	*0*	*0*	*404*	*76*
Percent Heavy Vehicles	*4*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LT*					*TR*
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*73*	*0*	*46*			
Peak-Hour Factor, PHF	*0.90*	*0.90*	*0.90*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*81*	*0*	*51*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*0*	*0*
Configuration		*LTR*				

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*						*LTR*	
v (veh/h)	*35*						*132*	
C (m) (veh/h)	*1072*						*272*	
v/c	*0.03*						*0.49*	
95% queue length	*0.10*						*2.48*	
Control Delay (s/veh)	*8.5*						*30.1*	
LOS	*A*						*D*	
Approach Delay (s/veh)	--	--				*30.1*		
Approach LOS	--	--				*D*		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*JMK*
Agency/Co.	*CHA*
Date Performed	*3/12/2010*
Analysis Time Period	*4-6 PM*

Site Information

Intersection	*Taylor Ave & Route 12B*
Jurisdiction	*Town of Clinton*
Analysis Year	*2020*

Project Description *20356*

East/West Street: *Taylor Ave* | North/South Street: *Route 12B*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*16*	*432*			*595*	*71*
Peak-Hour Factor, PHF	*0.92*	*0.92*	*1.00*	*1.00*	*0.91*	*0.91*
Hourly Flow Rate, HFR (veh/h)	*17*	*469*	*0*	*0*	*653*	*78*
Percent Heavy Vehicles	*4*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LT*					*TR*
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*49*	*0*	*31*			
Peak-Hour Factor, PHF	*0.97*	*0.97*	*0.97*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*50*	*0*	*31*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*0*	*0*
Configuration		*LTR*				

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*						*LTR*	
v (veh/h)	*17*						*81*	
C (m) (veh/h)	*864*						*258*	
v/c	*0.02*						*0.31*	
95% queue length	*0.06*						*1.30*	
Control Delay (s/veh)	*9.3*						*25.2*	
LOS	*A*						*D*	
Approach Delay (s/veh)	--	--				*25.2*		
Approach LOS	--	--				*D*		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*MWD*
Agency/Co.	*VN Engineers*
Date Performed	*1/11/2010*
Analysis Time Period	*AM Peak*

Site Information

Intersection	*Route 12B at Brimfield*
Jurisdiction	
Analysis Year	*2020 (ETC+10)*

Project Description *Route 12B Safety Study*

East/West Street: *Brimfield* | North/South Street: *Route 12B*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*486*	*39*	*18*	*293*	
Peak-Hour Factor, PHF	*1.00*	*0.86*	*0.66*	*0.71*	*0.83*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*565*	*59*	*25*	*353*	*0*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*56*		*59*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*0.70*	*1.00*	*0.72*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*80*	*0*	*81*
Percent Heavy Vehicles	*2*	*0*	*0*	*9*	*0*	*2*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*25*		*161*				
C (m) (veh/h)		*967*		*340*				
v/c		*0.03*		*0.47*				
95% queue length		*0.08*		*2.43*				
Control Delay (s/veh)		*8.8*		*24.8*				
LOS		*A*		*C*				
Approach Delay (s/veh)	--	--	*24.8*					
Approach LOS	--	--	*C*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*MWD*
Agency/Co.	*VN Engineers*
Date Performed	*1/11/2010*
Analysis Time Period	*PM Peak*

Site Information

Intersection	*Route 12B at Brimfield*
Jurisdiction	
Analysis Year	*2020 (ETC+10)*

Project Description *Route 12B Safety Study*

East/West Street: *Brimfield*	North/South Street: *Route 12B*
Intersection Orientation: *North-South*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*481*	*53*	*59*	*628*	
Peak-Hour Factor, PHF	*1.00*	*0.90*	*0.74*	*0.76*	*0.98*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*534*	*71*	*77*	*640*	*0*
Percent Heavy Vehicles	*0*	--	--	*6*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*50*		*22*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*0.84*	*1.00*	*0.75*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*59*	*0*	*29*
Percent Heavy Vehicles	*0*	*0*	*0*	*2*	*0*	*5*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*77*		*88*				
C (m) (veh/h)		*954*		*196*				
v/c		*0.08*		*0.45*				
95% queue length		*0.26*		*2.11*				
Control Delay (s/veh)		*9.1*		*37.5*				
LOS		*A*		*E*				
Approach Delay (s/veh)	--	--	*37.5*					
Approach LOS	--	--	*E*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*JMK*
Agency/Co.	*CHA*
Date Performed	*3/12/2010*
Analysis Time Period	*7-9 AM*

Site Information

Intersection	*Robinson Road & Route 12B*
Jurisdiction	*Town of Clinton*
Analysis Year	*2020*

Project Description *20356*

East/West Street: *Robinson Road* | North/South Street: *Route 12B*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*47*				*292*	*56*
Peak-Hour Factor, PHF	*0.89*	*0.89*	*1.00*	*1.00*	*0.80*	*0.80*
Hourly Flow Rate, HFR (veh/h)	*52*	*724*	*0*	*0*	*364*	*69*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LT*					*TR*
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*30*	*0*	*22*			
Peak-Hour Factor, PHF	*0.87*	*0.87*	*0.87*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*34*	*0*	*25*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	*2*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*0*	*0*
Configuration		*LTR*				

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*						*LTR*	
v (veh/h)	*52*						*59*	
C (m) (veh/h)	*1137*						*272*	
v/c	*0.05*						*0.22*	
95% queue length	*0.14*						*0.81*	
Control Delay (s/veh)	*8.3*						*21.9*	
LOS	*A*						*C*	
Approach Delay (s/veh)	--	--				*21.9*		
Approach LOS	--	--				*C*		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*JMK*
Agency/Co.	*CHA*
Date Performed	*3/12/2010*
Analysis Time Period	*4-6 PM*

Site Information

Intersection	*Robinson Road & Route 12B*
Jurisdiction	*Town of Clinton*
Analysis Year	*2020*

Project Description *20356*

East/West Street: *Robinson Road* | North/South Street: *Route 12B*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*14*	*495*			*641*	*11*
Peak-Hour Factor, PHF	*0.92*	*0.92*	*1.00*	*1.00*	*0.89*	*0.89*
Hourly Flow Rate, HFR (veh/h)	*15*	*538*	*0*	*0*	*720*	*12*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LT*					*TR*
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*70*	*0*	*57*			
Peak-Hour Factor, PHF	*0.68*	*0.68*	*0.68*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*102*	*0*	*83*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	*2*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*0*	*0*
Configuration		*LTR*				

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*						*LTR*	
v (veh/h)	*15*						*185*	
C (m) (veh/h)	*882*						*241*	
v/c	*0.02*						*0.77*	
95% queue length	*0.05*						*5.53*	
Control Delay (s/veh)	*9.2*						*56.5*	
LOS	*A*						*F*	
Approach Delay (s/veh)	--	--				*56.5*		
Approach LOS	--	--				*F*		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*MWD*
Agency/Co.	*VN Engineers*
Date Performed	*1/11/2010*
Analysis Time Period	*AM Peak*

Site Information

Intersection	*Route 12B at Togglestown*
Jurisdiction	
Analysis Year	*2020 (ETC+10)*

Project Description *Route 12B Safety Study*

East/West Street: *Togglestown* | North/South Street: *Route 12B*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*499*	*5*	*2*	*340*	
Peak-Hour Factor, PHF	*1.00*	*0.95*	*0.63*	*0.50*	*0.82*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*525*	*7*	*4*	*414*	*0*
Percent Heavy Vehicles	*0*	--	--	*50*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*7*		*9*
Peak-Hour Factor, PHF	*0.69*	*0.65*	*0.63*	*0.58*	*1.00*	*0.67*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*12*	*0*	*13*
Percent Heavy Vehicles	*2*	*0*	*0*	*13*	*0*	*29*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*4*		*25*				
C (m) (veh/h)		*832*		*359*				
v/c		*0.00*		*0.07*				
95% queue length		*0.01*		*0.22*				
Control Delay (s/veh)		*9.3*		*15.8*				
LOS		*A*		*C*				
Approach Delay (s/veh)	--	--	*15.8*					
Approach LOS	--	--	*C*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*MWD*
Agency/Co.	*VN Engineers*
Date Performed	*1/11/2010*
Analysis Time Period	*PM Peak*

Site Information

Intersection	*Route 12B at Togglestown*
Jurisdiction	
Analysis Year	*2020 (ETC+10)*

Project Description *Route 12B Safety Study*

East/West Street: *Togglestown* | North/South Street: *Route 12B*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*483*	*11*	*11*	*607*	
Peak-Hour Factor, PHF	*1.00*	*0.95*	*0.63*	*0.63*	*0.96*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*508*	*17*	*17*	*632*	*0*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*7*		*3*
Peak-Hour Factor, PHF	*0.69*	*0.95*	*0.63*	*0.58*	*1.00*	*0.75*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*12*	*0*	*4*
Percent Heavy Vehicles	*2*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*17*		*16*				
C (m) (veh/h)		*1052*		*248*				
v/c		*0.02*		*0.06*				
95% queue length		*0.05*		*0.21*				
Control Delay (s/veh)		*8.5*		*20.5*				
LOS		*A*		*C*				
Approach Delay (s/veh)	--	--	*20.5*					
Approach LOS	--	--	*C*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*MWD*
Agency/Co.	*VN Engineers*
Date Performed	*1/11/2010*
Analysis Time Period	*AM Peak*

Site Information

Intersection	*Route 12B at Limberlost*
Jurisdiction	
Analysis Year	*2020 (ETC+10)*

Project Description *Route 12B Safety Study*

East/West Street: *Route 12B*	North/South Street: *Limberlost Rd.*
Intersection Orientation: *East-West*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*14*	*546*			*335*	*35*
Peak-Hour Factor, PHF	*0.65*	*0.92*	*1.00*	*1.00*	*0.88*	*0.69*
Hourly Flow Rate, HFR (veh/h)	*21*	*593*	*0*	*0*	*380*	*50*
Percent Heavy Vehicles	*8*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*1*	*1*	*0*	*0*	*1*	*1*
Configuration	*L*	*T*			*T*	*R*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*70*		*17*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*0.65*	*1.00*	*0.67*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*107*	*0*	*25*
Percent Heavy Vehicles	*0*	*0*	*0*	*6*	*0*	*5*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*						*LR*	
v (veh/h)	*21*						*132*	
C (m) (veh/h)	*1098*						*289*	
v/c	*0.02*						*0.46*	
95% queue length	*0.06*						*2.26*	
Control Delay (s/veh)	*8.3*						*27.5*	
LOS	*A*						*D*	
Approach Delay (s/veh)	--	--					*27.5*	
Approach LOS	--	--					*D*	

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*MWD*
Agency/Co.	*VN Engineers*
Date Performed	*1/11/2010*
Analysis Time Period	*PM Peak*

Site Information

Intersection	*Route 12B at Limberlost*
Jurisdiction	
Analysis Year	*2020 (ETC+10)*

Project Description *Route 12B Safety Study*

East/West Street: *Route 12B*	North/South Street: *Limberlost Rd.*
Intersection Orientation: *East-West*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*12*	*506*			*592*	*66*
Peak-Hour Factor, PHF	*0.69*	*0.85*	*1.00*	*1.00*	*0.85*	*0.65*
Hourly Flow Rate, HFR (veh/h)	*17*	*595*	*0*	*0*	*696*	*101*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*1*	*1*	*0*	*0*	*1*	*1*
Configuration	*L*	*T*			*T*	*R*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*50*		*11*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*0.69*	*1.00*	*0.50*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*72*	*0*	*22*
Percent Heavy Vehicles	*0*	*0*	*0*	*2*	*0*	*10*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*						*LR*	
v (veh/h)	*17*						*94*	
C (m) (veh/h)	*834*						*196*	
v/c	*0.02*						*0.48*	
95% queue length	*0.06*						*2.34*	
Control Delay (s/veh)	*9.4*						*39.2*	
LOS	*A*						*E*	
Approach Delay (s/veh)	--	--					*39.2*	
Approach LOS	--	--					*E*	

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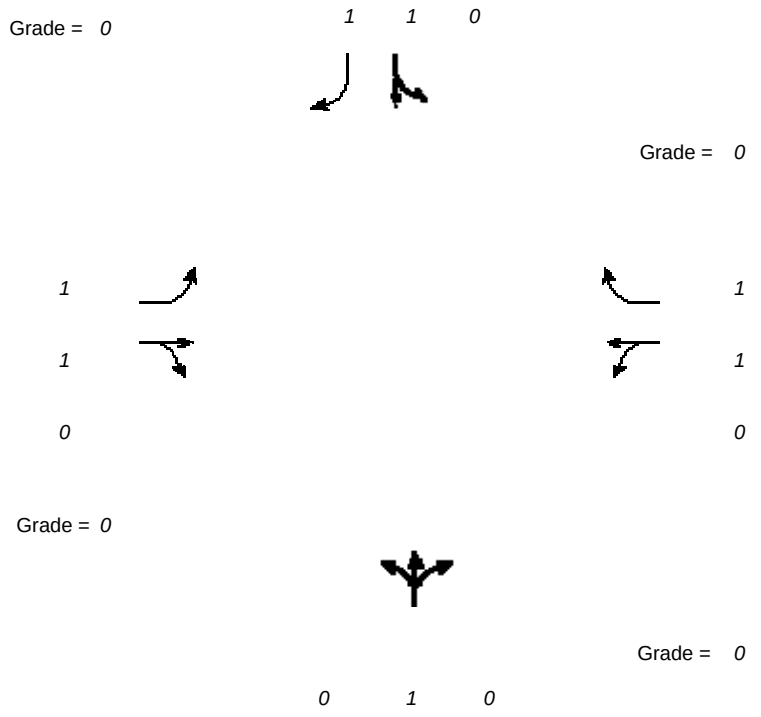
LONG REPORT

General Information		Site Information	
Analyst	*MWD*	Intersection	*Rte 12 at Rte 5B*
Agency or Co.	*VN Engineers*	Area Type	*All other areas*
Date Performed	*1/11/2010*	Jurisdiction	
Time Period	*AM Peak*	Analysis Year	*2020 (ETC+10)*

Intersection Geometry



Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume (vph)	*182*	*406*	*5*	*1*	*269*	*75*	*1*	*1*	*1*	*39*	*6*	*93*
% Heavy Veh	*3*	*4*	*0*	*0*	*6*	*6*	*0*	*0*	*0*	*6*	*0*	*10*
PHF	*0.83*	*0.89*	*0.31*	*0.25*	*0.84*	*0.83*	*0.25*	*0.25*	*0.25*	*0.64*	*0.50*	*0.78*
Actuated (P/A)	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*
Startup Lost Time	*2.0*	*2.0*			*2.0*	*2.0*		*2.0*			*2.0*	*2.0*
ExtenSion of Effective Green	*2.0*	*2.0*			*2.0*	*2.0*		*2.0*			*2.0*	*2.0*
Arrival type	*3*	*3*			*3*	*3*		*3*			*3*	*3*
Unit Extension	*3.0*	*3.0*			*3.0*	*3.0*		*3.0*			*3.0*	*3.0*
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*13*	*0*	*0*	*0*	*0*	*0*	*17*
Lane Width	*12.0*	*12.0*			*12.0*	*12.0*		*16.0*			*11.0*	*12.0*
Parking (Y or N)	*N*		*N*	*N*		*N*	*N*		*N*	*N*		*N*
Parking/Hour												
Bus Stops/Hour	*0*	*0*			*0*	*0*		*0*			*0*	*0*
Pedestrian Timing	*3.2*			*3.2*			*3.2*			*3.2*		

	EB Only	EW Perm	03	04	SB Only	NB Only	07	08
	G = *15.0*	G = *27.0*	G = *0.0*	G = *0.0*	G = *12.0*	G = *6.0*	G = *0.0*	G = *0.0*

Timing	Y = *5*	Y = *5*	Y = *0*	Y = *0*	Y = *5*	Y = *5*	Y = *0*	Y = *0*
Duration of Analysis (hrs) = *0.25*						Cycle Length C = *80.0*		

VOLUME ADJUSTMENT AND SATURATION FLOW RATE WORKSHEET

General Information

Project Description *Route 12B Corridor Safety Study*

Volume Adjustment

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume	*182*	*406*	*5*	*1*	*269*	*75*	*1*	*1*	*1*	*39*	*6*	*93*
PHF	*0.83*	*0.89*	*0.31*	*0.25*	*0.84*	*0.83*	*0.25*	*0.25*	*0.25*	*0.64*	*0.50*	*0.78*
Adjusted Flow Rate	*219*	*456*	*16*	*4*	*320*	*75*	*4*	*4*	*4*	*61*	*12*	*97*
Lane Group	*L*	*TR*			*LT*	*R*		*LTR*			*LT*	*R*
Adjusted Flow Rate	*219*	*472*			*324*	*75*		*12*			*73*	*97*
Proportion of LT or RT	*1.000*	*--*	*0.034*	*0.012*	*--*	*1.000*	*0.333*	*--*	*0.333*	*0.836*	*--*	*1.000*

Saturation Flow Rate

Base Satflow	*1900*	*1900*			*1900*	*1900*		*1900*			*1900*	*1900*
Number of Lanes	*1*	*1*	*0*	*0*	*1*	*1*	*0*	*1*	*0*	*0*	*1*	*1*
f_W	*1.000*	*1.000*			*1.000*	*1.000*		*1.133*			*0.967*	*1.000*
f_{HV}	*0.971*	*0.963*			*0.944*	*0.943*		*1.000*			*0.952*	*0.909*
f_g	*1.000*	*1.000*			*1.000*	*1.000*		*1.000*			*1.000*	*1.000*
f_p	*1.000*	*1.000*			*1.000*	*1.000*		*1.000*			*1.000*	*1.000*
f_{bb}	*1.000*	*1.000*			*1.000*	*1.000*		*1.000*			*1.000*	*1.000*
f_a	*1.000*	*1.000*			*1.000*	*1.000*		*1.000*			*1.000*	*1.000*
f_{LU}	*1.000*	*1.000*			*1.000*	*1.000*		*1.000*			*1.000*	*1.000*
f_{LT}	*0.950*	*1.000*	*--*		*0.995*	*--*		*0.984*	*--*		*0.960*	*--*
Secondary f_{LT}	*0.359*	*0.359*	*--*			*--*			*--*			*--*
f_{RT}	*--*	*0.995*		*--*	*1.000*	*0.850*	*--*	*0.955*		*--*	*1.000*	*0.850*
f_{Lpb}	*1.000*	*1.000*	*--*		*1.000*	*--*		*1.000*	*--*		*1.000*	*--*
f_{Rpb}	*--*	*1.000*		*--*	*1.000*	*1.000*	*--*	*1.000*		*--*	*1.000*	*1.000*

Adjusted Satflow	*1752*	*1820*			*1785*	*1524*		*2023*			*1679*	*1468*
Secondary Adjusted Satflow	*663*	*654*	--			--			--			--

CAPACITY AND LOS WORKSHEET

General Information

Project Description

Capacity Analysis

	EB			WB			NB			SB	
Lane Group	*L*	*TR*		*LT*	*R*		*LTR*			*LT*	*R*
Adjusted Flow Rate	*219*	*472*		*324*	*75*		*12*			*73*	*97*
Satflow Rate	*1752*	*1820*		*1785*	*1524*		*2023*			*1679*	*1468*
Lost Time	*2.0*	*2.0*		*2.0*	*2.0*		*2.0*			*2.0*	*2.0*
Green Ratio	*0.59*	*0.59*		*0.34*	*0.34*		*0.08*			*0.15*	*0.34*
Lane Group Capacity	*594*	*1069*		*602*	*514*		*152*			*252*	*495*
v/c Ratio	*0.37*	*0.44*		*0.54*	*0.15*		*0.08*			*0.29*	*0.20*
Flow Ratio	*0.13*	*0.26*		*0.18*	*0.05*		*0.01*			*0.04*	*0.07*
Critical Lane Group	*Y*	*N*		*Y*	*N*		*Y*			*Y*	*N*
Sum Flow Ratios	*0.36*										
Lost Time/Cycle	*20.00*										
Critical v/c Ratio	*0.47*										

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB	
Lane Group	*L*	*TR*		*LT*	*R*		*LTR*			*LT*	*R*
Adjusted Flow Rate	*219*	*472*		*324*	*75*		*12*			*73*	*97*
Lane Group Capacity	*594*	*1069*		*602*	*514*		*152*			*252*	*495*
v/c Ratio	*0.37*	*0.44*		*0.54*	*0.15*		*0.08*			*0.29*	*0.20*
Green Ratio	*0.59*	*0.59*		*0.34*	*0.34*		*0.08*			*0.15*	*0.34*
Uniform Delay d_1	*8.8*	*9.2*		*21.5*	*18.5*		*34.4*			*30.2*	*18.8*
Delay Factor k	*0.11*	*0.11*		*0.14*	*0.11*		*0.11*			*0.11*	*0.11*
Incremental Delay d_2	*0.4*	*0.3*		*1.0*	*0.1*		*0.2*			*0.6*	*0.2*
PF Factor	*1.000*	*1.000*		*1.000*	*1.000*		*1.000*			*1.000*	*1.000*
Control Delay	*9.2*	*9.5*		*22.4*	*18.6*		*34.7*			*30.9*	*19.0*
Lane Group LOS	*A*	*A*		*C*	*B*		*C*			*C*	*B*
Approach Delay	*9.4*			*21.7*			*34.7*			*24.1*	

Approach LOS	*A*	*C*	*C*	*C*
Intersection Delay	*15.5*	Intersection LOS		*B*

SUPPLEMENTAL UNIFORM DELAY WORKSHEET FOR LEFT TURNS FROM EXCLUSIVE LANES WITH PROTECTED AND PERMITTED PHASES

General Information

Project Description *Route 12B Corridor Safety Study*

v/c Ratio Computation

	EB	WB	NB	SB
Cycle Length, C (s)	*80.0*			
Prot. Phase Eff. Green Interval, g (s)	*15.0*			
Opposed Queue Eff. Green Interval, g_q (s)	*11.63*			
Unopposed green interval, g_u (s)	*20.37*			
Red Time, r(s)	*33.0*			
Arrival Rate, q_a (veh/s)	*0.06*			
Protected Phase Departure Rate, s_p (veh/s)	*0.487*			
Perm. Phase Departure Rate, s_s (veh/s)	*0.29*			
X_{perm}	*0.33*			
X_{prot} (N/A for Lagging Left-turns)	*0.40*			

Uniform Queue Size and Delay Computations

	EB	WB	NB	SB
Queue at Start of Green Arrow, Q_a	*2.01*			
Queue at Start of Unsaturated Green, Q_u	*0.71*			
Residual Queue, Q_r	*0.00*			
Uniform Delay, d_1	*8.8*			

Uniform Queue Size and Delay Equations

	Case	Q_a	Q_u	Q_r	d_1
If X_{perm} <= 1.0 & X_{prot} <= 1.0	1	$q_a r$	$q_a g_q$	0	$[0.5/(q_a C)][r Q_a + Q_a^{2/(s_p - q_s)} + g_q Q_u + Q_u^{2/(s_s - q_a)}$
If X_{perm} <= 1.0 & X_{prot} > 1.0	2	$q_a r$	$Q_r + q_a g_q$	$Q_a - g(s_p - q_a)$	$[0.5/(q_a C)][r Q_a + g(Q_a + Q_r) + g_q (Q_r + Q_u) + Q_u^{2/(s_s - q_a)}$
If X_{perm} > 1.0 & X_{prot} <= 1.0	3	$Q_r + q_a r$	$q_a g_q$	$Q_u - g_u(s_s - q_a)$	$[0.5/(q_a C)][g_q Q_u + g_u(Q_a + Q_r) + r(Q_r + Q_a) + Q_a^{2/(s_p - q_a)}$

If X_{perm} <= 1.0 (lagging lefts)	4	0	$q_a(r + g_q)$	0	$[0.5/(q_aC)][r + g_q)Q_u + Q_u^{2/(S_s - q_a)}$
If X_{perm} > 1.0 (lagging lefts)	5	$Q_u - g_u(S_s - q_a)$	$q_a(r + g_q)$	0	$[0.5/(q_aC)][r + g_q)Q_u + g_u(Q_u + Q_a) + Q_a^{2/(S_p - q_a)}$

BACK-OF-QUEUE WORKSHEET

General Information

Project Description *Route 12B Corridor Safety Study*

Average Back of Queue

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Lane Group	*L*	*TR*			*LT*	*R*		*LTR*			*LT*	*R*
Initial Queue/Lane	*0.0*	*0.0*			*0.0*	*0.0*		*0.0*			*0.0*	*0.0*
Flow Rate/Lane	*219*	*472*			*324*	*75*		*12*			*73*	*97*
Satflow/Lane	*1011*	*1820*			*1785*	*1524*		*2023*			*1679*	*1468*
Capacity/Lane	*594*	*1069*			*602*	*514*		*152*			*252*	*495*
Flow Ratio	*0.2*	*0.3*			*0.2*	*0.0*		*0.0*			*0.0*	*0.1*
v/c Ratio	*0.37*	*0.44*			*0.54*	*0.15*		*0.08*			*0.29*	*0.20*
I Factor	*1.000*	*1.000*			*1.000*	*1.000*		*1.000*			*1.000*	*1.000*
Arrival Type	*3*	*3*			*3*	*3*		*3*			*3*	*3*
Platoon Ratio	*1.00*	*1.00*			*1.00*	*1.00*		*1.00*			*1.00*	*1.00*
PF Factor	*1.00*	*1.00*			*1.00*	*1.00*		*1.00*			*1.00*	*1.00*
Q_1	*2.2*	*5.8*			*5.8*	*1.2*		*0.2*			*1.4*	*1.5*
k_B	*0.5*	*0.7*			*0.5*	*0.4*		*0.2*			*0.3*	*0.4*
Q_2	*0.3*	*0.5*			*0.5*	*0.1*		*0.0*			*0.1*	*0.1*
Q Average	*2.4*	*6.4*			*6.4*	*1.2*		*0.3*			*1.6*	*1.6*
Percentile Back of Queue (95th percentile)												
$f_{B\%}$	*2.0*	*1.9*			*1.9*	*2.1*		*2.1*			*2.1*	*2.0*
BOQ, $Q_{\%}$	*4.9*	*12.2*			*12.2*	*2.5*		*0.6*			*3.2*	*3.3*
Queue Storage Ratio												
Q Spacing	*25.0*	*25.0*			*25.0*	*25.0*		*25.0*			*25.0*	*25.0*
Q Storage	*0*	*0*			*0*	*0*		*0*			*0*	*0*
Average R_Q												
95% $R_{Q\%}$												

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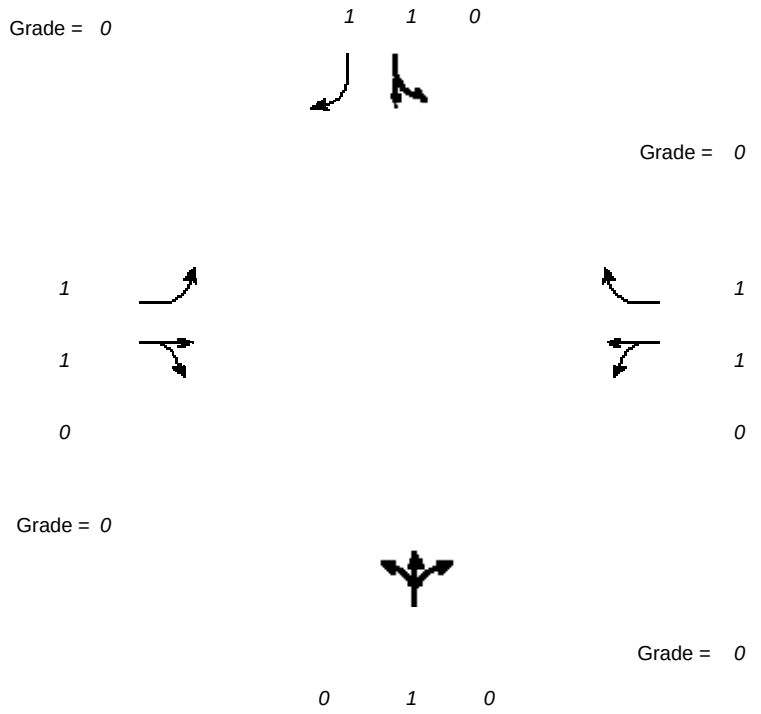
LONG REPORT

General Information		Site Information	
Analyst	*MWD*	Intersection	*Rte 12 at Rte 5B*
Agency or Co.	*VN Engineers*	Area Type	*All other areas*
Date Performed	*1/11/2010*	Jurisdiction	
Time Period	*PM Peak*	Analysis Year	*2020 (ETC+10)*

Intersection Geometry



Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume (vph)	*210*	*296*	*2*	*1*	*331*	*59*	*6*	*1*	*1*	*81*	*4*	*284*
% Heavy Veh	*2*	*3*	*100*	*0*	*1*	*0*	*0*	*100*	*100*	*0*	*0*	*1*
PHF	*0.86*	*0.87*	*0.50*	*0.25*	*0.87*	*0.76*	*0.38*	*0.25*	*0.25*	*0.90*	*0.25*	*0.80*
Actuated (P/A)	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*
Startup Lost Time	*2.0*	*2.0*			*2.0*	*2.0*		*2.0*			*2.0*	*2.0*
ExtenSion of Effective Green	*2.0*	*2.0*			*2.0*	*2.0*		*2.0*			*2.0*	*2.0*
Arrival type	*3*	*3*			*3*	*3*		*3*			*3*	*3*
Unit Extension	*3.0*	*3.0*			*3.0*	*3.0*		*3.0*			*3.0*	*3.0*
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*11*	*0*	*0*	*0*	*0*	*0*	*51*
Lane Width	*12.0*	*12.0*			*12.0*	*12.0*		*12.0*			*12.0*	*12.0*
Parking (Y or N)	*N*		*N*	*N*		*N*	*N*		*N*	*N*		*N*
Parking/Hour												
Bus Stops/Hour	*0*	*0*			*0*	*0*		*0*			*0*	*0*
Pedestrian Timing	*3.2*			*3.2*			*3.2*			*3.2*		

	EB Only	EW Perm	03	04	SB Only	NB Only	07	08
	G = *15.0*	G = *27.0*	G = *0.0*	G = *0.0*	G = *12.0*	G = *6.0*	G = *0.0*	G = *0.0*

Timing	Y = *5*	Y = *5*	Y = *0*	Y = *0*	Y = *5*	Y = *5*	Y = *0*	Y = *0*
Duration of Analysis (hrs) = *0.25*						Cycle Length C = *80.0*		

VOLUME ADJUSTMENT AND SATURATION FLOW RATE WORKSHEET

General Information

Project Description *Route 12B Corridor Safety Study*

Volume Adjustment

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume	*210*	*296*	*2*	*1*	*331*	*59*	*6*	*1*	*1*	*81*	*4*	*284*
PHF	*0.86*	*0.87*	*0.50*	*0.25*	*0.87*	*0.76*	*0.38*	*0.25*	*0.25*	*0.90*	*0.25*	*0.80*
Adjusted Flow Rate	*244*	*340*	*4*	*4*	*380*	*63*	*16*	*4*	*4*	*90*	*16*	*291*
Lane Group	*L*	*TR*			*LT*	*R*		*LTR*			*LT*	*R*
Adjusted Flow Rate	*244*	*344*			*384*	*63*		*24*			*106*	*291*
Proportion of LT or RT	*1.000*	*--*	*0.012*	*0.010*	*--*	*1.000*	*0.667*	*--*	*0.167*	*0.849*	*--*	*1.000*

Saturation Flow Rate

Base Satflow	*1900*	*1900*			*1900*	*1900*		*1900*			*1900*	*1900*
Number of Lanes	*1*	*1*	*0*	*0*	*1*	*1*	*0*	*1*	*0*	*0*	*1*	*1*
f_W	*1.000*	*1.000*			*1.000*	*1.000*		*1.000*			*1.000*	*1.000*
f_{HV}	*0.980*	*0.960*			*0.990*	*1.000*		*0.750*			*1.000*	*0.990*
f_g	*1.000*	*1.000*			*1.000*	*1.000*		*1.000*			*1.000*	*1.000*
f_p	*1.000*	*1.000*			*1.000*	*1.000*		*1.000*			*1.000*	*1.000*
f_{bb}	*1.000*	*1.000*			*1.000*	*1.000*		*1.000*			*1.000*	*1.000*
f_a	*1.000*	*1.000*			*1.000*	*1.000*		*1.000*			*1.000*	*1.000*
f_{LU}	*1.000*	*1.000*			*1.000*	*1.000*		*1.000*			*1.000*	*1.000*
f_{LT}	*0.950*	*1.000*	*--*		*0.997*	*--*		*0.968*	*--*		*0.959*	*--*
Secondary f_{LT}	*0.294*	*0.294*	*--*			*--*			*--*			*--*
f_{RT}	*--*	*0.998*		*--*	*1.000*	*0.850*	*--*	*0.978*		*--*	*1.000*	*0.850*
f_{Lpb}	*1.000*	*1.000*	*--*		*1.000*	*--*		*1.000*	*--*		*1.000*	*--*
f_{Rpb}	*--*	*1.000*		*--*	*1.000*	*1.000*	*--*	*1.000*		*--*	*1.000*	*1.000*

Adjusted Satflow	*1770*	*1821*			*1875*	*1615*		*1348*			*1823*	*1599*
Secondary Adjusted Satflow	*548*	*536*	--			--			--			--

CAPACITY AND LOS WORKSHEET

General Information

Project Description

Capacity Analysis

	EB			WB			NB			SB	
Lane Group	*L*	*TR*		*LT*	*R*		*LTR*			*LT*	*R*
Adjusted Flow Rate	*244*	*344*		*384*	*63*		*24*			*106*	*291*
Satflow Rate	*1770*	*1821*		*1875*	*1615*		*1348*			*1823*	*1599*
Lost Time	*2.0*	*2.0*		*2.0*	*2.0*		*2.0*			*2.0*	*2.0*
Green Ratio	*0.59*	*0.59*		*0.34*	*0.34*		*0.08*			*0.15*	*0.34*
Lane Group Capacity	*551*	*1070*		*633*	*545*		*101*			*273*	*540*
v/c Ratio	*0.44*	*0.32*		*0.61*	*0.12*		*0.24*			*0.39*	*0.54*
Flow Ratio	*0.14*	*0.19*		*0.20*	*0.04*		*0.02*			*0.06*	*0.18*
Critical Lane Group	*Y*	*N*		*Y*	*N*		*Y*			*Y*	*N*
Sum Flow Ratios	*0.42*										
Lost Time/Cycle	*20.00*										
Critical v/c Ratio	*0.56*										

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB	
Lane Group	*L*	*TR*		*LT*	*R*		*LTR*			*LT*	*R*
Adjusted Flow Rate	*244*	*344*		*384*	*63*		*24*			*106*	*291*
Lane Group Capacity	*551*	*1070*		*633*	*545*		*101*			*273*	*540*
v/c Ratio	*0.44*	*0.32*		*0.61*	*0.12*		*0.24*			*0.39*	*0.54*
Green Ratio	*0.59*	*0.59*		*0.34*	*0.34*		*0.08*			*0.15*	*0.34*
Uniform Delay d_1	*9.6*	*8.4*		*22.1*	*18.3*		*34.8*			*30.7*	*21.5*
Delay Factor k	*0.11*	*0.11*		*0.19*	*0.11*		*0.11*			*0.11*	*0.14*
Incremental Delay d_2	*0.6*	*0.2*		*1.7*	*0.1*		*1.2*			*0.9*	*1.1*
PF Factor	*1.000*	*1.000*		*1.000*	*1.000*		*1.000*			*1.000*	*1.000*
Control Delay	*10.2*	*8.6*		*23.8*	*18.4*		*36.1*			*31.6*	*22.5*
Lane Group LOS	*B*	*A*		*C*	*B*		*D*			*C*	*C*
Approach Delay	*9.2*			*23.0*			*36.1*			*25.0*	

Approach LOS	*A*	*C*	*D*	*C*
Intersection Delay	*18.2*	Intersection LOS		*B*

SUPPLEMENTAL UNIFORM DELAY WORKSHEET FOR LEFT TURNS FROM EXCLUSIVE LANES WITH PROTECTED AND PERMITTED PHASES

General Information

Project Description *Route 12B Corridor Safety Study*

v/c Ratio Computation

	EB	WB	NB	SB
Cycle Length, C (s)	*80.0*			
Prot. Phase Eff. Green Interval, g (s)	*15.0*			
Opposed Queue Eff. Green Interval, g_q (s)	*14.37*			
Unopposed green interval, g_u (s)	*17.63*			
Red Time, r(s)	*33.0*			
Arrival Rate, q_a (veh/s)	*0.07*			
Protected Phase Departure Rate, s_p (veh/s)	*0.492*			
Perm. Phase Departure Rate, s_s (veh/s)	*0.28*			
X_{perm}	*0.45*			
X_{prot} (N/A for Lagging Left-turns)	*0.44*			

Uniform Queue Size and Delay Computations

Queue at Start of Green Arrow, Q_a	*2.24*			
Queue at Start of Unsaturated Green, Q_u	*0.97*			
Residual Queue, Q_r	*0.00*			
Uniform Delay, d_1	*9.6*			

Uniform Queue Size and Delay Equations

	Case	Q_a	Q_u	Q_r	d_1
If X_{perm} <= 1.0 & X_{prot} <= 1.0	1	$q_a r$	$q_a g_q$	0	$[0.5/(q_a C)][r Q_a + Q_a^{2/(s_p - q_s)} + g_q Q_u + Q_u^{2/(s_s - q_a)}$
If X_{perm} <= 1.0 & X_{prot} > 1.0	2	$q_a r$	$Q_r + q_a g_q$	$Q_a - g(s_p - q_a)$	$[0.5/(q_a C)][r Q_a + g(Q_a + Q_r) + g_q (Q_r + Q_u) + Q_u^{2/(s_s - q_a)}$
If X_{perm} > 1.0 & X_{prot} <= 1.0	3	$Q_r + q_a r$	$q_a g_q$	$Q_u - g_u(s_s - q_a)$	$[0.5/(q_a C)][g_q Q_u + g_u(Q_a + Q_r) + r(Q_r + Q_a) + Q_a^{2/(s_p - q_a)}$

If X_{perm} <= 1.0 (lagging lefts)	4	0	$q_a(r + g_q)$	0	$[0.5/(q_aC)][r + g_q)Q_u + Q_u^{2/(S_s - q_a)}$
If X_{perm} > 1.0 (lagging lefts)	5	$Q_u - g_u(S_s - q_a)$	$q_a(r + g_q)$	0	$[0.5/(q_aC)][r + g_q)Q_u + g_u(Q_u + Q_a) + Q_a^{2/(S_p - q_a)}$

BACK-OF-QUEUE WORKSHEET

General Information

Project Description *Route 12B Corridor Safety Study*

Average Back of Queue

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Lane Group	*L*	*TR*			*LT*	*R*		*LTR*			*LT*	*R*
Initial Queue/Lane	*0.0*	*0.0*			*0.0*	*0.0*		*0.0*			*0.0*	*0.0*
Flow Rate/Lane	*244*	*344*			*384*	*63*		*24*			*106*	*291*
Satflow/Lane	*938*	*1821*			*1875*	*1615*		*1348*			*1823*	*1599*
Capacity/Lane	*551*	*1070*			*633*	*545*		*101*			*273*	*540*
Flow Ratio	*0.3*	*0.2*			*0.2*	*0.0*		*0.0*			*0.1*	*0.2*
v/c Ratio	*0.44*	*0.32*			*0.61*	*0.12*		*0.24*			*0.39*	*0.54*
I Factor	*1.000*	*1.000*			*1.000*	*1.000*		*1.000*			*1.000*	*1.000*
Arrival Type	*3*	*3*			*3*	*3*		*3*			*3*	*3*
Platoon Ratio	*1.00*	*1.00*			*1.00*	*1.00*		*1.00*			*1.00*	*1.00*
PF Factor	*1.00*	*1.00*			*1.00*	*1.00*		*1.00*			*1.00*	*1.00*
Q_1	*2.4*	*3.9*			*7.1*	*1.0*		*0.5*			*2.1*	*5.2*
k_B	*0.4*	*0.7*			*0.5*	*0.4*		*0.2*			*0.3*	*0.4*
Q_2	*0.4*	*0.3*			*0.7*	*0.1*		*0.1*			*0.2*	*0.5*
Q Average	*2.8*	*4.2*			*7.8*	*1.0*		*0.6*			*2.3*	*5.7*
Percentile Back of Queue (95th percentile)												
$f_{B\%}$	*2.0*	*2.0*			*1.9*	*2.1*		*2.1*			*2.0*	*1.9*
BOQ, $Q_{\%}$	*5.6*	*8.3*			*14.8*	*2.1*		*1.2*			*4.7*	*11.1*
Queue Storage Ratio												
Q Spacing	*25.0*	*25.0*			*25.0*	*25.0*		*25.0*			*25.0*	*25.0*
Q Storage	*0*	*0*			*0*	*0*		*0*			*0*	*0*
Average R_Q												
95% $R_{Q\%}$												

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*MWD*
Agency/Co.	*VN Engineers*
Date Performed	*1/11/2010*
Analysis Time Period	*AM Peak*

Site Information

Intersection	*Route 12B at Prezwick*
Jurisdiction	
Analysis Year	*2020 (ETC+10)*

Project Description *Route 12B Safety Study*

East/West Street: *Route 12B* | North/South Street: *Prezwick Glenn Dr.*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*2*	*440*			*352*	*5*
Peak-Hour Factor, PHF	*0.50*	*0.85*	*1.00*	*1.00*	*0.73*	*0.63*
Hourly Flow Rate, HFR (veh/h)	*4*	*517*	*0*	*0*	*482*	*7*
Percent Heavy Vehicles	*50*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LT*					*TR*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)						*5*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*0.33*	*1.00*	*0.42*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*12*	*0*	*11*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*20*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*						*LR*	
v (veh/h)	*4*						*23*	
C (m) (veh/h)	*866*						*353*	
v/c	*0.00*						*0.07*	
95% queue length	*0.01*						*0.21*	
Control Delay (s/veh)	*9.2*						*15.9*	
LOS	*A*						*C*	
Approach Delay (s/veh)	--	--					*15.9*	
Approach LOS	--	--					*C*	

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*MWD*
Agency/Co.	*VN Engineers*
Date Performed	*1/11/2010*
Analysis Time Period	*PM Peak*

Site Information

Intersection	*Route 12B at Prezwick*
Jurisdiction	
Analysis Year	*2020 (ETC+10)*

Project Description *Route 12B Safety Study*

East/West Street: *Route 12B* | North/South Street: *Prezwick Glenn Dr.*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*13*	*521*			*446*	*8*
Peak-Hour Factor, PHF	*0.50*	*0.91*	*1.00*	*1.00*	*0.90*	*0.58*
Hourly Flow Rate, HFR (veh/h)	*26*	*572*	*0*	*0*	*495*	*13*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LT*					*TR*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*4*		*2*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*0.50*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*4*	*0*	*4*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*						*LR*	
v (veh/h)	*26*						*8*	
C (m) (veh/h)	*1067*						*321*	
v/c	*0.02*						*0.02*	
95% queue length	*0.07*						*0.08*	
Control Delay (s/veh)	*8.5*						*16.5*	
LOS	*A*						*C*	
Approach Delay (s/veh)	--	--				*16.5*		
Approach LOS	--	--				*C*		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*MWD*
Agency/Co.	*VN Engineers*
Date Performed	*1/11/2010*
Analysis Time Period	*AM Peak*

Site Information

Intersection	*Route 12B at Fawncrest*
Jurisdiction	
Analysis Year	*2020 (ETC+10)*

Project Description *Route 12B Safety Study*

East/West Street: *Route 12B* | North/South Street: *Fawncrest*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*8*	*458*			*352*	*4*
Peak-Hour Factor, PHF	*0.44*	*0.91*	*1.00*	*1.00*	*0.85*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*18*	*503*	*0*	*0*	*414*	*4*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LT*					*TR*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*16*		*18*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*0.75*	*1.00*	*0.53*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*21*	*0*	*33*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*6*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*						*LR*	
v (veh/h)	*18*						*54*	
C (m) (veh/h)	*1152*						*427*	
v/c	*0.02*						*0.13*	
95% queue length	*0.05*						*0.43*	
Control Delay (s/veh)	*8.2*						*14.6*	
LOS	*A*						*B*	
Approach Delay (s/veh)	--	--				*14.6*		
Approach LOS	--	--				*B*		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*MWD*
Agency/Co.	*VN Engineers*
Date Performed	*1/11/2010*
Analysis Time Period	*PM Peak*

Site Information

Intersection	*Route 12B at Fawncrest*
Jurisdiction	
Analysis Year	*2020 (ETC+10)*

Project Description *Route 12B Safety Study*

East/West Street: *Route 12B* | North/South Street: *Fawncrest*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*10*	*435*			*401*	*10*
Peak-Hour Factor, PHF	*0.75*	*0.89*	*1.00*	*1.00*	*0.93*	*0.45*
Hourly Flow Rate, HFR (veh/h)	*13*	*488*	*0*	*0*	*431*	*22*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LT*					*TR*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*6*		*9*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*0.50*	*1.00*	*0.50*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*12*	*0*	*18*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*						*LR*	
v (veh/h)	*13*						*30*	
C (m) (veh/h)	*1118*						*423*	
v/c	*0.01*						*0.07*	
95% queue length	*0.04*						*0.23*	
Control Delay (s/veh)	*8.3*						*14.2*	
LOS	*A*						*B*	
Approach Delay (s/veh)	--	--					*14.2*	
Approach LOS	--	--					*B*	

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*MWD*
Agency/Co.	*VN Engineers*
Date Performed	*1/11/2010*
Analysis Time Period	*AM Peak*

Site Information

Intersection	*Route 12B at Merrit/Sycamore*
Jurisdiction	
Analysis Year	

Project Description *Route 12B Safety Study*

East/West Street: *Route 12B* | North/South Street: *Merrit/Sycamore*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*4*	*411*	*14*	*3*	*295*	*12*
Peak-Hour Factor, PHF	*0.33*	*0.96*	*0.65*	*0.38*	*0.73*	*0.69*
Hourly Flow Rate, HFR (veh/h)	*12*	*428*	*21*	*7*	*404*	*17*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LTR*			*LTR*		
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*15*	*6*	*25*	*33*	*3*	*12*
Peak-Hour Factor, PHF	*0.70*	*0.50*	*0.64*	*0.77*	*0.75*	*0.55*
Hourly Flow Rate, HFR (veh/h)	*21*	*12*	*39*	*42*	*4*	*21*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration		*LTR*			*LTR*	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LTR*	*LTR*		*LTR*			*LTR*	
v (veh/h)	*12*	*7*		*72*			*67*	
C (m) (veh/h)	*1149*	*1122*		*375*			*290*	
v/c	*0.01*	*0.01*		*0.19*			*0.23*	
95% queue length	*0.03*	*0.02*		*0.70*			*0.87*	
Control Delay (s/veh)	*8.2*	*8.2*		*16.9*			*21.1*	
LOS	*A*	*A*		*C*			*C*	
Approach Delay (s/veh)	--	--	*16.9*			*21.1*		
Approach LOS	--	--	*C*			*C*		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*MWD*
Agency/Co.	*VN Engineers*
Date Performed	*1/11/2010*
Analysis Time Period	*PM Peak*

Site Information

Intersection	*Route 12B at Merrit/Sycamore*
Jurisdiction	
Analysis Year	*2020 (ETC+10)*

Project Description *Route 12B Safety Study*

East/West Street: *Route 12B* | North/South Street: *Merrit/Sycamore*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*19*	*405*	*41*	*15*	*376*	*17*
Peak-Hour Factor, PHF	*0.75*	*0.92*	*0.68*	*0.58*	*0.87*	*0.50*
Hourly Flow Rate, HFR (veh/h)	*25*	*440*	*60*	*25*	*432*	*34*
Percent Heavy Vehicles	*0*	--	--	*7*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LTR*			*LTR*		
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)		*3*	*10*	*21*	*5*	*14*
Peak-Hour Factor, PHF	*0.64*	*0.75*	*0.45*	*0.83*	*0.42*	*0.65*
Hourly Flow Rate, HFR (veh/h)	*29*	*4*	*22*	*25*	*11*	*21*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration		*LTR*			*LTR*	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LTR*	*LTR*		*LTR*			*LTR*	
v (veh/h)	*25*	*25*		*55*			*57*	
C (m) (veh/h)	*1106*	*1039*		*262*			*264*	
v/c	*0.02*	*0.02*		*0.21*			*0.22*	
95% queue length	*0.07*	*0.07*		*0.77*			*0.80*	
Control Delay (s/veh)	*8.3*	*8.6*		*22.4*			*22.4*	
LOS	*A*	*A*		*C*			*C*	
Approach Delay (s/veh)	--	--	*22.4*			*22.4*		
Approach LOS	--	--	*C*			*C*		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*MWD*
Agency/Co.	*VN Engineers*
Date Performed	*1/11/2010*
Analysis Time Period	*AM Peak*

Site Information

Intersection	*Route 12B at Myles Elementary*
Jurisdiction	
Analysis Year	*2020 (ETC+10)*

Project Description *Route 12B Safety Study*

East/West Street: *Route 12B* | North/South Street: *Myles Elementary School Dr A*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*481*			*317*	*45*
Peak-Hour Factor, PHF	*0.31*	*0.89*	*1.00*	*1.00*	*0.79*	*0.50*
Hourly Flow Rate, HFR (veh/h)	*16*	*540*	*0*	*0*	*401*	*90*
Percent Heavy Vehicles	*20*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LT*					*TR*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*10*		*6*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*0.45*	*1.00*	*0.38*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*22*	*0*	*15*
Percent Heavy Vehicles	*0*	*0*	*0*	*11*	*0*	*50*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*						*LR*	
v (veh/h)	*16*						*37*	
C (m) (veh/h)	*985*						*316*	
v/c	*0.02*						*0.12*	
95% queue length	*0.05*						*0.39*	
Control Delay (s/veh)	*8.7*						*17.9*	
LOS	*A*						*C*	
Approach Delay (s/veh)	--	--					*17.9*	
Approach LOS	--	--					*C*	

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	
Agency/Co.	*VN Engineers*
Date Performed	*1/11/2010*
Analysis Time Period	*PM Peak*

Site Information

Intersection	*Route 12B at Myles Elementary*
Jurisdiction	
Analysis Year	*2020 (ETC+10)*

Project Description *Route 12B Safety Study*

East/West Street: *Route 12B* | North/South Street: *Myles Elementary School Dr A*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*6*	*413*			*462*	*9*
Peak-Hour Factor, PHF	*0.25*	*0.88*	*1.00*	*1.00*	*0.90*	*0.33*
Hourly Flow Rate, HFR (veh/h)	*24*	*469*	*0*	*0*	*513*	*27*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LT*					*TR*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*16*		*13*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*0.34*	*1.00*	*0.33*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*47*	*0*	*39*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*						*LR*	
v (veh/h)	*24*						*86*	
C (m) (veh/h)	*1039*						*333*	
v/c	*0.02*						*0.26*	
95% queue length	*0.07*						*1.01*	
Control Delay (s/veh)	*8.5*						*19.5*	
LOS	*A*						*C*	
Approach Delay (s/veh)	--	--				*19.5*		
Approach LOS	--	--				*C*		

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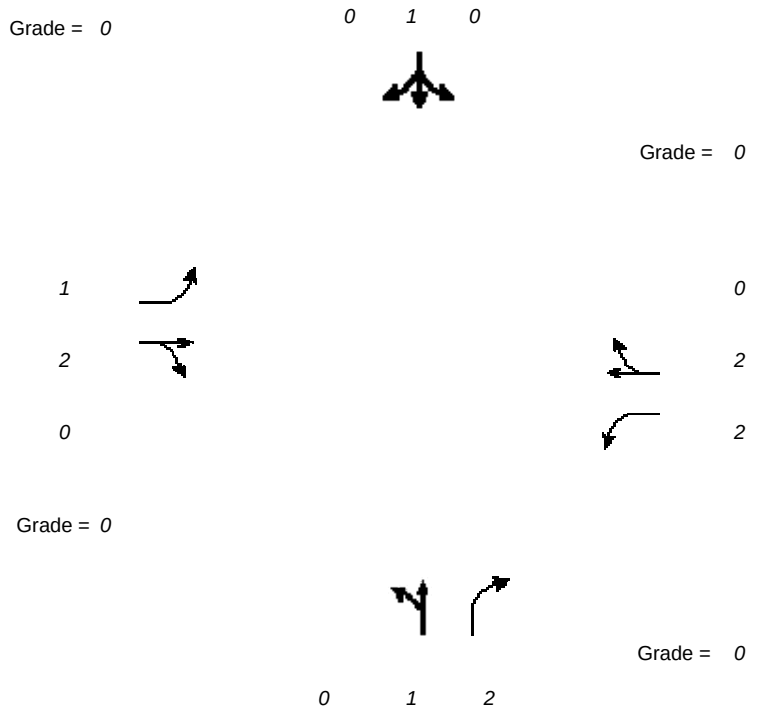
LONG REPORT

General Information		Site Information	
Analyst	*MWD*	Intersection	*Rte 12 at Rte 5*
Agency or Co.	*VN Engineers*	Area Type	*All other areas*
Date Performed	*1/11/2010*	Jurisdiction	
Time Period	*AM Peak*	Analysis Year	*2020 (ETC+10)*

Intersection Geometry



Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume (vph)	*1*	*758*	*3*	*318*	*739*	*25*	*1*	*1*	*476*	*1*	*1*	*1*
% Heavy Veh	*0*	*5*	*0*	*12*	*6*	*7*	*25*	*0*	*5*	*0*	*0*	*0*
PHF	*0.25*	*0.82*	*0.25*	*0.91*	*0.87*	*0.64*	*0.25*	*0.25*	*0.89*	*0.25*	*0.25*	*0.25*
Actuated (P/A)	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*
Startup Lost Time	*2.0*	*2.0*		*2.0*	*2.0*			*2.0*	*2.0*		*2.0*	
ExtenSion of Effective Green	*2.0*	*2.0*		*2.0*	*2.0*			*2.0*	*2.0*		*2.0*	
Arrival type	*3*	*5*		*3*	*5*			*3*	*3*		*3*	
Unit Extension	*3.0*	*3.0*		*3.0*	*3.0*			*3.0*	*3.0*		*3.0*	
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Lane Width	*12.0*	*12.0*		*12.0*	*12.0*			*12.0*	*12.0*		*12.0*	
Parking (Y or N)	*N*		*N*	*N*		*N*	*N*		*N*	*N*		*N*
Parking/Hour												
Bus Stops/Hour	*0*	*0*		*0*	*0*			*0*	*0*		*0*	
Pedestrian Timing	*3.2*			*3.2*			*3.2*			*3.2*		

	Excl. Left	WB Only	Thru & RT	04	NB Only	SB Only	07	08
	G = *6.0*	G = *8.0*	G = *22.0*	G = *0.0*	G = *8.0*	G = *6.0*	G = *0.0*	G = *0.0*

Timing	Y = *0*	Y = *5*	Y = *5*	Y = *0*	Y = *5*	Y = *5*	Y = *0*	Y = *0*
Duration of Analysis (hrs) = *0.25*						Cycle Length C = *70.0*		

VOLUME ADJUSTMENT AND SATURATION FLOW RATE WORKSHEET

General Information

Project Description *Route 12B Corridor Safety Study*

Volume Adjustment

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume	*1*	*758*	*3*	*318*	*739*	*25*	*1*	*1*	*476*	*1*	*1*	*1*
PHF	*0.25*	*0.82*	*0.25*	*0.91*	*0.87*	*0.64*	*0.25*	*0.25*	*0.89*	*0.25*	*0.25*	*0.25*
Adjusted Flow Rate	*4*	*924*	*12*	*349*	*849*	*39*	*4*	*4*	*535*	*4*	*4*	*4*
Lane Group	*L*	*TR*		*L*	*TR*			*LT*	*R*		*LTR*	
Adjusted Flow Rate	*4*	*936*		*349*	*888*			*8*	*535*		*12*	
Proportion of LT or RT	*1.000*	*--*	*0.013*	*1.000*	*--*	*0.044*	*0.500*	*--*	*1.000*	*0.333*	*--*	*0.333*

Saturation Flow Rate

Base Satflow	*1900*	*1900*		*1900*	*1900*			*1900*	*1900*		*1900*	
Number of Lanes	*1*	*2*	*0*	*2*	*2*	*0*	*0*	*1*	*2*	*0*	*1*	*0*
f_W	*1.000*	*1.000*		*1.000*	*1.000*			*1.000*	*1.000*		*1.000*	
f_{HV}	*1.000*	*0.953*		*0.893*	*0.943*			*0.889*	*0.952*		*1.000*	
f_g	*1.000*	*1.000*		*1.000*	*1.000*			*1.000*	*1.000*		*1.000*	
f_p	*1.000*	*1.000*		*1.000*	*1.000*			*1.000*	*1.000*		*1.000*	
f_{bb}	*1.000*	*1.000*		*1.000*	*1.000*			*1.000*	*1.000*		*1.000*	
f_a	*1.000*	*1.000*		*1.000*	*1.000*			*1.000*	*1.000*		*1.000*	
f_{LU}	*1.000*	*0.952*		*0.971*	*0.952*			*1.000*	*0.885*		*1.000*	
f_{LT}	*0.950*	*1.000*	*--*	*0.950*	*1.000*	*--*		*0.976*	*--*		*0.984*	*--*
Secondary f_{LT}			*--*			*--*			*--*			*--*
f_{RT}	*--*	*0.998*		*--*	*0.993*		*--*	*1.000*	*0.850*	*--*	*0.955*	
f_{Lpb}	*1.000*	*1.000*	*--*	*1.000*	*1.000*	*--*		*1.000*	*--*		*1.000*	*--*
f_{Rpb}	*--*	*1.000*		*--*	*1.000*		*--*	*1.000*	*1.000*	*--*	*1.000*	

Adjusted Satflow	*1805*	*3441*		*3130*	*3389*			*1648*	*2722*		*1785*	
Secondary Adjusted Satflow			--			--			--			--

CAPACITY AND LOS WORKSHEET

General Information

Project Description

Capacity Analysis

	EB			WB			NB			SB		
Lane Group	*L*	*TR*		*L*	*TR*			*LT*	*R*		*LTR*	
Adjusted Flow Rate	*4*	*936*		*349*	*888*			*8*	*535*		*12*	
Satflow Rate	*1805*	*3441*		*3130*	*3389*			*1648*	*2722*		*1785*	
Lost Time	*2.0*	*2.0*		*2.0*	*2.0*			*2.0*	*2.0*		*2.0*	
Green Ratio	*0.09*	*0.31*		*0.20*	*0.50*			*0.11*	*0.31*		*0.09*	
Lane Group Capacity	*155*	*1081*		*626*	*1695*			*188*	*855*		*153*	
v/c Ratio	*0.03*	*0.87*		*0.56*	*0.52*			*0.04*	*0.63*		*0.08*	
Flow Ratio	*0.00*	*0.27*		*0.11*	*0.26*			*0.00*	*0.20*		*0.01*	
Critical Lane Group	*N*	*Y*		*N*	*N*			*N*	*Y*		*Y*	
Sum Flow Ratios	*0.48*											
Lost Time/Cycle	*20.00*											
Critical v/c Ratio	*0.67*											

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Lane Group	*L*	*TR*		*L*	*TR*			*LT*	*R*		*LTR*	
Adjusted Flow Rate	*4*	*936*		*349*	*888*			*8*	*535*		*12*	
Lane Group Capacity	*155*	*1081*		*626*	*1695*			*188*	*855*		*153*	
v/c Ratio	*0.03*	*0.87*		*0.56*	*0.52*			*0.04*	*0.63*		*0.08*	
Green Ratio	*0.09*	*0.31*		*0.20*	*0.50*			*0.11*	*0.31*		*0.09*	
Uniform Delay d_1	*29.3*	*22.6*		*25.2*	*11.9*			*27.6*	*20.5*		*29.5*	
Delay Factor k	*0.11*	*0.40*		*0.15*	*0.13*			*0.11*	*0.21*		*0.11*	
Incremental Delay d_2	*0.1*	*7.6*		*1.1*	*0.3*			*0.1*	*1.5*		*0.2*	
PF Factor	*1.000*	*0.694*		*1.000*	*0.333*			*1.000*	*1.000*		*1.000*	
Control Delay	*29.4*	*23.3*		*26.3*	*4.3*			*27.7*	*21.9*		*29.7*	
Lane Group LOS	*C*	*C*		*C*	*A*			*C*	*C*		*C*	
Approach Delay	*23.3*			*10.5*			*22.0*			*29.7*		

Approach LOS	*C*	*B*	*C*	*C*
Intersection Delay	*17.3*	Intersection LOS		*B*

SUPPLEMENTAL UNIFORM DELAY WORKSHEET FOR LEFT TURNS FROM EXCLUSIVE LANES WITH PROTECTED AND PERMITTED PHASES

General Information

Project Description *Route 12B Corridor Safety Study*

v/c Ratio Computation

	EB	WB	NB	SB
Cycle Length, C (s)	*70.0*			
Prot. Phase Eff. Green Interval, g (s)				
Opposed Queue Eff. Green Interval, g_q (s)				
Unopposed green interval, g_u (s)				
Red Time, r(s)				
Arrival Rate, q_a (veh/s)				
Protected Phase Departure Rate, s_p (veh/s)				
Perm. Phase Departure Rate, s_s (veh/s)				
X_{perm}				
X_{prot} (N/A for Lagging Left-turns)				

Uniform Queue Size and Delay Computations

	EB	WB	NB	SB
Queue at Start of Green Arrow, Q_a				
Queue at Start of Unsaturated Green, Q_u				
Residual Queue, Q_r				
Uniform Delay, d_1				

Uniform Queue Size and Delay Equations

	Case	Q_a	Q_u	Q_r	d_1
If X_{perm} <= 1.0 & X_{prot} <= 1.0	1	$q_a r$	$q_a g_q$	0	$[0.5/(q_a C)][rQ_a + Q_a^{2/(s_p - q_s)} + g_q Q_u + Q_u^{2/(s_s - q_a)}$
If X_{perm} <= 1.0 & X_{prot} > 1.0	2	$q_a r$	$Q_r + q_a g_q$	$Q_a - g(s_p - q_a)$	$[0.5/(q_a C)][rQ_a + g(Q_a + Q_r) + g_q (Q_r + Q_u) + Q_u^{2/(s_s - q_a)}$
If X_{perm} > 1.0 & X_{prot} <= 1.0	3	$Q_r + q_a r$	$q_a g_q$	$Q_u - g_u(s_s - q_a)$	$[0.5/(q_a C)][g_q Q_u + g_u(Q_a + Q_r) + r(Q_r + Q_a) + Q_a^{2/(s_p - q_a)}$

If X_{perm} <= 1.0 (lagging lefts)	4	0	$q_a(r + g_q)$	0	$[0.5/(q_aC)][r + g_q)Q_u + Q_u^{2/(S_s - q_a)}$
If X_{perm} > 1.0 (lagging lefts)	5	$Q_u - g_u(S_s - q_a)$	$q_a(r + g_q)$	0	$[0.5/(q_aC)][r + g_q)Q_u + g_u(Q_u + Q_a) + Q_a^{2/(S_p - q_a)}$

BACK-OF-QUEUE WORKSHEET

General Information

Project Description *Route 12B Corridor Safety Study*

Average Back of Queue

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Lane Group	*L*	*TR*		*L*	*TR*			*LT*	*R*		*LTR*	
Initial Queue/Lane	*0.0*	*0.0*		*0.0*	*0.0*			*0.0*	*0.0*		*0.0*	
Flow Rate/Lane	*4*	*936*		*349*	*888*			*8*	*535*		*12*	
Satflow/Lane	*1805*	*1807*		*1612*	*1779*			*1648*	*1538*		*1785*	
Capacity/Lane	*155*	*1081*		*626*	*1695*			*188*	*855*		*153*	
Flow Ratio	*0.0*	*0.3*		*0.1*	*0.3*			*0.0*	*0.2*		*0.0*	
v/c Ratio	*0.03*	*0.87*		*0.56*	*0.52*			*0.04*	*0.63*		*0.08*	
I Factor	*1.000*	*1.000*		*1.000*	*1.000*			*1.000*	*1.000*		*1.000*	
Arrival Type	*3*	*5*		*3*	*5*			*3*	*3*		*3*	
Platoon Ratio	*1.00*	*1.67*		*1.00*	*1.67*			*1.00*	*1.00*		*1.00*	
PF Factor	*1.00*	*0.92*		*1.00*	*0.44*			*1.00*	*1.00*		*1.00*	
Q_1	*0.1*	*8.3*		*3.1*	*2.7*			*0.1*	*5.0*		*0.2*	
k_B	*0.2*	*0.4*		*0.3*	*0.6*			*0.2*	*0.4*		*0.2*	
Q_2	*0.0*	*2.2*		*0.4*	*0.6*			*0.0*	*0.6*		*0.0*	
Q Average	*0.1*	*10.5*		*3.5*	*3.3*			*0.1*	*5.6*		*0.2*	
Percentile Back of Queue (95th percentile)												
$f_{B\%}$	*2.1*	*1.8*		*2.0*	*2.0*			*2.1*	*1.9*		*2.1*	
BOQ, $Q_{\%}$	*0.2*	*19.3*		*7.0*	*6.6*			*0.3*	*10.9*		*0.5*	
Queue Storage Ratio												
Q Spacing	*25.0*	*25.0*		*25.0*	*25.0*			*25.0*	*25.0*		*25.0*	
Q Storage	*0*	*0*		*0*	*0*			*0*	*0*		*0*	
Average R_Q												
95% $R_{Q\%}$												

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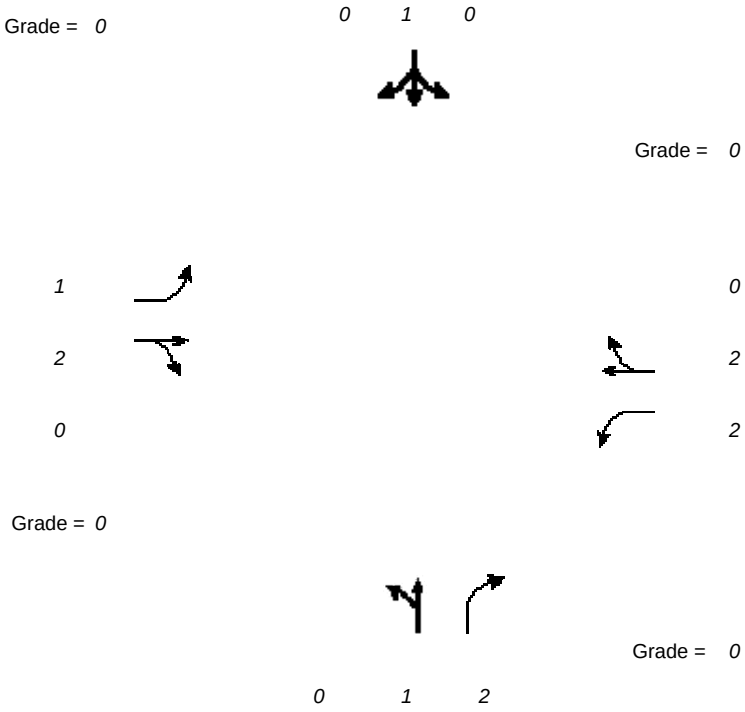
LONG REPORT

General Information		Site Information	
Analyst	*MWD*	Intersection	*Rte 12 at Rte 5*
Agency or Co.	*VN Engineers*	Area Type	*All other areas*
Date Performed	*1/11/2010*	Jurisdiction	
Time Period	*PM Peak*	Analysis Year	*2020 (ETC+10)*

Intersection Geometry



Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume (vph)	*2*	*1144*	*3*	*473*	*1314*	*27*	*14*	*15*	*360*	*5*	*1*	*1*
% Heavy Veh	*33*	*1*	*20*	*2*	*2*	*0*	*0*	*0*	*2*	*0*	*0*	*0*
PHF	*0.50*	*0.86*	*0.38*	*0.95*	*0.92*	*0.63*	*0.65*	*0.29*	*0.90*	*0.31*	*0.25*	*0.25*
Actuated (P/A)	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*
Startup Lost Time	*2.0*	*2.0*		*2.0*	*2.0*			*2.0*	*2.0*		*2.0*	
ExtenSion of Effective Green	*2.0*	*2.0*		*2.0*	*2.0*			*2.0*	*2.0*		*2.0*	
Arrival type	*3*	*5*		*3*	*5*			*3*	*3*		*3*	
Unit Extension	*3.0*	*3.0*		*3.0*	*3.0*			*3.0*	*3.0*		*3.0*	
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Lane Width	*12.0*	*12.0*		*12.0*	*12.0*			*12.0*	*12.0*		*12.0*	
Parking (Y or N)	*N*		*N*	*N*		*N*	*N*		*N*	*N*		*N*
Parking/Hour												
Bus Stops/Hour	*0*	*0*		*0*	*0*			*0*	*0*		*0*	
Pedestrian Timing	*3.2*			*3.2*			*3.2*			*3.2*		

	Excl. Left	WB Only	Thru & RT	04	NB Only	SB Only	07	08

Timing	G = *6.0*	G = *12.0*	G = *37.0*	G = *0.0*	G = *9.0*	G = *6.0*	G = *0.0*	G = *0.0*
	Y = *0*	Y = *5*	Y = *5*	Y = *0*	Y = *5*	Y = *5*	Y = *0*	Y = *0*
Duration of Analysis (hrs) = *0.25*						Cycle Length C = *90.0*		

VOLUME ADJUSTMENT AND SATURATION FLOW RATE WORKSHEET

General Information

Project Description *Route 12B Corridor Safety Study*

Volume Adjustment

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume	2	1144	3	473	1314	27	14	15	360	5	1	1
PHF	0.50	0.86	0.38	0.95	0.92	0.63	0.65	0.29	0.90	0.31	0.25	0.25
Adjusted Flow Rate	4	1330	8	498	1428	43	22	52	400	16	4	4
Lane Group	L	TR		L	TR			LT	R		LTR	
Adjusted Flow Rate	4	1338		498	1471			74	400		24	
Proportion of LT or RT	1.000	--	0.006	1.000	--	0.029	0.297	--	1.000	0.667	--	0.167

Saturation Flow Rate

Base Satflow	1900	1900		1900	1900			1900	1900		1900	
Number of Lanes	1	2	0	2	2	0	0	1	2	0	1	0
f_W	1.000	1.000		1.000	1.000			1.000	1.000		1.000	
f_{HV}	0.752	0.989		0.980	0.981			1.000	0.980		1.000	
f_g	1.000	1.000		1.000	1.000			1.000	1.000		1.000	
f_p	1.000	1.000		1.000	1.000			1.000	1.000		1.000	
f_{bb}	1.000	1.000		1.000	1.000			1.000	1.000		1.000	
f_a	1.000	1.000		1.000	1.000			1.000	1.000		1.000	
f_{LU}	1.000	0.952		0.971	0.952			1.000	0.885		1.000	
f_{LT}	0.950	1.000	--	0.950	1.000	--		0.985	--		0.968	--
Secondary f_{LT}			--			--			--			--
f_{RT}	--	0.999		--	0.996		--	1.000	0.850	--	0.978	
f_{Lpb}	1.000	1.000	--	1.000	1.000	--		1.000	--		1.000	--
f_{Rpb}	--	1.000		--	1.000		--	1.000	1.000	--	1.000	

Adjusted Satflow	*1357*	*3575*		*3437*	*3533*			*1872*	*2803*		*1797*	
Secondary Adjusted Satflow			--			--			--			--

CAPACITY AND LOS WORKSHEET

General Information

Project Description

Capacity Analysis

	EB			WB			NB			SB		
Lane Group	*L*	*TR*		*L*	*TR*			*LT*	*R*		*LTR*	
Adjusted Flow Rate	*4*	*1338*		*498*	*1471*			*74*	*400*		*24*	
Satflow Rate	*1357*	*3575*		*3437*	*3533*			*1872*	*2803*		*1797*	
Lost Time	*2.0*	*2.0*		*2.0*	*2.0*			*2.0*	*2.0*		*2.0*	
Green Ratio	*0.07*	*0.41*		*0.20*	*0.60*			*0.10*	*0.30*		*0.07*	
Lane Group Capacity	*90*	*1470*		*687*	*2120*			*187*	*841*		*120*	
v/c Ratio	*0.04*	*0.91*		*0.72*	*0.69*			*0.40*	*0.48*		*0.20*	
Flow Ratio	*0.00*	*0.37*		*0.14*	*0.42*			*0.04*	*0.14*		*0.01*	
Critical Lane Group	*N*	*Y*		*Y*	*N*			*Y*	*N*		*Y*	
Sum Flow Ratios	*0.57*											
Lost Time/Cycle	*20.00*											
Critical v/c Ratio	*0.74*											

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Lane Group	*L*	*TR*		*L*	*TR*			*LT*	*R*		*LTR*	
Adjusted Flow Rate	*4*	*1338*		*498*	*1471*			*74*	*400*		*24*	
Lane Group Capacity	*90*	*1470*		*687*	*2120*			*187*	*841*		*120*	
v/c Ratio	*0.04*	*0.91*		*0.72*	*0.69*			*0.40*	*0.48*		*0.20*	
Green Ratio	*0.07*	*0.41*		*0.20*	*0.60*			*0.10*	*0.30*		*0.07*	
Uniform Delay d_1	*39.3*	*24.9*		*33.7*	*12.3*			*38.0*	*25.7*		*39.7*	
Delay Factor k	*0.11*	*0.43*		*0.29*	*0.26*			*0.11*	*0.11*		*0.11*	
Incremental Delay d_2	*0.2*	*8.8*		*3.8*	*1.0*			*1.4*	*0.4*		*0.8*	
PF Factor	*1.000*	*0.535*		*1.000*	*0.125*			*1.000*	*1.000*		*1.000*	
Control Delay	*39.5*	*22.1*		*37.5*	*2.5*			*39.3*	*26.1*		*40.6*	
Lane Group LOS	*D*	*C*		*D*	*A*			*D*	*C*		*D*	

Approach Delay	*22.2*	*11.4*	*28.2*	*40.6*
Approach LOS	*C*	*B*	*C*	*D*
Intersection Delay	*17.5*	Intersection LOS		*B*

SUPPLEMENTAL UNIFORM DELAY WORKSHEET FOR LEFT TURNS FROM EXCLUSIVE LANES WITH PROTECTED AND PERMITTED PHASES

General Information

Project Description *Route 12B Corridor Safety Study*

v/c Ratio Computation

	EB	WB	NB	SB
Cycle Length, C (s)	*90.0*			
Prot. Phase Eff. Green Interval, g (s)				
Opposed Queue Eff. Green Interval, g_q (s)				
Unopposed green interval, g_u (s)				
Red Time, r(s)				
Arrival Rate, q_a (veh/s)				
Protected Phase Departure Rate, s_p (veh/s)				
Perm. Phase Departure Rate, s_s (veh/s)				
X_{perm}				
X_{prot} (N/A for Lagging Left-turns)				

Uniform Queue Size and Delay Computations

	EB	WB	NB	SB
Queue at Start of Green Arrow, Q_a				
Queue at Start of Unsaturated Green, Q_u				
Residual Queue, Q_r				
Uniform Delay, d_1				

Uniform Queue Size and Delay Equations

	Case	Q_a	Q_u	Q_r	d_1
If X_{perm} <= 1.0 & X_{prot} <= 1.0	1	$q_a r$	$q_a g_q$	0	$[0.5/(q_a C)][rQ_a + Q_a^{2/(s_p - q_s)} + g_q Q_u + Q_u^{2/(s_s - q_a)}$
If X_{perm} <= 1.0 & X_{prot} > 1.0	2	$q_a r$	$Q_r + q_a g_q$	$Q_a - g(s_p - q_a)$	$[0.5/(q_a C)][rQ_a + g(Q_a + Q_r) + g_q (Q_r + Q_u) + Q_u^{2/(s_s - q_a)}$
If X_{perm} > 1.0 & X_{prot} <= 1.0	3	$Q_r + q_a r$	$q_a g_q$	$Q_u - g_u(s_s - q_a)$	$[0.5/(q_a C)][g_q Q_u + g_u(Q_a + Q_r) + r(Q_r + Q_a) + Q_a^{2/(s_p - q_a)}$

If X_{perm} <= 1.0 (lagging lefts)	4	0	$q_a(r + g_q)$	0	$[0.5/(q_aC)][r + g_q)Q_u + Q_u^{2/(S_s - q_a)}$
If X_{perm} > 1.0 (lagging lefts)	5	$Q_u - g_u(S_s - q_a)$	$q_a(r + g_q)$	0	$[0.5/(q_aC)][r + g_q)Q_u + g_u(Q_u + Q_a) + Q_a^{2/(S_p - q_a)}$

BACK-OF-QUEUE WORKSHEET

General Information

Project Description *Route 12B Corridor Safety Study*

Average Back of Queue

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Lane Group	*L*	*TR*		*L*	*TR*			*LT*	*R*		*LTR*	
Initial Queue/Lane	*0.0*	*0.0*		*0.0*	*0.0*			*0.0*	*0.0*		*0.0*	
Flow Rate/Lane	*4*	*1338*		*498*	*1471*			*74*	*400*		*24*	
Satflow/Lane	*1357*	*1877*		*1770*	*1855*			*1872*	*1584*		*1797*	
Capacity/Lane	*90*	*1470*		*687*	*2120*			*187*	*841*		*120*	
Flow Ratio	*0.0*	*0.4*		*0.1*	*0.4*			*0.0*	*0.1*		*0.0*	
v/c Ratio	*0.04*	*0.91*		*0.72*	*0.69*			*0.40*	*0.48*		*0.20*	
I Factor	*1.000*	*1.000*		*1.000*	*1.000*			*1.000*	*1.000*		*1.000*	
Arrival Type	*3*	*5*		*3*	*5*			*3*	*3*		*3*	
Platoon Ratio	*1.00*	*1.67*		*1.00*	*1.58*			*1.00*	*1.00*		*1.00*	
PF Factor	*1.00*	*0.89*		*1.00*	*0.21*			*1.00*	*1.00*		*1.00*	
Q_1	*0.1*	*14.7*		*6.0*	*2.8*			*1.7*	*4.6*		*0.6*	
k_B	*0.2*	*0.6*		*0.4*	*0.7*			*0.3*	*0.4*		*0.2*	
Q_2	*0.0*	*4.0*		*0.9*	*1.6*			*0.2*	*0.4*		*0.0*	
Q Average	*0.1*	*18.7*		*6.9*	*4.4*			*1.9*	*5.0*		*0.6*	
Percentile Back of Queue (95th percentile)												
$f_{B\%}$	*2.1*	*1.7*		*1.9*	*2.0*			*2.0*	*2.0*		*2.1*	
BOQ, $Q_{\%}$	*0.2*	*32.0*		*13.2*	*8.7*			*3.9*	*9.7*		*1.3*	
Queue Storage Ratio												
Q Spacing	*25.0*	*25.0*		*25.0*	*25.0*			*25.0*	*25.0*		*25.0*	
Q Storage	*0*	*0*		*0*	*0*			*0*	*0*		*0*	
Average R_Q												
95% $R_{Q\%}$												

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APPENDIX G

MODEL ACCESS MANAGEMENT ORDINANCE

Kentucky
Model Access Management Ordinance

Version 1.1
October 2004

Developed by Brent A. Sweger
Division of Multimodal Programs
Kentucky Transportation Cabinet

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Section 1. Intent and Purpose

The intent of this ordinance is to provide and manage access to land development, while preserving the regional flow of traffic in terms of safety, capacity, and speed. Major thoroughfares, including highways and other arterials, serve as the primary network for moving people and goods. These transportation corridors also provide access to businesses and homes and have served as the focus for commercial and residential development. If access systems are not properly designed, these thoroughfares will be unable to accommodate the access needs of development and retain their primary transportation function. This ordinance balances the right of reasonable access to private property, with the right of the citizens of the (*city/county*) and the Commonwealth of Kentucky to safe and efficient travel.

To achieve this policy intent, state and local thoroughfares have been categorized by function and classified for access purposes based upon their level of importance. Regulations have been applied to these thoroughfares for the purpose of reducing traffic accidents, personal injury, and property damage attributable to poorly designed access systems, and to thereby improve the safety and operation of the roadway network. This will protect the substantial public investment in the existing transportation system and reduce the need for expensive remedial measures. These regulations also further the orderly layout and use of land, protect community character, and conserve natural resources by promoting well-designed road and access systems and discouraging the unplanned subdivision of land.

Section 2. Applicability

This ordinance shall apply to all arterials and selected collectors within (*city/county*), as identified in Table 1, and to all properties that abut these roadways. The access classification system and standards of the Kentucky Transportation Cabinet (KYTC) shall apply to all roadways on the State Primary Road System.

Section 3. Conformance with Plans, Regulations, and Statutes

This ordinance is adopted to implement (*cite specific policies*) of the (*city/county*) as set forth in the (*name local comprehensive plan*). In addition, this ordinance conforms with (*cite specific policies*) of the (name of Metropolitan Planning Organization – if applicable) as specified in the (*name of long range transportation plan – if applicable*), and the planning policies of the KYTC set forth in the Kentucky Statewide Transportation Plan. The ordinance also conforms with the access classification system and standards of the KYTC, and policy and planning directives of the Federal Highway Administration.

Commentary: *The link between regulations and public policy has undergone intense legal scrutiny in recent years. To establish this link, local governments should clearly identify the intent and purpose of the regulatory program, and specify any plans, state and federal regulations, or statutes that will be carried out through the regulatory standards. It is also important to cite specific planning policies that are being advanced through these regulations. Local governments in designated transportation management areas may also cite access management as a congestion management measure in accordance with the federal transportation planning regulations. Communities that do not lie within the planning area boundaries of a Metropolitan Planning Organization (MPO) would simply leave out the reference to MPOs in this section. Demonstrating conformance with state and federal law, and with the local comprehensive plan, is important in strengthening the legal basis for any local regulatory program.*

Section 4. Definitions

- **Access** - A way or means of approach to provide vehicular or pedestrian entrance or exit to a property.
- **Access Classification** - A ranking system for roadways used to determine the appropriate degree of access management. Factors considered include functional classification, the appropriate local government's adopted plan for the roadway, subdivision of abutting properties, and existing level of access control.
- **Access Connection** - Any driveway, street, turnout or other means of providing for the movement of vehicles to or from the public roadway system.
- **Access Management** - The process of providing and managing access to land development while preserving the regional flow of traffic in terms of safety, capacity, and speed.
- **Access Management Plan (Corridor)** - A plan illustrating the design of access for lots on a highway segment or an interchange area that is developed jointly by the state, the metropolitan planning organization, and the affected jurisdiction(s).
- **Cartway** - That area of road surface from curb line to curb line or between the edges of the paved or hard surface of the roadway, which may include travel lanes, parking lanes, and deceleration or acceleration lanes.
- **Connection Spacing** - The distance between connections, measured from the closest edge of pavement of the first connection to the closest edge of pavement of the second connection along the edge of the traveled way.
- **Corner Clearance** - The distance from an intersection of a public or private road to the nearest access connection, measured from the closest edge of the pavement of the intersecting road to the closest edge of the pavement of the connection along the traveled way. (see Figure 1)

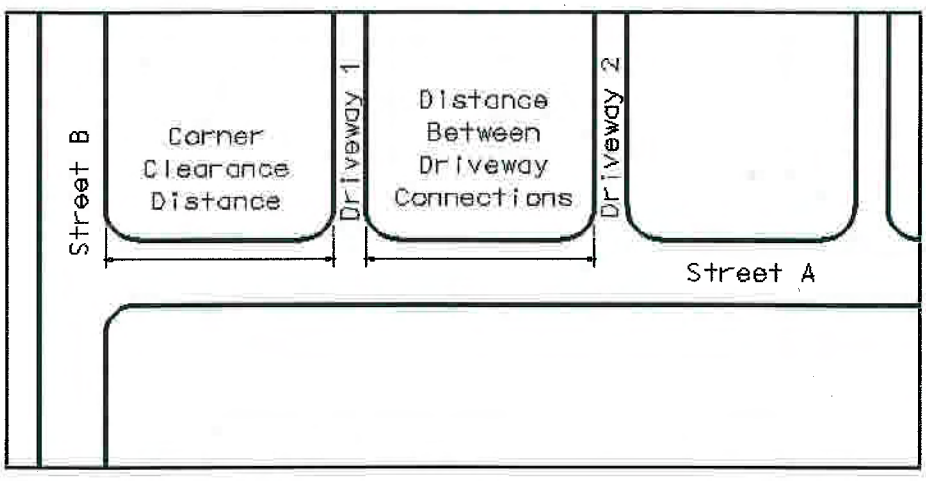


Figure 1. Corner Clearance and Driveway Spacing

- **Corridor Overlay Zone** - Special requirements added onto existing land development requirementsalong designated portions of a public thoroughfare.

- **Cross Access** - A service drive providing vehicular access between two or more contiguous sites so the driver need not enter the public street system. (see Figure 4)
- **Deed** - A legal document conveying ownership of real property.
- **Directional Median Opening** - An opening in a restrictive median which provides for specific movements and physically restricts other movements. Directional median openings for two opposing left or "U-turn" movements along a road segment are considered one directional median opening.
- **Easement** - A grant of one or more property rights by a property owner to or for use by the public, or another person or entity.
- **Frontage Road** - A public or private drive which generally parallels a public street between the right-of-way and the front building setback line. The frontage road provides access to private properties while separating them from the arterial street. (see also Service Roads)
- **Full Median Opening** - An opening in a restrictive median that allows all turning movements from the roadway and the intersecting road or access connection.
- **Functional Area (Intersection)** - That area beyond the physical intersection of two controlled access facilities that comprises decision and maneuver distance, plus any required vehicle storage length, and is protected through corner clearance standards and driveway connection spacing standards (see Figure 2).

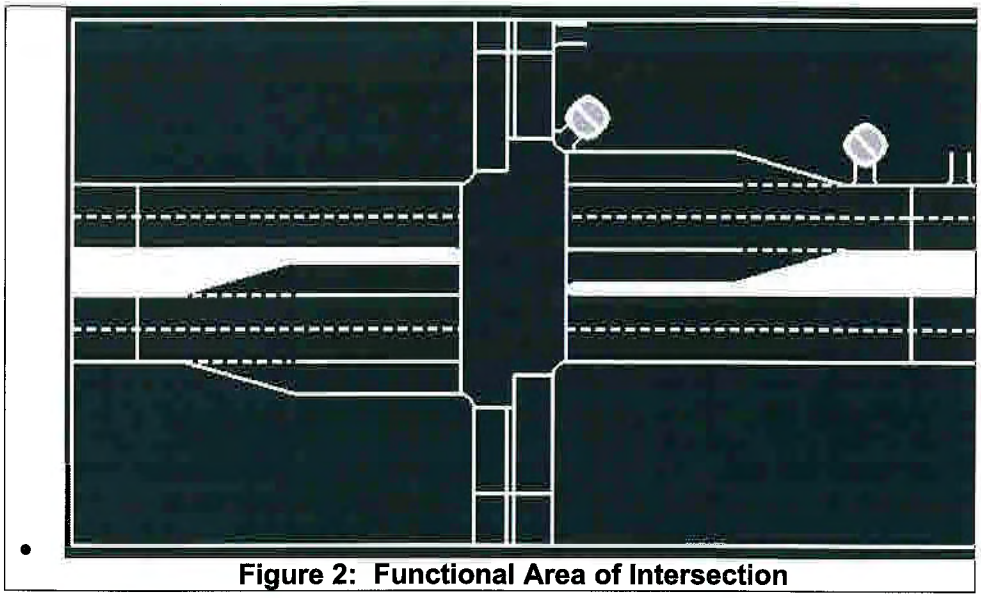


Figure 2: Functional Area of Intersection

- **Functional Classification** - A system used to group public roadways into classes according to their purpose in moving vehicles and providing access.
- **Joint Access (or Shared Access)** - A driveway connecting two or more contiguous sites to the public street system.
- **Lot** - A parcel, tract, or area of land whose boundaries have been established by some legal instrument, which is recognized as a separate legal entity for purposes of transfer of title, has frontage upon a public or private street, and complies with the dimensional requirements of this code.
- **Lot, Corner** - Any lot having at least two (2) contiguous sides abutting upon one or more streets, provided that the interior angle at the intersection of such two sides is less than one hundred thirty-five (135) degrees.

Commentary: Corner lots can create confusion in relation to dimensional requirements. The recommended approach is to designate one frontage as the "front" and the rear lot line would be that opposite the designated frontage. Both portions of the lot with street frontage should still be required to meet the required frontyard setback to ensure adequate sight distance and consistency of setback with abutting properties. A lot abutting a curved street(s) is typically considered a corner lot if the arc has a radius less than one hundred and fifty (150) feet.

- **Lot Depth** - The average distance measured from the front lot line to the rear lot line.
- **Lot, Flag** - A large lot not meeting minimum frontage requirements and where access to the public road is by a narrow, private right-of-way or driveway.
- **Lot, Nonconforming** - A lot that does not meet the dimensional requirements of the district in which it is located and that existed before these requirements became effective.
- **Lot, Through** (also called a double frontage lot) - A lot that fronts upon two parallel streets or that fronts upon two streets that do not intersect at the boundaries of the lot.
- **Lot Frontage** - That portion of a lot extending along a street right-of-way line.
- **Lot of Record** - A lot or parcel that exists as shown or described on a plat or deed in the records of the Clerk of the County Court.
- **Lot Width** - The horizontal distance between side lot lines measured parallel to the front lot line at the minimum required front setback line.
- **Manual of Uniform Traffic Control Devices (MUTCD)** - A Federal document adopted by the Kentucky Transportation Cabinet that provides standards for traffic control devices.
- **Minor Subdivision** - A subdivision of land into not more than two (2) lots where there are no roadways, drainage, or other required improvements.
- **Nonconforming Access Features** - Features of the access system of a property that existed prior to the date of ordinance adoption and do not conform with the requirements of this code.
- **Nonrestrictive Median** - A median or painted centerline that does not provide a physical barrier between traffic traveling in opposite directions or turning left, including continuous center turn lanes and undivided roads.
- **Outparcel** - A parcel of land abutting and external to the larger, main parcel, which is under separate ownership and has roadway frontage.
- **Parcel** - A division of land comprised of one or more lots in contiguous ownership.
- **Plat** - An exact and detailed map of the subdivision of land.
- **Private Road** - Any road or thoroughfare for vehicular travel which is privately owned and maintained and which provides the principal means of access to abutting properties.
- **Public Road** - A road under the jurisdiction of a public body that provides the principal means of access to an abutting property.
- **Reasonable Access**: The minimum number of access connections, direct or indirect, necessary to provide safe access to and from the thoroughfare, as consistent with the purpose and intent of this code and any applicable plans and policies of the *(city/county)*.
- **Restrictive Median** - A physical barrier in the roadway that separates traffic traveling in opposite directions, such as a concrete barrier or landscaped island.
- **Right-of-Way** - Land reserved, used, or to be used for a highway, street, alley, walkway, drainage facility, or other public purpose.
- **Service Road** - A public or private street or road, auxiliary to and normally located parallel to a controlled access facility, that maintains local road continuity and provides access to parcels adjacent to the controlled access facility.
- **Significant Change in Trip Generation** - A change in the use of the property, including land, structures or facilities, or an expansion of the size of the structures or facilities causing an increase in the trip generation of the property.

- **State Primary Road System)** - The network of limited access and controlled access highways that have been functionally classified and are under the jurisdiction of the Commonwealth of Kentucky.
- **Stub-out (Stub-street)** - A portion of a street or cross access drive used as an extension to an abutting property that may be developed in the future.
- **Subdivision** - Is the process and the result of any of the following:
    a. The platting of land into lots, building sites, blocks, open space, public areas, or any other division of land;
    b. Establishment or dedication of a road, highway, street or alley through a tract of land, by the owner thereof, regardless of area;
    c. The re-subdivision of land heretofore subdivided (however, the sale or exchange of small parcels of land to or between adjoining property owners, where such sale or exchange does not create additional lots and does not result in a nonconforming lot, building, structure or landscape area, shall not be considered a subdivision of land);
    d. The platting of the boundaries of a previously unplatted parcel or parcels.
- **Substantial Enlargements or Improvements** - A 10% increase in existing square footage or 50% increase in assessed valuation of the structure.

Commentary: This standard is typical of many standards used to address nonconforming situations. Check these standards related to nonconforming situations against those of your code to assure consistency.

- **Temporary Access** - Provision of direct access to the controlled access facility until that time when adjacent properties develop, in accordance with a joint access agreement or frontage road plan.

Section 5. Access Management Classification System and Standards

1. Roadways within the (city/county) are classified by the following functional categories:

Access Class 1: Principal (Major) Arterials – High volume roadways that provide priority to mobility over access. They often provide service to traffic entering and exiting the city and between major activity centers within the city.

Access Class 2 Minor Arterials – Moderate volume roadways that provide priority to mobility over access. They often feed the major arterial system, support moderate length trips, and serve activity centers.

Access Class 3 Collectors – Roads with moderate to low volumes that provide a balance between mobility and access. They often link Local Streets with the Arterials.

Access Class 4 Local Streets – Low volume streets that provide immediate access to individual residential, commercial, industrial and institutional properties not classified in Classes 1-3. Access and frontage roads are also considered local streets.

Commentary: Major arterial, minor arterial, and collector streets should be indicated in a thoroughfare plan that maps roadways by their classification. Additional classes may be designated based on various land-use conditions or projected land-use changes.

Table 1: Access Classification of State, County and City Roadways

Jurisdiction	Segment	Access Class
State Roads		
US 325	Wildcat County Line to Cardinal C.L.	1
KY 101	Thoroughbred St. to Hilltopper C.L.	2
KY 101	Eagle Lane to Thoroughbred St.	1
County and City Roads		
Coneflower Pkwy.	Bluestem Dr. to Coreopsis St.	3
Blazing Star Blvd.	Sunflower La. To KY 101	3
Indigo La.	KY 101 to US325	3

2. All connections on facility segments that have been assigned an access classification shall meet or exceed the minimum connection spacing requirements of that access classification as specified in Table 2.

Table 2: Minimum Driveway and Signal Spacing

Access Class	Minimum Adjacent Spacing for <=45mph (ft)	Minimum Adjacent Spacing for >45mph (ft)	Signal Spacing	Median Treatment
1	600	1200	2400	Restrictive
2	450	600	2400	Restrictive preferred
3	300	450	1200	Non-restrictive
4	150	150*	N/A	Non-restrictive

Commentary: *The standards within this table are for demonstration purposes and do not reflect KYTC regulation or policy. The standards are to provide a starting point for local governments to develop acceptable local standards. Standards for state roads must be equal to or greater than the current KYTC standards.*

3. Driveway spacing shall be measured from the closest edge of the pavement to the next closest edge of the pavement *(see Definition section and Figure 1)*. The projected future edge of the pavement of the intersecting road shall be used in measuring corner clearance, where widening, relocation, or other improvement is indicated in an adopted transportation plan.

4. The *(local permitting department)* may reduce the connection spacing requirements in situations where they prove impractical, but in no case shall the permitted spacing be less than 85%of the applicable standard, except as provided in Section 24.

5. If the connection spacing of this code cannot be achieved, then a system of joint use driveways and cross access easements may be required in accordance with Section 7.

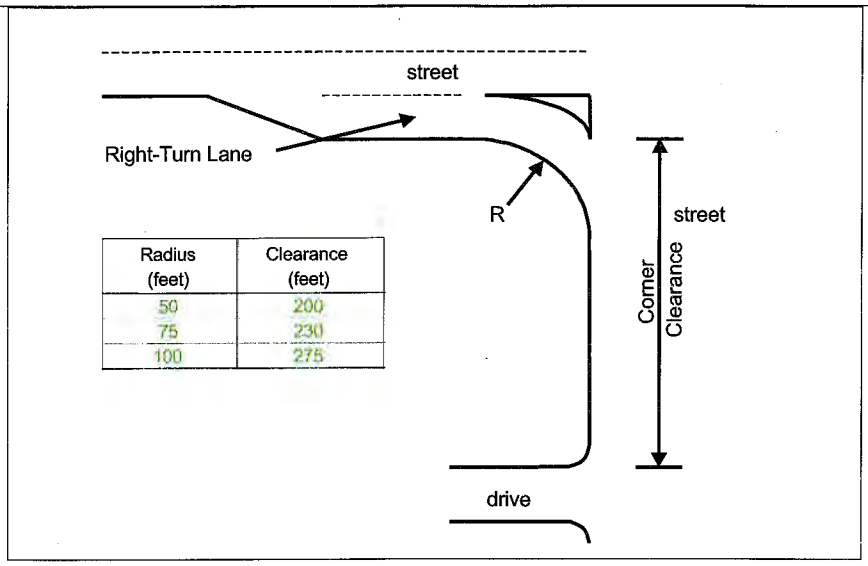
6. Variation from these standards shall be permitted at the discretion of the Planning Commission where the effect would be to enhance the safety or operation of the roadway.

Examples might include a pair of one-way driveways in lieu of a two-way driveway, or alignment of median openings with existing access connections. Applicants may be required to submit a study prepared by a registered engineer to assist the (*city/county*) in determining whether the proposed change would exceed roadway safety or operational benefits of the prescribed standard.

Commentary: *Driveway spacing standards limit the number of driveways on a roadway by mandating a minimum separation distance between driveways. This reduces the potential for collisions as travelers enter or exit the roadway and encourages sharing of access, where appropriate. Driveway spacing at intersections and corners should provide adequate sight distance and response times and permit adequate stacking space. Driveway spacing on non-classified arterials and collectors may be tied to posted speed limit, as shown here, with the minimum distance between driveways greater as speed limits increase. The method used to regulate driveway spacing does, however, vary widely across local governments. Some jurisdictions tie driveway spacing to functional classification rather than speed limit, and others provide variable spacing depending upon the land use intensity of the site served and that of adjacent sites. The standards above fall within the recommended range and are compatible with connection spacing standards in Table 2.*

Section 6. Corner Clearance

1) Corner clearance for connections shall meet or exceed the minimum connection spacing requirements for that roadway.
2) New connections shall not be permitted within the functional area of an intersection or interchange as defined by the connection spacing standards of this code, unless:
   a) No other reasonable access to the property is available, and
   b) The (*permitting department*) determines that the connection does not create a safety or operational problem upon review of a site-specific study of the proposed connection prepared by a registered engineer and submitted by the applicant.
3) Where no other alternatives exist, the (*permitting department*) may allow construction of an access connection along the property line farthest from the intersection. In such cases, directional connections (i.e. right in/out, right in only, or right out only) may be required.
4) In addition to the required minimum lot size, all corner lots shall be of adequate size to provide for required frontyard setbacks and corner clearance on street frontage.



Radius (feet)	Clearance (feet)
50	200
75	230
100	275

Figure 4: Downstream Corner Clearance

Section 7. Joint and Cross Access

1. Adjacent commercial or office properties classified as major traffic generators (i.e. shopping plazas, office parks), shall provide a cross access drive and pedestrian access to allow circulation between sites.

Commentary: *Adjacent shopping centers or office parks are often not connected by a service drive and sidewalk. As a result, customers who wish to shop in both centers, or visit both sites, must exit the parking lot of one, travel a short distance on a major thoroughfare, and then access the next site. A cross access drive reduces traffic on the major thoroughfare and reduces safety hazards. As a result, this can have positive business benefits by providing easy access to one site from another.*

2. A system of joint use driveways and cross access easements as shown in Figures 4 and 5 shall be established wherever feasible along *(name affected corridors or refer to a list)* and the building site shall incorporate the following:

   a. A continuous service drive or cross access corridor extending the entire length of each block served to provide for driveway separation consistent with the access management classification system and standards.
   b. A design speed of 10 mph and sufficient width to accommodate two-way travel aisles designed to accommodate automobiles, service vehicles, and loading vehicles;
   c. Stub-outs and other design features to make it visually obvious that the abutting properties may be tied in to provide cross-access via a service drive;
   d. A unified access and circulation system plan that includes coordinated or shared parking areas is encouraged wherever feasible.

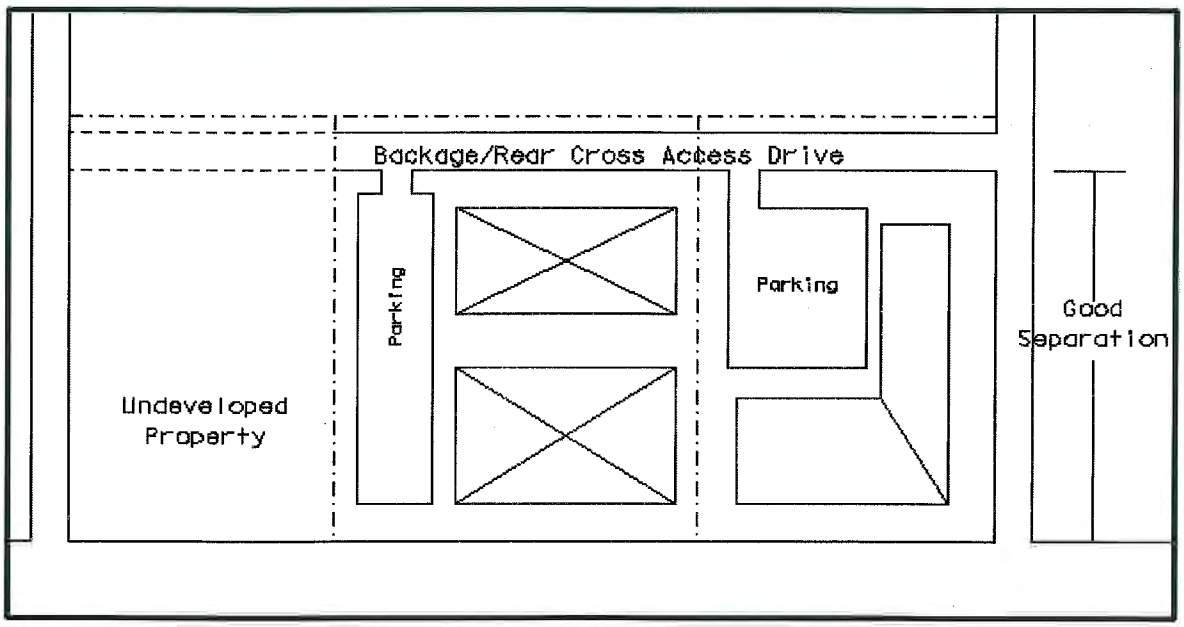


Figure 5: Examples of Cross Access Corridor Design
This illustration shows that sufficient separation is needed between side street access to the property and the major road.

3. Shared parking areas shall be permitted a reduction in required parking spaces if peak demand periods for proposed land uses do not occur at the same time periods.

Commentary: *For example, a bank and a movie theater need parking for their patrons at two distinctly different times.*

4. Pursuant to this section, property owners shall:
   a. Record an easement with the deed allowing cross access to and from other properties served by the joint use driveways and cross access or service drive;
   b. Record an agreement with the deed that remaining access rights along the thoroughfare will be dedicated to the *(city/county)* and pre-existing driveways will be closed and eliminated after construction of the joint-use driveway;
   c. Record a joint maintenance agreement with the deed defining maintenance responsibilities of property owners.

Commentary: *See* ***Appendix 1*** *for a sample cross access agreement from the City of Orlando. These agreements must be prepared with the assistance of an attorney. Another option is that used by the City of Orlando, who ties joint access requirements to specific zoning districts.*

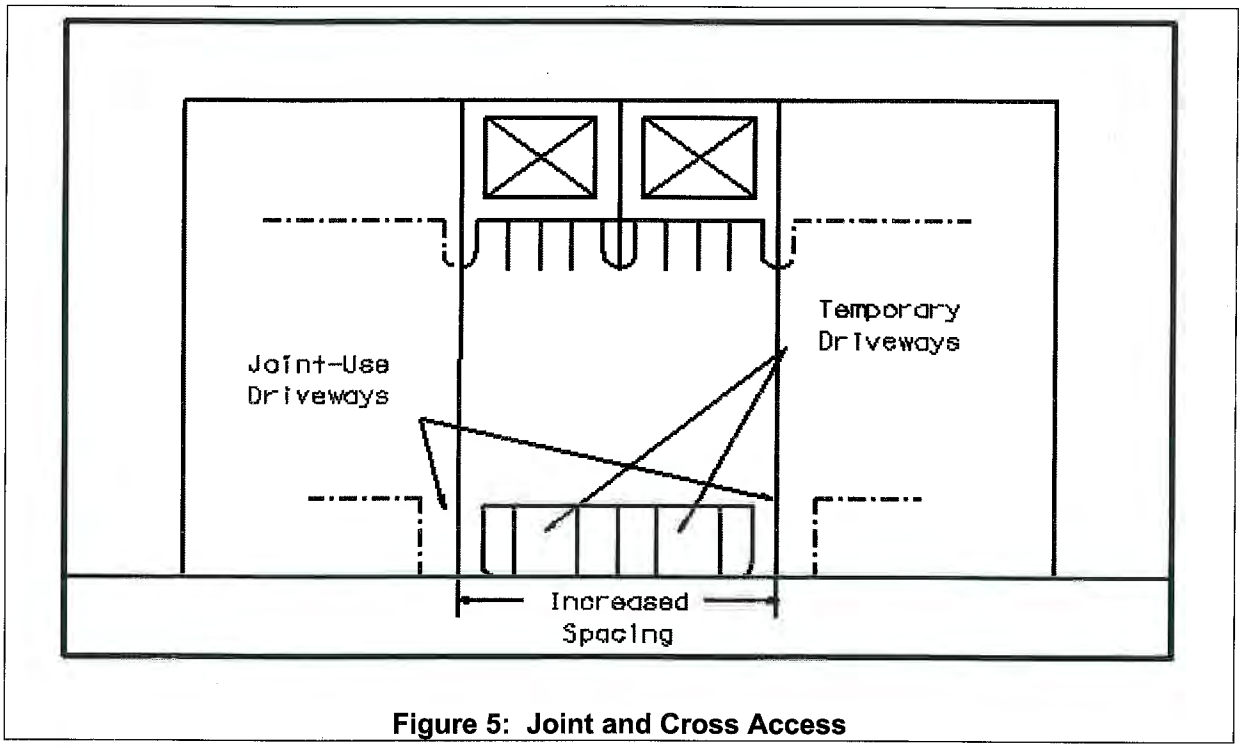


Figure 5: Joint and Cross Access

5. The *(permitting department)* may reduce required separation distance of access points where they prove impractical, provided all of the following requirements are met:
   a. Joint access driveways and cross access easements are provided wherever feasible in accordance with this section.
   b. The site plan incorporates a unified access and circulation system in accordance with this section.
   c. The property owner shall enter a written agreement with the *(city/county)*, recorded with the deed, that pre-existing connections on the site will be closed and eliminated after construction of each side of the joint use driveway.

6. The *(permitting department)* may modify or waive the requirements of this section where the characteristics or layout of abutting properties would make development of a unified or shared access and circulation system impractical.

Commentary: *This model provides that where properties are unable to meet driveway spacing requirements, then the planning or pubic works official may provide for less restrictive spacing, based on the conditions that joint use driveways and cross access easements must be established wherever feasible. A variance is provided only where joint and cross access is not practical. Variances and other remedial actions such as those described above are necessary to prevent unusual hardship on property owners and other situations that could incur a regulatory taking. (Note: Variances and special conditions, like standards for nonconforming features, must be consistently and rigorously applied.) These standards are also applied to phased development in the same ownership and leasing situations. Where abutting properties are in different ownership, cooperation is encouraged but not required. But the building site under consideration is subject to the requirements, which are recorded as a Binding Agreement prior to issuing a building permit. Abutting properties will be brought into compliance as they are developed or initiate retrofitting*

requirements, as provided in Section 13. In the meantime, the property owner will be permitted a temporary curb cut and driveway that will be closed upon development of the joint use driveway.

Section 8. Interchange Areas

1. New interchanges or significant modification of an existing interchange will be subject to special access management requirements to protect the safety and operational efficiency of the limited access facility and the interchange area, pursuant to the preparation and adoption of an access management plan. The plan shall address current and future connections and median openings within 1/4 mile of an interchange area (measured from the end of the taper of the ramp furthest from the interchange) or up to the first intersection with an arterial road, whichever is less.

2. The distance to the first connection shall comply with the minimum driveway spacing standards. However, no connection will be less than 400'. This distance shall be measured from the end of the taper for that quadrant of the interchange.

3. The minimum distance to the first median opening shall be at least 1200 feet as measured from the end of the taper of the egress ramp.

***Commentary**: New highway interchanges can have substantial impacts on land development patterns around the interchange area. In turn, if land development is not properly planned it can create safety hazards and interfere with the flow of traffic onto and off of the interchange. An access management plan would identify the appropriate access system around the interchange area, in accordance with a desired land development plan. Such a plan would also incorporate minimum spacing requirements for new interchanges required by Kentucky Transportation Cabinet. These standards are provided above for incorporation into the local code.*

Section 9. Access Connection and Driveway Design

1. Driveway grades shall conform to the requirements of FDOT Standard Index, Roadways and Traffic Design Standard Indices, latest edition.
2. Driveway approaches must be designed and located to provide an exiting vehicle with an unobstructed view.
3. Construction of driveways along acceleration or deceleration lanes and tapers is discouraged due to the potential for vehicular weaving conflicts (see Figure 6).
4. Driveways with more than one entry and one exit lane shall incorporate channelization features to separate the entry and exit sides of the driveway. Double yellow lines may be considered instead of medians where truck off-tracking is a problem.
5. Driveways across from median openings shall be consolidated wherever feasible to coordinate access at the median opening.
6. Driveway width and flair shall be adequate to serve the volume of traffic and provide for rapid movement of vehicles off of the major thoroughfare, but standards shall not be so excessive as to pose safety hazards for pedestrians, bicycles, or other vehicles. *(Suggested standards appear in Table 4).*

Figure 6: Driveway Location

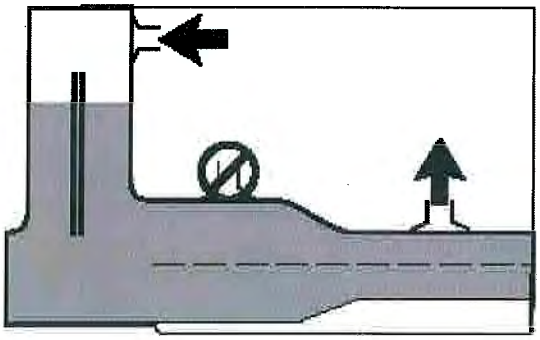


Table 4: Suggested Access Connection Design From

Trips/Day	1-20		21-600		601-4000*	
Trips/Hour	Or 1-5		Or 6-60		Or 61-400	
	Urban	Rural	Urban	Rural	Urban	Rural
Connection Width (2-way)	12' min 24' max	12' min 24' max	24' min 36' max	24' min 36' max	24' min 36' max	24' min 36' max
Flare	10' min	N/A	10' min	N/A	N/A	N/A
Returns (Radius)	N/A	15' min 25' std 50' max	Small radii may Be used	25' min 50' std 75' max	25' min 50' std 75' max	25' min 50' std 75' max
Angle of Drive			60-90	60-90	60-90	60-90
Divisional Island			4-22' wide	4-22' wide	4-22' wide	4-22' wide

*Note: These standards are not intended for major access connections carrying over 4000 vehicles per day.

***Commentary**: The Kentucky Transportation Cabinet requires local governments to adhere to certain minimum design standards in the design and location of access connections or other traffic control features. These standards are contained in three separate but related technical documents: the KYTC Permits Manual; the AASHTO Green Book; and the MUTCD (Manual of Uniform Traffic Control Devices.*

1. The length of driveways or "Throat Length" (see Figure 7) shall be designed in accordance with the anticipated storage length for entering and exiting vehicles to prevent vehicles from backing into the flow of traffic on the public street or causing unsafe conflicts with on-site circulation. General standards appear in Table 5 but these requirements will vary according to the projected volume of the individual driveway. These measures generally are acceptable for the principle access to a property and are not intended for minor driveways. Variation from these shall be permitted for good cause upon approval of the *(city/county Traffic Engineer or Public Works Official).*

Table 4: Generally Adequate Driveway Throat Lengths

Signalized w/2 Egress Lanes	75'
Signalized w/3 Egress Lanes	200'
Signalized w/4 Egress Lanes	300'
Unsignalized Driveways w/2 Egress Lanes	50'-75'

Commentary: *The throat lengths in Table 4 are provided to assure adequate stacking space within driveways for general land use intensities. This helps prevent vehicles from stacking into the thoroughfare as they attempt to access the site. High traffic generators, such as large shopping plazas, need much greater throat length than smaller developments or those with unsignalized driveways. The guidelines here for larger developments refer to the primary access drive. Lesser throat lengths may be permitted for secondary access drives serving large developments.*

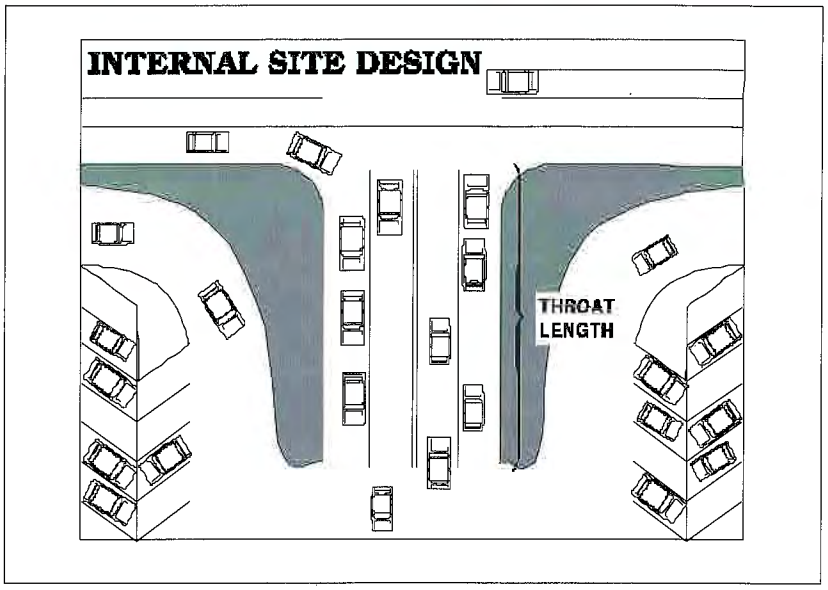


Figure 7: Driveway Throat Length

Section 10. Requirements for Outparcels and Phased Development Plans

1. In the interest of promoting unified access and circulation systems, development sites under the same ownership or consolidated for the purposes of development and comprised of more than one building site shall not be considered separate properties in relation to the access standards of this code. The number of connections permitted shall be the minimum number necessary to provide reasonable access to these properties, not the maximum available for that frontage. All necessary easements, agreements, and stipulations required under Section 7 shall be met. This shall also apply to phased development plans. The owner and all lessees within the affected area are responsible for compliance with the requirements of this code and both shall be cited for any violation.
2. All access to the outparcel must be internalized using the shared circulation system of the principle development or retail center. Access to outparcels shall be designed to avoid excessive movement across parking aisles and queuing across surrounding parking and driving aisles.
3. The number of outparcels shall not exceed one per ten acres of site area, with a minimum lineal frontage of 300 feet per outparcel or greater where access spacing standards for that roadway require. This frontage requirement may be waived where access is internalized using the shared circulation system of the principle development or retail center. In such cases the right of direct access to the roadway shall be dedicated to the *(city/county)* and recorded with the deed.

Section 11. Emergency Access

In addition to minimum side, front, and rear yard setback and building spacing requirements specified in this code, all buildings and other development activities such as landscaping, shall be arranged on site so as to provide safe and convenient access for emergency vehicles.

Section 12. Transit Access

In commercial or office zoning districts where transit service is available or is planned to be available within five years, provisions shall be made for adequate transit access, in the form of turn around loops or turnout bays. At a minimum, in the case of a loop or cul-de-sac, entrance curves shall have a radius of 35 feet, and the internal circle shall have an inside radius of 30 feet and an outside radius of 52.5 feet. In the case of turnout bays, the curve radius shall be 35 feet the distance from the roadside edge to the inside edge of the outside radius shall be 52.5 feet (see Figure 8).

***Commentary**: The bus turnaround standards in Figure 8 are provided for transit access along major commercial and office corridors to assure safe and convenient transit access. Bus turnarounds are useful in circumstances where circulation via the internal street system of a development would be impractical based on cost, design constraints, or the need to maintain timely service. These bus turnarounds are based upon the turning radius of a standard 40 foot bus.*

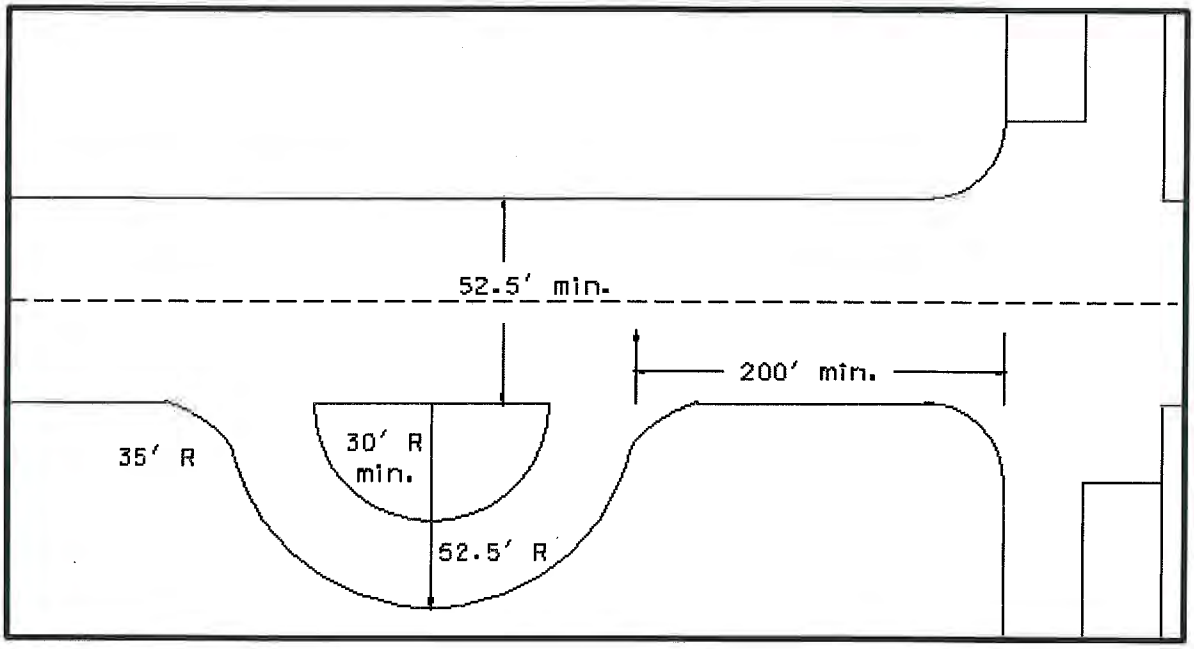


Figure 8: Turnout Bay Turning Radii

Section 13. Nonconforming Access Features

1. Permitted access connections in place as of (*date of adoption*) that do not conform with the standards herein shall be designated as nonconforming features and shall be brought into compliance with applicable standards under the following conditions:
   a. When new access connection permits are requested;
   b. Substantial enlargements or improvements;
   c. Significant change in trip generation; or
   d. As roadway improvements allow.

Commentary: *Nonconforming access features may continue in the same manner after adoption of land development regulations--a process known as "grandfathering." This protects the substantial investment of property owners and recognizes the expense of bringing those properties into conformance. Yet the negative impacts of nonconforming properties may be substantial, depending upon the degree of nonconformity. Nonconforming properties may pose safety hazards, increase traffic congestion, reduce property values, degrade the environment, and undermine community character. To address the public interest in these matters, land development regulations include conditions or circumstances where nonconforming features must be brought into conformance. Opportunities to bring nonconforming features into compliance typically occur after a change of ownership when the costs of required improvements may be amortized in the business loan or mortgage, thereby minimizing financial hardship. It is essential that these standards be consistently and rigorously applied and enforced and that data and other information supporting these decisions be well documented, or the community could be open to legal challenges regarding due process considerations.*

2. If the principal activity on a property with nonconforming access features is discontinued for a consecutive period of *(180 or 365)* days or discontinued for any period of time without a present intention of resuming that activity, then that property must thereafter be brought into conformity with all applicable connection spacing and design requirements, unless otherwise exempted by the permitting authority. For uses that are vacant or discontinued upon the effective date of this code, the *(180 or 365)* day period begins on the effective date of this code.

Section 14. Corridor Access Management Overlay

1. The minimum lot frontage for all parcels with frontage on *(name affected segments of thoroughfares here or refer to a list)* shall not be less than the minimum connection spacing standards of that thoroughfare, except as otherwise provided in this Section. Flag lots shall not be permitted direct access to the thoroughfare and interior parcels shall be required to obtain access via a public or private access road in accordance with the requirements of this Code.

***Commentary**: Overlay zones are an effective method for managing access along commercial corridors. The technique is used to add a special set of requirements to those of an existing zoning district or districts. Section 14(1) is for those major thoroughfares or portions of major thoroughfares under state or local jurisdiction that are not already extensively subdivided and are not planned for commercial or intensive development in the near future. This approach requires that any lot fronting designated thoroughfares (usually those with an assigned access classification) have a minimum lot frontage that meets or exceeds the minimum connection spacing standard for those thoroughfares. Existing lots with less frontage would continue as nonconforming lots. Section 14(1) standards impose large minimum lot frontage requirements to coordinate with desired connection spacing. Such requirements could disperse development and should not be applied in areas intended for intensive development. They are designed for rural and semi-rural stretches of the state (or county) highway system.*

2. The following requirements shall apply to segments of designated thoroughfares that are planned for commercial or intensive development. All land in a parcel having a single tax code number, as of *(date of adoption)*, fronting on *(define segment of affected thoroughfare or refer to a Table defining affected segments)*, shall be entitled one (1) driveway/connection per parcel as of right on said public thoroughfare(s). When subsequently subdivided, either as metes and bounds parcels or as a recorded plat, parcels designated herein shall provide access to all newly created lots via the permitted access connection. This may be achieved through subdivision roads, joint and cross access, service drives, and other reasonable means of ingress and egress in accordance with the requirements of this Code. The following standards shall also apply:
   a. Parcels with large frontages may be permitted additional driveways at the time of adoption of these requirements provided they are consistent with the applicable driveway spacing standards.
   b. Existing parcels with frontage less than the minimum connection spacing for that corridor may not be permitted a direct connection to the thoroughfare under this Section where the Planning Commission determines alternative reasonable access is available to the site. ***[Note**: The Planning Commission could allow for a temporary driveway as provided in Section 7 with the stipulation that joint and cross access be established as adjacent properties develop.]*
   c. Additional access connections may be allowed where the property owner demonstrates that safety and efficiency of travel on the thoroughfare will be improved by providing more than one access to the site.

d. No parking or structure other than signs shall be permitted within (10- 50) feet of the roadway right-of-way. The (10-50) foot buffer shall be landscaped with plants suitable to the soil and in a manner that provides adequate sight visibility for vehicles exiting the site. Property owners shall be permitted to landscape the right-of-way, pursuant to an approved landscaping plan.

e. Permitted connections shall be identified on a map that shall be adopted by reference and that portion of a corridor affected by these overlay requirements shall be delineated on the (city/county) zoning map with hatch marks.

Commentary: *The regulations in Section 14(2) are intended for corridors that are planned for commercial or intensive development and have not already been extensively subdivided into small lot frontages. Such corridors may or may not be currently zoned for commercial or mixed use development, but may already be experiencing development pressure. This approach focuses, rather than disperses, development along corridors while maintaining regional mobility through access management. The Section 14(2) overlay "freezes" allowable access to one connection by right per existing lot or parcel at the time of adoption. Lots or parcels may be extensively subdivided, but all future lots must obtain access via the access connections permitted at the time of overlay adoption. This overlay approach allows for continued subdivision and development of land while stimulating joint access, local roads, and other alternatives to direct thoroughfare access in the site design process (see Figure 9). These permitted connections must be designated on a map and adopted with the overlay requirements. For flexibility, additional driveways may be permitted for large parcels that meet or exceed the minimum access spacing standards for that thoroughfare, or where safety would be increased. Parcels with small frontages at the time of adoption are not permitted a driveway on the thoroughfare where this would create a safety hazard or where alternative reasonable access is available. In such cases a temporary driveway could be permitted under joint access requirements.*

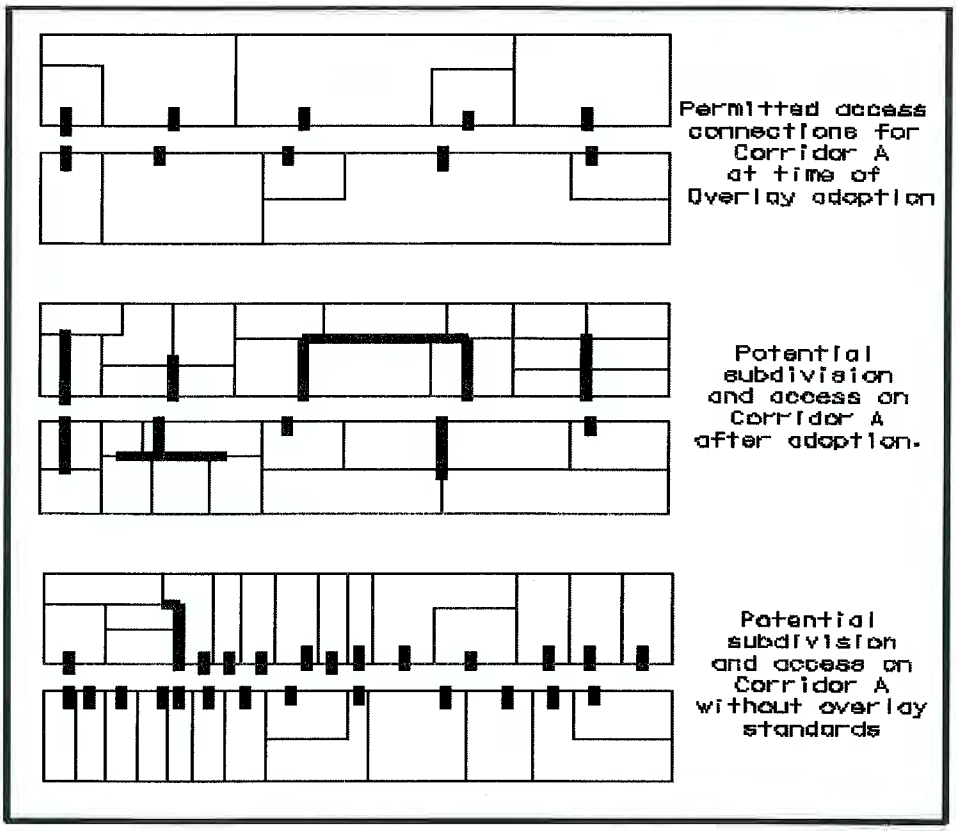


Figure 9: Corridor Access Management Overlay

Commentary: Local governments are also encouraged to apply design guidelines that enhance community character, including standards for pedestrian access and landscaping. Section 14(2)(d) above is one potential standard for improving the visual quality of commercial corridors through landscaping and setbacks. The setback between the right-of-way and the parking area or structure should at a minimum be 10 feet. Some communities require as much as 50 feet. The appropriate standard will vary according to local preferences and existing right-of-way. If the existing right-of-way is very small, for example, then the buffer should be increased and vice versa. Some communities are also promoting side and rear parking, or shared parking areas, to reduce the appearance of asphalt from the street and provide for a more pleasing site design.

Section 15. Reverse Frontage

1. Access to double frontage lots shall be required on the street with the lower functional classification.
2. When a residential subdivision is proposed that would abut an arterial, it shall be designed to provide through lots along the arterial with access from a frontage road or interior local road (see Figure 10). Access rights of these lots to the arterial shall be dedicated to the *(city/county)* and recorded with the deed. A berm or buffer yard may be required at the rear of through lots to

buffer residences from traffic on the arterial. The berm or buffer yard shall not be located within the public right-of-way.

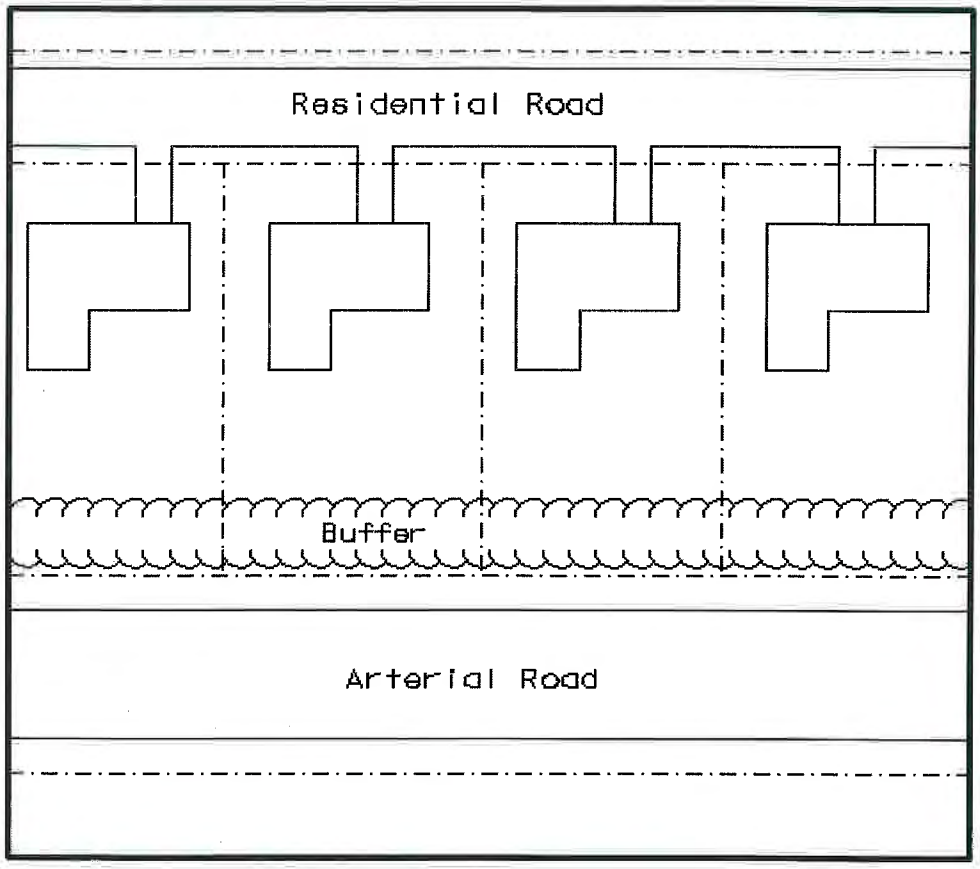


Figure 10: Reverse Frontage

Commentary: If your community lacks any standards governing reverse frontage, it is essential that such standards be adopted. These standards are currently applied by many communities and are highly effective in preventing safety hazards caused by direct residential access to high-speed roadways.

Section 16. Flag Lot Standards

1. Flag lots shall not be permitted when their effect would be to increase the number of properties requiring direct and individual access connections to the State Primary Road System or other major thoroughfares.

2. Flag lots may be permitted for residential development, when deemed necessary to achieve planning objectives, such as reducing direct access to thoroughfares, providing internal platted

lots with access to a residential street, or preserving natural or historic resources, under the following conditions:

a. Flag lot driveways shall be separated by at least twice the minimum frontage requirement of that zoning district.

b. The flag driveway shall have a minimum width of 20 feet and maximum width of 50 feet

c. In no instance shall flag lots constitute more than 10% of the total number of building sites in a recorded or unrecorded plat, or three lots or more, whichever is greater.

d. The lot area occupied by the flag driveway shall not be counted as part of the required minimum lot area of that zoning district.

e. No more than one flag lot shall be permitted per private right-of-way or access easement.

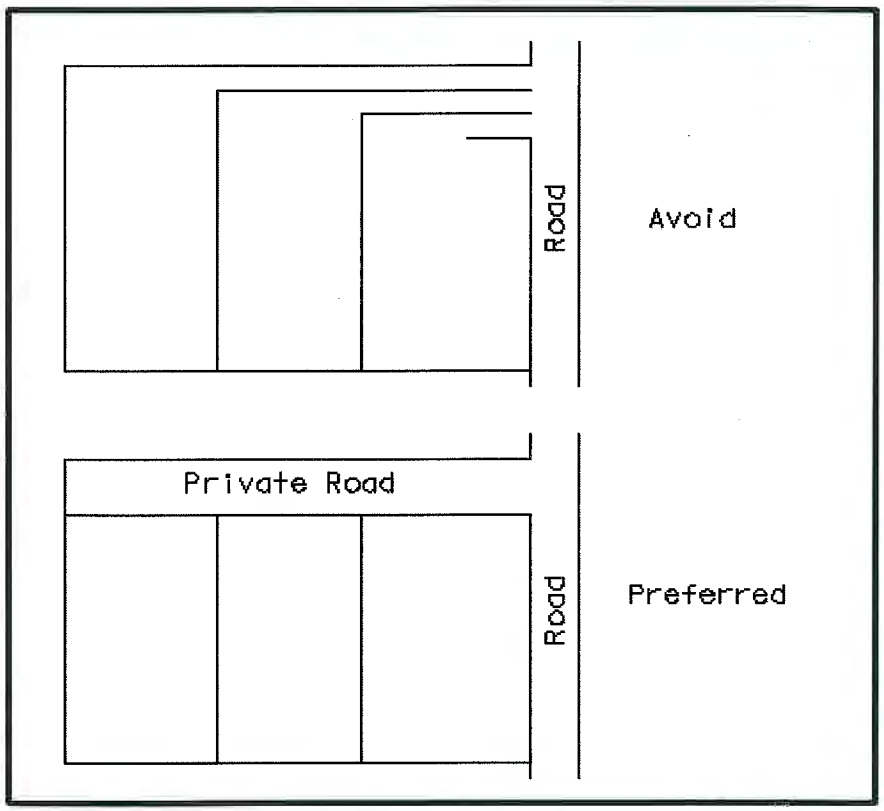


Figure 11: Flag Lots and Alternative Access

Commentary: Local plat maps often reveal lots shaped like flags with long narrow access "poles". Flag lots are especially prevalent along lakes, rivers, cul-de-sacs, and rural highways. Although they can be useful where natural features or land division patterns create access problems, they are subject to abuses. Flag lots proliferate in some areas where property owners use the technique to avoid plat review and further subdivide land. The result is a subdivision that lacks adequate access and creates long term problems for the community and

those who purchase the lots. Where the narrow frontages abut a thoroughfare, they afford inadequate spacing between driveways and increase safety hazards from vehicles turning on and off the high speed roadway. Because flag lots often violate driveway spacing standards on the State Primary Road System, they also create problems for the buyer who later attempts to build on the property and obtain a driveway permit. Under these standards existing flag lots would be nonconforming and allowed to continue. In areas where flag lots proliferate on a state or county thoroughfare, property owners should be contacted and strongly encouraged to consolidate access with adjacent properties--especially in the case of abutting flag lots.

Section 17. Lot Width-to-Depth Ratios

1. To provide for proper site design and prevent the creation of irregularly shaped parcels, the depth of any lot or parcel shall not exceed 3 times its width *(or 4 times it width in rural areas*).

Commentary: Minimum lot frontage and maximum lot width-to-depth ratios prevent the creation of long and narrow or irregularly shaped lots that can lead to access and circulation problems. This standard is especially useful in rural areas, to govern the dimensions of newly created lots and parcels. Note: Rural areas may adopt a maximum width-to-depth ratio of 1:4, meaning that parcels with 100 feet of frontage may not be deeper than 400 feet. Urban or suburban areas may use maximum ratios of 1:2.5 or 1:3. Width-to-depth ratios that are somewhat deeper may be permitted along arterials to provide for berms or buffer yards in reverse frontage situations.

Section 18. Shared Access

1. Subdivisions with frontage on the State Primary Road System shall be designed into shared access points to and from the highway. Normally a maximum of two accesses shall be allowed regardless of the number of lots or businesses served (see Figure 12).

2. Subdivisions on a single residential access street ending in a cul-de-sac shall not exceed 25 lots or dwelling units, and the cul-de-sac shall have a minimum cartway radius of 30 feet.

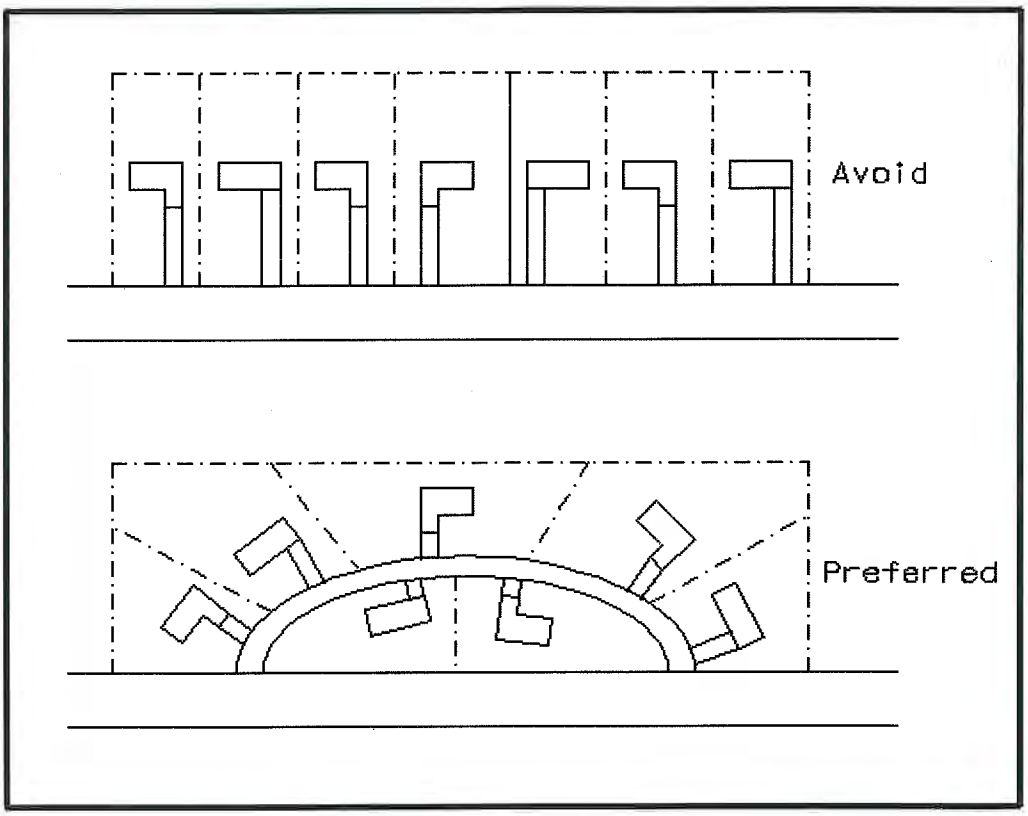


Figure 12: Shared Access on Major Thoroughfares

Commentary: *Subdivisions served by a single access street ending in a cul-de-sac may inhibit emergency access and increase traffic congestion during peak hours by providing only one point of ingress and egress. Single access problems may also result in phased subdivisions where additional access is proposed for future phases. If future phases are not built, the remaining subdivision may have insufficient access. Although this is not a problem where only a few dwelling units are served, how many lots is too many? Average daily trips for residential streets provide a baseline for access and cul-de-sac standards. Listokin and Walker (1989) recommend that when a subdivision on a single access residential access street exceeds 25 lots (or 25 dwelling units), it should have at least two access points. A minimum turning radius that accommodates emergency vehicles should be required for cul-de-sacs.*

The above provisions for shared access are intended to prevent a proliferation of driveways on the State Primary Road System--a common problem in some semi-rural and rural areas. Provisions for shared access also promote land development patterns that are more compatible with the rural character of the landscape.

Section 19. Connectivity

1. The street system of a proposed subdivision shall be designed to coordinate with existing, proposed, and planned streets outside of the subdivision as provided in this Section.

2. Wherever a proposed development abuts unplatted land or a future development phase of the same development, street stubs shall be provided as deemed necessary by the *(city/county)* to provide access to abutting properties or to logically extend the street system into the surrounding area. All street stubs shall be provided with temporary turn-around or cul-de-sacs unless specifically exempted by the Public Works Director, and the restoration and extension of the street shall be the responsibility of any future developer of the abutting land.

3. Collector streets shall intersect with collector or arterial streets at safe and convenient locations.

4. Subcollector and local residential access streets shall connect with surrounding streets to permit the convenient movement of traffic between residential neighborhoods or facilitate emergency access and evacuation, but such connections shall not be permitted where the effect would be to encourage the use of such streets by substantial through traffic.

5. Pedestrian connections should be provided between adjacent properties in addition to roadway connections. These pedestrian connections should provide for safe pedestrian travel along roadways and across parking areas to the buildings.

Commentary: Local governments must maintain a tenuous balance between enhancing accessibility and limiting excessive through traffic in residential areas. These standards strive to address both considerations. Properly used traffic calming measures are another means of minimizing through-traffic in residential areas.

Section 20. Minor Subdivisions

1. The *(approving Department)* may approve a Minor Subdivision that conforms to the following standards:

   a. Each proposed lot must be buildable in conformance with the requirements of this Code and all other applicable regulations.

   b. Each lot shall abut a public or private street for the required minimum lot frontage for the zoning district where the lots are located.

   c. If any lot abuts a street right-of-way that does not conform to the design specifications of this Code, the owner may be required to dedicate one-half the right-of-way width necessary to meet minimum design requirements.

2. Further subdivision of the property shall be prohibited unless applicants submit a plat or development plan in accordance with requirements for major subdivisions in this Code.

Commentary: *This standard prohibits property owners from incrementally subdividing land to avoid review.*

3. The *(approving Department)* shall consider a proposed Minor Subdivision upon the submittal of the following materials:

   a. An application form provided by the (*city/county*);

   b. _____ ( ) copies of the proposed Minor Subdivision plat; *[**Note:** The number of copies required should be based on number of entities that will review the plan under adopted procedures.]*

   c. A statement indicating whether water and/or sanitary sewer service is available to the property; and

   d. Land descriptions and acreage or square footage of the original and proposed lots and a scaled drawing showing the intended divisions shall be prepared by a professional land surveyor registered in the Commonwealth of Kentucky. In the event a lot contains any principal or accessory structures, a survey showing the structures on the lot shall accompany the application.

4. Review Procedure

   a. The *(approving official)* shall transmit a copy of the proposed Minor Subdivision to the appropriate *(departments or officials)* for review and comment.

   b. If the proposed Minor Subdivision meets the conditions of this section and otherwise complies with all applicable laws and ordinances, the *(approving official)* shall approve the Minor Subdivision by signing the application form.

   c. Upon approval of the Minor Subdivision, the *(approving official)* shall record the plat on the appropriate maps and documents, and shall, at the applicant's expense, record the plat in the official county records.

Commentary: These requirements for minor subdivisions are provided here to emphasize the importance of adequate land division controls in access management. They provide for local review of divisions of land or "lot splits" that would otherwise be exempted from subdivision review and platting requirements. A review process for lot splits prevents creation of lots that are not in conformance with land development regulations and thus could be rendered unbuildable. It further prevents creation of lots with inadequate or inappropriate access to a public road. This allows local governments to prevent access problems attributable to flag lots, through lots, and corner lots. This review process is streamlined and platting requirements are less costly than those of a major subdivision, so as not to create a hardship for property owners engaged in only minor subdivision activity. Local governments are strongly advised not to provide exemptions from public review of land division activity based on lot size or number of lots, because this creates long term problems that can seriously undermine the local planning and regulatory program.

Section 21. Private Roads

1. Private roads may be permitted in accordance with the requirements of this Section and the following general standards shall apply:

   a. All *(city/county)* roads shall be constructed to public specifications and have an easement of a minimum of sixty-six feet in width, except as otherwise provided in Section 21 (2).

   b. Private roads that by their existence invite the public in shall have all traffic control features, such as striping or markers, in conformance with the Manual of Uniform Traffic Control Devices.

   c. The minimum distance between private road outlets on a single side of a public road shall be 600 feet, or less where provided by access classification and standards for state roads and local thoroughfares.

   d. All properties served by the private road shall provide adequate access for emergency vehicles and shall conform to the approved local street numbering system.

   e. All private roads shall be designated as such and will be required to have adequate signage indicating the road is a private road and not publicly maintained.

   f. All private roads shall have a posted speed limit not to exceed twenty miles an hour.

   g. All private roads shall have adequate provisions for drainage and stormwater runoff as provided in Section *(refer to appropriate section of the local subdivision regulations)*.

   h. A second access connection to a public road shall be required for private roads greater than 2000 feet in length.

2. Private roads in rural and semi-rural areas may be permitted reductions in easement and roadway width and pavement standards to provide for adequate access while retaining the rural character of the landscape and design flexibility. At a minimum, the private road shall meet the *(city/county)* specifications for gravel roadway construction. Other standards shall apply in accordance with the following schedule:

   a. A private road serving up to two lots shall have a minimum right-of-way easement of 30 feet and a roadbed of at least 12 feet.

   b. A private road intended to serve no more than three to six lots shall have a minimum right-of-way easement of 30 feet and a roadbed of at least 16 feet.

   c. A private road intended to serve no more than seven to twelve lots shall have a minimum right-of-way easement of 66 feet and a roadbed of at least 20 feet. Paving shall be required for all areas with grades of greater than three (3%) percent. Such pavement shall be a minimum of 18 feet in width.

   d. A private road intended to serve no more than 13 to 24 lots shall have a minimum right-of-way easement of 66 feet, a roadbed of at least 20 feet and shall be paved.

e. A private road intended to serve 25 or more lots or parcels shall provide at least two access connections to a public road and shall meet the minimum design requirements for public roads.

Commentary: This section provides a sliding scale approach, allowing gravel roads of about 12 feet to 18 feet wide for 2-4 parcels and requiring higher design specifications for larger developments. The standards are intended to provide flexibility and to preserve the character of rural areas. Communities considering a sliding scale approach to private roads should also adopt a site plan review process aimed at encouraging creative site design and landscape preservation.

3. Applications for subdivision approval that contain private roads shall include a drainage plan and road construction plan, prepared by a registered engineer. The *(city/county)* Public Works Official shall review private road plans for conformance with this Code.

4. Construction permits are required for connection to public roads. Application for road construction shall be made concurrent with the creation of a lot that does not have frontage on a public road. A road construction permit shall be issued after approval of the private road plan and the entire length of the road shall be inspected during construction and upon completion. If found in conformance, a final use permit shall be issued.

5. No building permit shall be issued for any lot served by a private road until the private road has been constructed and approved, so that all lots to be served by the private road have access to a public road.

6. A road maintenance agreement, prepared by the *(city/county)* attorney shall be recorded with the deed of each property to be served by a common private road. The agreement shall provide for:

   a. A method to initiate and finance a private road and maintain that road in good condition;

   b. A method of apportioning maintenance costs to current and future users;

   c. A provision that the *(city/county)* may inspect, and if necessary, require that repairs be made to the private road to ensure that safe access is maintained for emergency vehicles. If required repairs are not made within six months of date of notice, the *(city/county)* may make the necessary repairs and assess owners of parcels on the road for the cost of all improvements plus an administrative fee, not to exceed 25% of total costs;

   d. A provision that the majority vote of all property owners on the road shall determine how the road is maintained except in the case of emergency repairs as outlined above;

   e. A statement that no public funds shall be used to construct repair or maintain the road;

   f. A provision requiring mandatory upgrading of the roadway if additional parcels are added to reach the specified thresholds; and

   g. A provision that property owners along that road are prohibited from restricting or in any manner interfering with normal ingress and egress by any other owners or persons needing to access properties with frontage on that road.

7. No private road shall be incorporated into the public road system unless it is built to public road specifications of the *(city/county)*. The property owners shall be responsible for bringing the road into conformance.

8. All private roads shall have a sign and name meeting *(city/county)* standards and shall include the following notice: "Private Road" "Not maintained by the *(city/county)*".

9. An application fee will be established by the Director of Public Works to cover administrative, processing, and inspection costs.

10. All purchasers of property served by a private road shall, prior to final sale, be notified that the property receives access from a private road that shall be maintained collectively by all property owners along that road; that the *(city/county)* shall not be held responsible for maintaining or improving the private road; and that a right-of way easement to provide the only access to that property has been recorded in the deed for that property.

11. The United States postal service and the local school *(board/district)* is not required to use the private road for access to the parcels abutting the private road and may require that service be provided only at the closest public access point.

Commentary: *These private road standards were adapted from sample regulations prepared for the Grand Traverse Bay Region (Planning & Zoning Center, Inc., Lansing, Michigan, September 1992). Some communities prohibit private roads altogether or require all private roads serving more than one dwelling unit to be built to public specifications and paved. This is because of problems associated with private roads, such as pressure to adopt the private road into the public road system in the future. Yet if properly regulated, private roads can offer an effective means of access to small subdivisions in rural areas. In the absence of private road regulations, common practice is the creation of multiple lots served by a common lot, easement, or multiple easements as in the example of stacked flag lots. The easement then becomes a private unpaved road serving several properties.*

Unregulated private roads raise several problems. They may be inaccessible to emergency vehicles or large delivery trucks, placing public safety and private property at risk. Substandard roads deteriorate quickly and without a maintenance agreement, the local government may be called upon to maintain it. Buyers may not be aware of the maintenance issues associated with the road until after purchasing the property. Narrow rights-of-way may impede placement of utilities, and private roads can exacerbate inefficient land development patterns. These problems can be avoided through private road regulations that address design, construction, joint maintenance agreements, signage, and review. Private roads should be permitted for residential uses only and standards should be tied to lot split (minor replat) or subdivision regulations. Limitations should be placed upon the number of residences that may be served by a single access to a public road.

As in other land development regulations, private road provisions must be made for grandfathering existing nonconforming situations. Some ordinances address the situation by providing a different set of standards for nonconforming private access or by providing for expansion of existing substandard private roads or easements pursuant to the special use permit process.

Section 22. Regulatory Flexibility

1. The Planning Commission may permit departure from dimensional lot, yard, and bulk requirements of the zoning district where a subdivision or other development plan is proposed to

encourage creativity in site design, protect natural resources, and advance the access objectives of this Code. Such regulatory modifications under this section are not subject to variance approval by the Board of Adjustment.

Section 23. Site Plan Review Procedures

1. Applicants shall submit a preliminary site plan for review by (*name of department responsible for conducting review*). At a minimum, the site plan shall show:

   a. Location of access point(s) on both sides of the road where applicable;

   b. Distances to neighboring constructed access points, median openings, traffic signals, intersections, and other transportation features on both sides of the property;

   c. Number and direction of lanes to be constructed on the driveway plus striping plans;

   d. All planned transportation features (such as auxiliary lanes, signals, etc.);

   e. Trip generation data or appropriate traffic studies;

   f. Parking and internal circulation plans;

   g. Plat map showing property lines, right-of-way, and ownership of abutting properties; and

   h. A detailed description of any requested variance and the reason the variance is requested.

2. Subdivision and site plan review shall address the following access considerations:

   a. Is the road system designed to meet the projected traffic demand and does the road network consist of hierarchy of roads designed according to function?

   b. Does the road network follow the natural topography and preserve natural features of the site as much as possible? Have alignments been planned so grading requirements are minimized?

   c. Is access properly placed in relation to sight distance, driveway spacing, and other related considerations, including opportunities for joint and cross access? Are entry roads clearly visible from the major arterials?

   d. Do units front on residential access streets rather than major roadways?

   e. Is automobile movement within the site provided without having to use the peripheral road network?

   f. Does the road system provide adequate access to buildings for residents, visitors, deliveries, emergency vehicles, and garbage collection?

   g. Have the edges of the roadways been landscaped? If sidewalks are provided alongside the road, have they been set back sufficiently from the road, and has a landscaped planting strip between the road and the sidewalk been provided?

h. Does the pedestrian path system link buildings with parking areas, entrances to the development, open space, and recreational and other community facilities?

Commentary: The subdivision and site plan review process provides local governments with the most effective opportunity for addressing access considerations and preventing access problems before they occur. This should be done as early as possible in the process. Developers will be far less amenable to revising the access plan later in the process or after the site plan or plat has been approved.

3. The *(city/county)* reserves the right to require traffic and safety analysis where safety is an issue or where significant problems already exist.

4. After 30 days from filing the application, applicants must be notified by the *(permitting department)* if any additional information is needed to complete the application.

5. Upon review of the access application, the *(permitting department)* may approve the access application, approve with conditions, or deny the application. This must be done within 90 days of receiving the complete application.

6. Any application that involves access to the State Primary Road System shall be reviewed by the Kentucky Transportation Cabinet for conformance with state access management standards. Where the applicant requires access to the State Primary Road System, and a zoning change, or subdivision or site plan review is also required, development review shall be coordinated with the Kentucky Transportation Cabinet, as follows:

   a. An access management/site plan review committee, that includes representatives of local KYTC District Office and the local government, shall simultaneously review the application. The committee shall inform the developer what information will be required for access review. Information required of the applicant may vary depending upon the size and timing of the development, but shall at a minimum meet the requirements of this section.

   b. Upon review of the application, the access management review committee shall advise the *(local permitting department)* whether to approve the access application, approve with conditions, or deny the application.

7. If the application is approved with conditions, the applicant shall resubmit the plan with the conditional changes made. The plan, with submitted changes, will be reviewed within 10 working days and approved or rejected. Second applications may only be rejected if conditional changes are not made.

8. If the access permit is denied, the *(city/county)* shall provide an itemized letter detailing why the application has been rejected.

9. All applicants whose application is approved, or approved with conditions, have thirty days to accept the permit. Applicants whose permits are rejected or approved with conditions have 60 days to appeal.

Commentary: Effective coordination with the Kentucky Transportation Cabinet, the local traffic engineer, transportation planner, and/or public works official is essential to ensure conformance with land division and access requirements. One method of improving coordination is to establish the building permit as the lead permit during development review. In this way, property owners

would be required to submit the necessary permits or certificates of approval from regulatory agencies involved in development review before issuing a building permit. This should include a notice of intent to approve the proposed access connection from Kentucky Transportation Cabinet where the State Primary Road System is involved to assure conformance with the State Primary Road System access management policies and regulations. The above review process would be incorporated into the community's overall subdivision and site plan review process. A conceptual review, before submission of the preliminary site plan or plat, is highly recommended. Communities should also set fees and develop the necessary forms to carry out the provisions of this code.

Section 24. Variance Standards

1. The granting of the variation shall be in harmony with the purpose and intent of these regulations and shall not be considered until every feasible option for meeting access standards is explored.

2. Applicants for a variance from these standards must provide proof of unique or special conditions that make strict application of the provisions impractical. This shall include proof that:

   a. indirect or restricted access cannot be obtained;

   b. no engineering or construction solutions can be applied to mitigate the condition; and

   c. no alternative access is available from a street with a lower functional classification than the primary roadway.

3. Under no circumstances shall a variance be granted, unless not granting the variance would deny all reasonable access, endanger public health, welfare or safety, or cause an exceptional and undue hardship on the applicant. No variance shall be granted where such hardship is self-created.

Commentary: Each local government has its own process for handling appeals and variances. The standards above should be incorporated to this process. Providing for variances and other remedial measures is crucial to avoiding a takings claim by providing due process to the property owner and avoiding unreasonable hardship that may arise in relation to the regulatory framework. Federal case law has established that property owners should first exhaust available administrative remedies, including appeals to the local board of adjustment, before the case may be heard in a court of law. If local appeal procedures exist and the property owner sues before first pursuing a variance or other remedial action, the case may be invalidated on this basis.

APPENDIX H

LINEAR SPEED ZONE EVALUATION

eTE 24a-1 (08-03)

LOG #: 02100026
TE&S File: 30.32/36
SP Troop: D

LINEAR SPEED ZONE EVALUATION

New York State Department of Transportation
Traffic and Safety Division

HIGHWAY DEVELOPMENT INDEX & GEOMETRIC FACTOR DETERMINATION SHEET

Route 12B	Robinson Rd to Merritt Place	2.0	MAS
Road Name & Route No.	Study Section Limits	L (nearest 0.1 mi)	Observer(s)
SH	TN New Harford/Kirkland	Oneida	6/7/10
Juris. (SH, CR or TH No.)	City/Village/Town	County	Date

Support Info:
Requested Reduced speed limit

CONCLUSION: Get SP Approval.

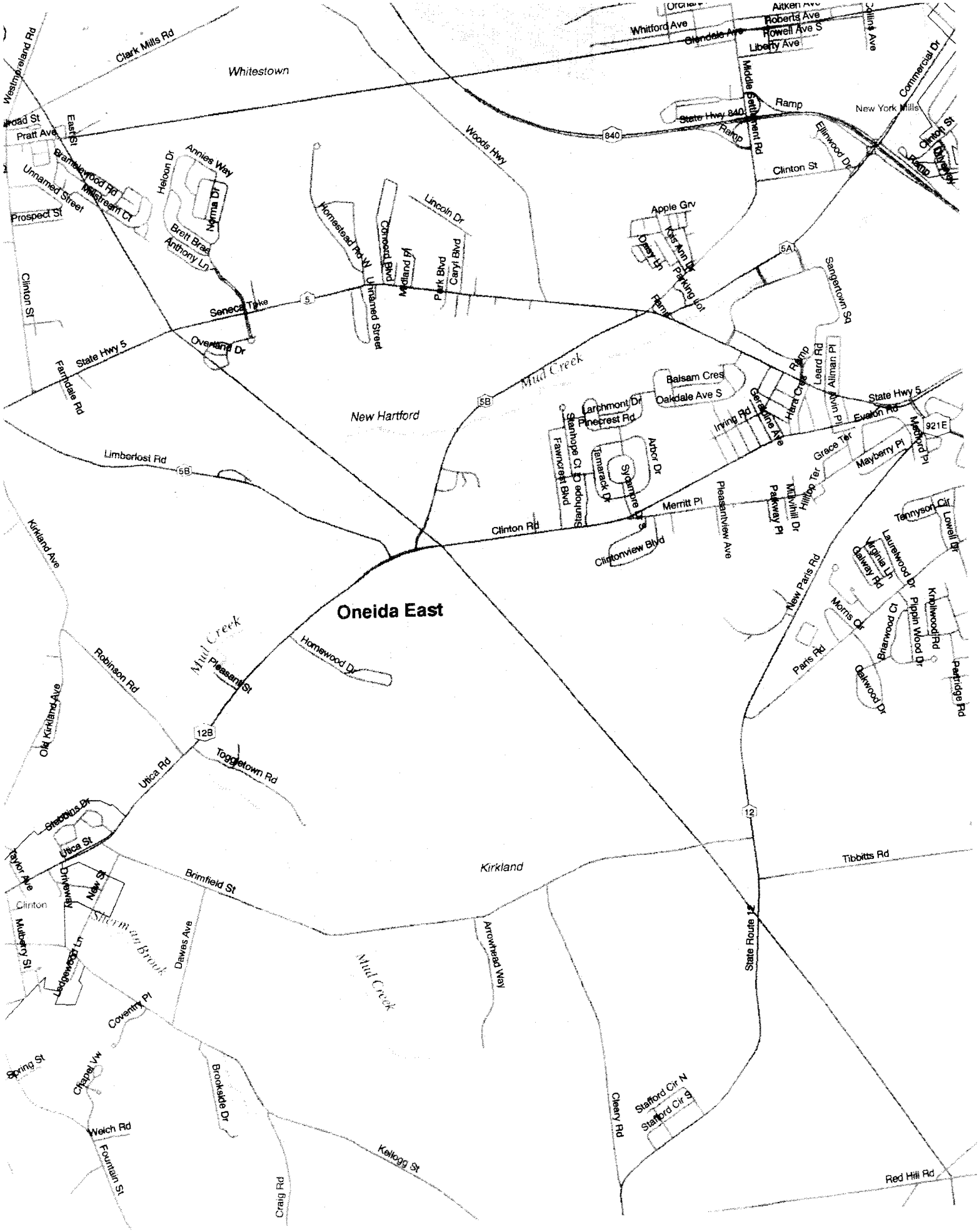
WIDTH AND TYPE OF PAVEMENT	ALIGNMENT	SIDEWALKS AND CURBS
24/27 Asphalt	Slight Curves	None
TRAVEL LANE WIDTH IN FEET	GRADES	PEDESTRIAN MOVEMENT
	Minimal	Yes
NUMBER OF TRAVEL LANES	SIGHT LIMITATIONS	PARKING PRACTICE
2	Minimal	Driveways
SHLDR WIDTH & TYPE: [X] TREATED [ ] UNTRTD/GRASS	MALL WIDTH / TYPE	AVERAGE DAILY TRAFFIC
6	None	10520/13490
ON LEFT - EXISTING DEVICES, REGULATIONS, ILLUMINATION, ETC. - ON RIGHT		ACCIDENT RECORD INFORMATION
		2/1/07 to 1/31/10 55 Accidents **2 fatalities** 6 Right Angle 7 Animal 13 Rear Ends 3 Parked 2 Head On 2 Ped 1 Pass 13 accidents occured ice/snow

1. This form provides a means for determining whether a particular speed zone is or is not warranted. The methodology used, independently examines both highway development and highway geometric values. By comparing these values with statistically obtained standards, a determination is made.

2. This form should be prepared to cover the portion of highway on which recommendation is made.

3. Separate Forms TE 24 should be prepared where a graduated zone is involved, since the different speed limits should be justified for the sections of highway to which they apply.

4. This form, along with the LINEAR SPEED ZONE EVALUATION SHEET (Form TE 23) and the SPEED DATA AND ANALYSIS SHEET (Form TE 27), should be used in all speed zone cases involving consideration of a linear type regulation.


Oneida East
Whitestown
New Hartford
Kirkland
Mud Creek
Sherman Brook
New York Mills
Clark Mills Rd
Westmoreland Rd
Pratt Ave
East St
Brambleswood Rd
Millstream Ct
Unnamed Street
Prospect St
Clinton St
Heloon Dr
Annies Way
Norma Dr
Brett Brae
Anthony Ln
Seneca Tpke
Overland Dr
State Hwy 5
Farmdale Rd
Limberlost Rd
Kirkland Ave
Robinson Rd
Old Kirkland Ave
Pleasant St
Homewood Dr
Utica Rd
Toggletown Rd
Stebbins Dr
Utica St
Taylor Ave
Driveway
New St
Clinton
Mulberry St
Ledgewood Ln
Brimfield St
Dawes Ave
Coventry Pl
Spring St
Chapel Vw
Welch Rd
Fountain St
Brookside Dr
Craig Rd
Kellogg St
Arrowhead Way
Cleary Rd
Stafford Cir N
Stafford Cir S
Red Hill Rd
Tibbitts Rd
State Route 12
Clinton Rd
Merritt Pl
Clintonview Blvd
Pleasantview Ave
Parkway Pl
Millvihill Dr
Hilltop Ter
Grace Ter
Mayberry Pl
Medford Pl
Evalon Rd
State Hwy 5
Irving Rd
Geraldine Ave
Hara Cres
Leard Rd
Allman Pl
Balsam Cres
Oakdale Ave S
Larchmont Dr
Pinecrest Rd
Stanhope Ct
Fawncrest Blvd
Tamarack Dr
Sycamore Dr
Arbor Dr
Apple Grv
Kris Ann Dr
Parking Lot
Ramp
Sangertown Sq
Woods Hwy
Homestead Rd W
Unnamed Street
Concord Blvd
Midland Pl
Park Blvd
Caryl Blvd
Lincoln Dr
Middle Settlement Rd
State Hwy 840
Ramp
Ellinwood Dr
Clinton St
Commercial Dr
Collins Ave
Whitford Ave
Glendale Ave
Roberts Ave
Rowell Ave S
Liberty Ave
Aitken Ave
Orchard
Tennyson Cir
Lowell Dr
Lauretwood Dr
Virginia Ln
Galway Rd
Knollwood Rd
Pippin Wood Dr
Morris Cir
Brnarwood Ct
Paris Rd
Oakwood Dr
Partridge Rd
New Paris Rd
840
5
5A
5B
921E
12B
12

eTE 27a (09/03)

NEW YORK STATE DEPARTMENT OF TRANSPORTATION
TRAFFIC ENGINEERING & HIGHWAY SAFETY DIVISION
SPEED DATA AND ANALYSIS SHEET

LOG#: 02100026
FILE: 30.32/36
TROOP: D

Road: Route 12B
Section: Robinson Rd to Merritt Place
C/V/Town: TN New Harford/Kirkland
County: Oneida
Speed Chk'd by: BW MAS
Analysis by: MAS

S (MPH)	Check No. 1	Check No. 2	Ck.1+2
Over 80			
80			
79			
78			
77			
76			
75			
74			
73			
72			
71			
70			
69			
68			
67			
66			
65			
64			
63			
62			
61		1	1
60			
59			
58		1	1
57	1	2	3
56	1	1	2
55	4	2	6
54	2	4	6
53		8	8
52	4	3	7
51	3	10	13
50	8	8	16
49	9	6	15
48	10	6	16
47	9	5	14
46	9	6	15
45	7	11	18
44	4	3	7
43	4	8	12
42	4	3	7
41	5	3	8
40	5	2	7
39	4	1	5
38	2	2	4
37	1	3	4
36	1		1
35	1		1
34	2		2
33		1	1
32			
31			
30			
29			
28			
27			
26			
25			
24			
23			
22			
21			
Under21			
TOTAL	100	100	200

Check No. 1 Time From: 1416 To: 1435

Location: @ RM 12B 2603 1125 T/O New Hartford

Date Of: 6/10/10 Weather: Cloudy

Pavement Condition: Good/Dry

Check No. 2 Time From: 1437 To: 1456

Location: South of Merritt Place T/O New Hartford

Date Of: 6/10/10 Weather: Cloudy

Pavement Condition: Good/Dry

Speed characteristics (See instruction sheet)	Check No. 1	Check No. 2	Ck.1 + Ck.2
85% Speed	51	53	52
10 - Mile PACE	41-50	45-54	43-52
% in PACE	69%	67%	67%
Exist'g Limit	50	50	50
% Over Exist'g Limit	15%	32%	24%
% Over 45 MPH	60%	63%	65%
% Over 40 MPH	84%	91%	88%
% Over 35 MPH	97%	99%	98%

Low Volume Roadway Type	Est.Std.Dev.(MPH) 2-Ln	4-Ln
Rural (Rolling)	5.8	4.8
Rural	5.3	4.2
Intermediate	5.3	5.3
Urban	4.8	4.9

Spd Lmt = 85%ile, nearest 5 MPH.
Spd Lmt < 85%ile OK if LT 3 MPH below PACE UL & LT one in 3 veh's exceed Spd Lmt.
Spd Lmt > 85%ile OK if LT 5 MPH above PACE UL.

95% Confidence: GE 30 samples

Permitted Error (MPH) +/-: 1, 1.3, 2, 2.5, 3

Minimum Sample Size				
Estimated Stndrd Deviation (MPH)				
5.8	5.3	4.9	4.8	4.2
200	167	142	137	105
118	100	85	81	62
50	42	36	35	27
32	27	23	22	17
23	19	16	16	12

Notes

eTE 27a (09/03)

NEW YORK STATE DEPARTMENT OF TRANSPORTATION
TRAFFIC ENGINEERING & HIGHWAY SAFETY DIVISION
SPEED DATA AND ANALYSIS SHEET

LOG#: 02100026
FILE: 30.32-12B
TROOP: D

Road: Route 12B
Section: Kirkland Robinson Rd
C/V/Town: Town Kirkland
County: Oneida

S (MPH)	Check No. 1	Check No. 2	Ck.1+2
Over 80			
80			
79			
78			
77			
76			
75			
74			
73			
72			
71			
70			
69			
68			
67			
66			
65			
64			
63			
62			
61			
60			
59			
58			
57			
56	1	1	2
55	3		3
54	4	3	7
53	2	5	7
52	3	3	6
51	8	7	15
50	10	6	16
49	11	9	20
48	13	8	21
47	10	7	17
46	4	15	19
45	10	7	17
44	5	7	12
43	7	6	13
42	2	11	13
41	1	2	3
40	5	2	7
39	1	1	2
38			
37			
36			
35			
34			
33			
32			
31			
30			
29			
28			
27			
26			
25			
24			
23			
22			
21			
Under21			
TOTAL	100	100	200

Speed Chk'd by: BW/MAS
Analysis by:

Check No. 1 Time From: 1423 To: 1440

Location: 185 Rte 12B N of Homewood Ave.

Date Of: 7/13/10 Weather: Sunny/90

Pavement Condition: Good/Dry

Check No. 2 Time From: 1442 To: 1456

Location: North of RM 1115

Date Of: 7/13/10 Weather: Sunny/90

Pavement Condition: Good/Dry

Speed characteristics (See instruction sheet)	Check No. 1	Check No. 2	Ck.1 + Ck.2
85% Speed	51	51	51
10 - Mile PACE	43-52	42-51	42-51
% in PACE	81%	83%	82%
Exist'g Limit	50	50	50
% Over Exist'g Limit	21%	19%	20%
% Over 45 MPH	69%	64%	67%
% Over 40 MPH	94%	97%	96%
% Over 35 MPH	100%	100%	100%

Low Volume Roadway Type	Est.Std.Dev.(MPH) 2-Ln	4-Ln
Rural (Rolling)	5.8	4.8
Rural	5.3	4.2
Intermediate	5.3	5.3
Urban	4.8	4.9

Spd Lmt = 85%ile, nearest 5 MPH.
Spd Lmt < 85%ile OK if LT 3 MPH below PACE UL & LT one in 3 veh's exceed Spd Lmt.
Spd Lmt > 85%ile OK if LT 5 MPH above PACE UL.

95% Confidence: GE 30 samples

Permitted Error (MPH)	Minimum Sample Size: Estimated Stndrd Deviation (MPH) 5.8	5.3	4.9	4.8	4.2
+/- 1	200	167	142	137	105
1.3	118	100	85	81	62
2	50	42	36	35	27
2.5	32	27	23	22	17
3	23	19	16	16	12

Notes

4% Truck Traffic

APPENDIX 6

TECHNICAL MEMORANDUM No. 3

TECHNICAL MEMORANDUM No. 3

PIN 2065.35

NYS ROUTE 12B CORRIDOR STUDY

US ROUTE 20 to NY ROUTES 5/12
MADISON AND ONEIDA COUNTIES, NEW YORK

Prepared For:

New York State Department of Transportation

Prepared By:

CLOUGH HARBOUR & ASSOCIATES LLP

with

NUSSBAUMER & CLARKE ENGINEERS, INC.
VN ENGINEERS, INC

December 2010

PIN 2065.35

ROUTE 12B: CORRIDOR STUDY

MADISON AND ONEIDA COUNTIES, NEW YORK

Prepared For:

New York State Department of Transportation
Utica State Office Building
207 Genesee Street
Utica, New York 13501

December 2010

Prepared By:

CLOUGH HARBOUR & ASSOCIATES LLP

with
NUSSBAUMER & CLARKE ENGINEERS, INC.
VN ENGINEERS, INC

CHA Project No. 20356

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SECTION I INTRODUCTION

A. OVERVIEW

Over the past several years, the NYS Route 12B Corridor has been the subject of several inquiries, requests, and letters of concern from the various municipalities along the corridor pertaining to various traffic and safety related issues. The New York State Department of Transportation (NYSDOT), in coordination with these municipalities, initiated this comprehensive Transportation Safety Study as a means of addressing these concerns. The NYSDOT has performed many studies and implemented several improvements over the corridor including, but not limited to, traffic operation improvements, pavement markings and pedestrian improvements. The limits of this study are along NYS Route 12B from US Route 20, in the Town of Madison, Madison County to the junction of NYS Routes 5, 12 and 12B in the Town of New Hartford, Oneida County, New York.

Three Technical Memorandum's (TM's) have been prepared which provides a comprehensive evaluation of the land use and transportation system characteristics of the corridor culminating with the set of recommendations, procedures, and ideas at a conceptual (planning) level to address the vehicular, pedestrian, and bicycle safety concerns along Route 12B within the study limits. This TM3, dated December 2010 documents and describes the recommendations of future improvements in the corridor by identifying the preferred alternatives for each issue raised by the Study Advisory Committee (SAC). This TM3 includes conceptual diagrams (Appendix A) and preliminary order of magnitude cost estimates.

B. PUBLIC PARTICIPATION PROCESS

The SAC for this project includes representatives of County, Town, and local officials who provide local knowledge of issues and concerns. Three meetings have been held with the SAC. The first SAC meeting held on January 26, 2010 was to review the existing conditions and discuss the issues and concerns of the corridor. Table I-1 below summarizes the issues and concerns that the project team and SAC identified for the corridor. The second SAC meeting was held on October 5, 2010 where the TM2 was provided to the SAC for their review. The third SAC meeting was held on December 14, 2010 to review the issues and alternatives and build consensus on the preferred alternative. A copy of the results of the December 14, 2010 meeting is included in Appendix D.

The committee will meet one more time to review the preferred alternatives as documented in this report. Public information meetings will also be held to present the findings and recommendations of the study.

Table I - 1
Route 12B Corridor Issues Identified

Sub-section	Location	Issue Number	Issue
A	Village of Oriskany Falls	1	Limited/no pedestrian accommodations near Cottage Street
		2	Operations/flashing signal control causes confusion at NYS Route 12B, College Street
		3	Parking Safety on Main Street
		4	Division Street parking lot access / circulation
		5	Parking on Route 12B between South Main Street (south) / Broad Street and Main Street (north) / Route 12B
B	Town of Marshall	1	Shoulder deterioration on Route 12B near Route 315
		2	Congestion and limited visibility on Route 315 at Route 12B
		3	Water run-off onto Route 12B. Drainage problems on the west side of Route 12B between Van Hyning Road and Green Vedder Road
		4	Accidents between Burnham Road (CR9) and Hughes Road
		5	Jake brake usage throughout the Hamlet of Deansboro
C	Town of Kirkland	1	Congestion/ queuing/ accidents/ limited sight distance on Route 12B southbound at Brimfield Street
		2	Safety concerns for pedestrian & bicyclists
		3	Limited sight distance on Homewood Drive
		4	Queuing / congestion near Robinson Road
		5	Excessive speeds & limited sight distance near Bogusville Hill Rd
		6	Route 12B with Grant Road and Post Street (CR 16)
		7	Lighting in the Town of Kirkland
		8	Limited/no pedestrian accommodations to commercial district south of Clinton Village
		9	Limited pedestrian accommodations north of Grant Road in Franklin Springs
D	Village of Clinton	1	Truck Traffic Causing Congestion
		2	Intersections of Route 12B with Fountain and Kellogg Street
		3	Pedestrian crossings at Route 412
		4	Limited/no bicyclist accommodations between Route 412 and West Park Row/Williams Street
		5	Congestion between Route 412 and West Park Row / Williams Street
		6	Congestion / conflict of pedestrian/vehicular movements near / at Chenango Avenue / Franklin
		7	Lighting in the Village of Clinton
		8	Congestion at Route 12B and Taylor Avenue
E	Town of New Hartford	1	Drainage improvements at Fawncrest
		2	Lack of pedestrian & bicycle path and sidewalks
		3	Queuing / accidents on Route 12B at Preswick Glen Drive and at Fawncrest Boulevard
		4	DOT approved stop sign on Preswick Glen Drive at intersection
		5	Reduce speed limit between Sycamore Drive & Route 5B
		6	Lighting in the Town of New Hartford

SECTION II CORRIDOR WIDE ALTERNATIVES

This Section of the report identifies those corridor wide issues and concerns that are consistent between municipalities including: [A] land use and access management, [B] speed, [C] truck traffic, [D] lighting, [E] pedestrian and bicycle facilities and linkages [F] exclusive turn lanes, [G] signage and visual cues, [H] enforcement, and [I] education.

The site specific improvements by municipality are discussed in Section III.

Both Sections II and III describe the SAC's preferred alternatives to address the various vehicular, pedestrian, and bicycle safety issues along the corridor.

A. LAND USE AND ACCESS MANAGEMENT

Managing access is generally tied to land use controls and/or zoning regulations. Managing access from Route 12B to adjacent land uses as future development occurs will create the following benefits:

- Create a safer environment for vehicular and pedestrian traffic.
- Allow motorists to drive the route with less delay while creating less fuel emissions, and fuel consumption.
- Provide reasonable access to properties.
- Maintain the integrity and efficiency of Route 12B.
- Reflect coordination between land uses located within the adjacent municipalities and transportation decisions.
- Protect the route's rural character and unique aesthetic qualities.

The SAC acknowledges that access management is a key element for the Route 12B Corridor. The preferred alternative identified by the SAC was to create a Route 12B Corridor Access Management Plan. However, some members of the SAC also identified organizing future land uses into existing activities. Both of these alternatives are discussed below.

Preferred Alternative: Create a Route 12B Corridor Access Management Plan

a. Description: Form a committee comprised of members from the Study Advisory Committee and NYSDOT representatives to create an access management plan designed to specify where and how access can be provided, detailing how development and associated network changes should be implemented along the entire corridor. The plan should draw on the analysis and recommendations of this study and consider all modes of transportation including vehicular, pedestrian, and bicyclist accommodations. Access management techniques suggested for new development or where redevelopment occurs should encourage shared driveways, cross access connections, access and turn restrictions, and interconnection of parking areas. Key elements of these access management techniques include driveway spacing and shared driveways: driveway offsets and alignment and, interconnection of parking areas.

The plan should be adopted by each municipality located along Route 12B that governs land use development and referenced and administered during the site plan review process.

A "Model Access Management Ordinance" is provided in Appendix B of this document for further reference of these types of regulations.

Alternative: Focus New Development into Existing Activity Centers

a. *Description*: Focus future residential and commercial growth in Route 12B villages and hamlets. If a new activity center outside of the village and hamlets occurs, sufficient frontage width and depth and separation of access points from signalized intersections should be provided, and shallow commercial nodes that straddle major roadway intersections should be avoided.

B. SPEED

The corridor-level safety issues related to Speed generated some discussion by the SAC. The alternatives identified in this Section are intended to address the broader issue of speed in the corridor and for strategies to harmonize speed with the context of the surrounding area. Specific recommendations for localized changes to existing speed zones are being evaluated separately by NSYDOT and is discussed further in Section III.

While there is little evidence to support the need to reduce the posted speed limit on a corridor wide level, there were some locations identified through this study that suggest that additional enforcement in these sections would be an appropriate measure to achieve better compliance with the existing posted speed limit as well as alerting the driver to where the speed limit changes. The locations include:

- Between the Oriskany Falls north line to Route 315.
- Between the Route 233 and Post Street (CR16).
- Between Route 5 and Route 5B.
- South of Route 412.

The SAC identified the Preferred Alternative as the combination of installing signage and using visual cues to help control speeds. Some of the measures identified under "Visual Cues" in TM2 can be considered short term measures while others can be considered longer-term improvements as development occurs in the corridor. Therefore, the alternatives have been modified to state that the preferred alternative is the longer term improvements associated with the visual cues and the short-term improvements of signing and striping.

Preferred Alternative: Visual cues

a. *Description:* As future development occurs, through the site plan approval process, work with developers to incorporate more visual elements like trees, streetscaping and gateways that can be used to create more obvious distinctions between the various parts of Route 12B. While streetscaping has many benefits, care must be taken to ensure that these features themselves do not create a safety issue. Care must be taken to ensure that sight distance is not limited and that deadly fixed objects (DFO's) are not being created in or near the roadway.

Short-Term Improvement: Install signage and pavement markings

a. Description: Install speed limit signs, Reduced Speed Zone Ahead signs and transverse markings in accordance with the Federal Highway Administrations (FHWA) *Manual on Uniform Traffic Control Devices*, or MUTCD and the NYS Supplement. A Reduced Speed Limit Ahead (W3-5) sign should be used to inform road users of a reduced speed zone where the speed limit is being reduced by more than 10 mph. One location where the reduced speed limit sign should be posted due to changes in the speed limit by more than 10 mph is On Route 12B in the northbound direction south of Route 315 where the speed changes from 55 mph to 35 mph.

The NYSDOT is aware of the need for the reduced speed zone ahead sign in the northbound direction and will install the reduced speed zone ahead sign upon determining the appropriate location for the sign.

Install transverse markings (Figure 1) on the roadway within the lane (along both edges of the lane) in a pattern of progressively reduced spacing. Provide these markings in advance of an unexpectedly severe horizontal or vertical curve or other roadway feature where drivers need to decelerate prior to reaching the feature and where the desired reduction in speeds have not been achieved by the installation of warning signs and/or other traffic control devices.

b. Graphic:

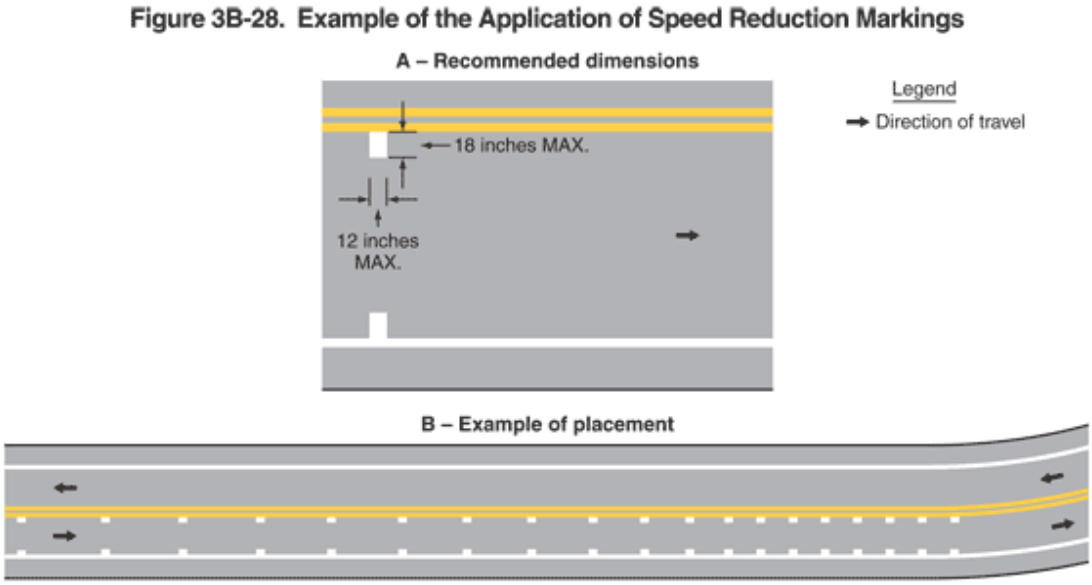

Figure 1 – MUTCD example of speed reduction pavement markings

c. Cost: Approximately $400 per sign

C. TRUCK TRAFFIC

Truck traffic in the corridor and especially within the Village of Clinton was an issue and concern raised by the SAC.

Section 385 of the Vehicle and Traffic (V&T) Law outlines the dimensions and weights of vehicles permitted on State roadways. The V&T Law should be consulted for the entire description of trucks permitted on State routes, including the various combinations, weight, height and lengths. However, in general, Section 385.3.a and b state the following with regard to the lengths permitted for a single truck and the trailer/semi trailer portion of the truck:

- The length of a single vehicle, inclusive of load and bumpers, shall be not more than forty feet unless otherwise provided in Subdivision b.
- Subdivision b of Section 385.3 states that the length of a semitrailer or trailer shall not exceed forty-eight feet provided, however, that the length of any trailer or semitrailer being operated in combination with another trailer or semitrailer shall not exceed twenty-eight and one-half feet.

Section 385.4 of the V&T Law states the following with regard to the total length of truck:

- The total length of a combination of vehicles, inclusive of load and bumpers, shall not be more than sixty-five feet.

According to the *Official Description of Designated Qualifying and Access Highways* in New York State, April 2010, The section of NYS Route 12B from NYS Route 233 to the Oneida-Madison County line in the Towns of Kirkland and Marshall, and the Village of Oriskany Falls is considered an Access Highway, which are highways that permit trucks of additional length and/or width to operate on those roadways.

Regardless of the additional dimensional criteria for that section of roadway designated "Access Highway", vehicles that have a combination length of 65 feet, or a single trailer length of 48 feet are allowed to travel on Route 12B regardless of destination and route.

Bypass routes were discussed but eliminated as a feasible alternative.

Preferred Alternative: Create a Route 12B Corridor Access Management Plan

a. *Description*: Increase the Thruway Trailblazer (guide) signing on Route 12B at Route 233. See Section III.D.

D. LIGHTING

The NYSDOT Policy on Highway Lighting has established conditions, or warrants, that are to be used to determine when lighting is necessary and will be installed by NYSDOT.

According to this policy, if a warrant is met then the state will pay for installation of highway lighting. If no warrant is met, however, then the lighting would be considered an amenity, and is likely that a municipality would need to assume some or all of the cost for installation if lighting is still desired. Maintenance and ownership of lighting, along with electrical billing, would be assumed by the municipalities in either case. The policy indicates that lighting will be treated as an amenity instead of a safety benefit if neither of the warrants in that document is met.

While lighting can increase visibilty for pedestrians and vehicles and enhance opportunities to walk other issues such feasibility, potential utility conflicts, cost and maintanence should be considered.

The SAC's preferred alternative is to deal with lighting on a site specific basis rather than for the entire Route 12B corridor.

E. PEDESTRIAN AND BICYCLE FACILITIES AND LINKAGES

The Herkimer-Oneida Counties Transportation Study (HOCTS) already includes some pedestrian and bicycle planning information for the area. One such planning effort is the Town of Kirkland Sidewalk Inventory, 2007, which was initiated to determine the time and resources necessary to conduct a comprehensive sidewalk inventory for communities throughout Herkimer and Oneida Counties. The purpose of the report was to provide a methodology for other municipalities to use in assessing pedestrian infrastructure. Additional bicycle facility planning has been done for the Chenango Canal Towpath. These planning efforts can be expanded for a Village, Town, and County to include developing goals, involving the public, identifying locations of traffic generators, considering land use and transportation policies, including an inventory of bicycle racks and facilities, developing guidelines for promoting and accommodating non-vehicular modes, and preparing an implementation plan for system improvements. Additional planning would help develop a more complete network of facilities to serve non-motorized travel. Maps could be generated for public use showing walking and bike routes through the towns and counties. While this study is limited to the Route 12B corridor, which may need additional pedestrian and bicycle accommodations to improve safety, it is important to consider that it is part of a system. For the shorter distances traveled by pedestrians and bicyclists, the local network of roadways is important for providing safe alternative routes and improved access to and from destinations to supplement what is provided by the more major roadways in the area.

It is Department policy to consider the accommodation of pedestrians, including persons with disabilities, into Department projects. The NYSDOT's *Highway Design Manual* provides their minimum standards and guidelines to be used in assessing if pedestrian facilities should be installed. The general criteria used to consider the need for pedestrian facilities include but are not limited to, existing and/or planned sidewalk, trail, or pedestrian-crossing facilities, existing pedestrian activity, existing or planned pedestrian activity centers/land uses that promote pedestrian activity, transit facilities, accident history, etc. When such standards are met, pedestrian facilities are to be incorporated into the project. The NYSDOT's *Highway Design Manual* also provides their minimum standards and guidelines to be used in assessing if bicycle facilities should be included.

The Department policy also recognizes that there are situations where pedestrian facilities may not be needed, such as in areas of sparse population. In these areas, pedestrians may utilize the available shoulder. As stated in the Highway Design Manual, pedestrians are permitted to use the shoulders of most State highways, with the exception of controlled-access highways where they are specifically prohibited (interstates, parkways, etc.). Shoulders do not have to meet ADAAG standards in these cases where the transportation/land use context of the roadway indicates that sidewalks and/or other pedestrian facilities are not warranted.

The Institute of Transportation Engineer's (ITE) *Design and Safety of Pedestrian Facilities* and the NYSDOT *Highway Design Manual* provide recommended guidelines for the installation of midblock crossings. These guidelines consider pedestrian and vehicular volumes and help guide against the placement of unjustified devices. See Figures 2 and 3 below. In assessing the need for midblock crossings, however, the distance between signalized crossings should also be considered.

Midblock crossings can identify to motorists where to expect pedestrians, direct pedestrians to a crossing location with better visibility, direct pedestrians along to desirable sidewalks, and improve pedestrian access and safety at night. If a midblock crossing is needed and properly located and installed, then many of these benefits can be realized. However, if a crossing is installed that is not well used, or is not located properly, then the risk of crashes may increase as drivers awareness of pedestrians at other locations decreases and/or pedestrians using the crossing gain a false sense of security. Additionally, motorists could lose respect for other traffic controls and pedestrian accommodations if they perceive the crossing as unjustified. (NYSDOT *Highway Design Manual*)

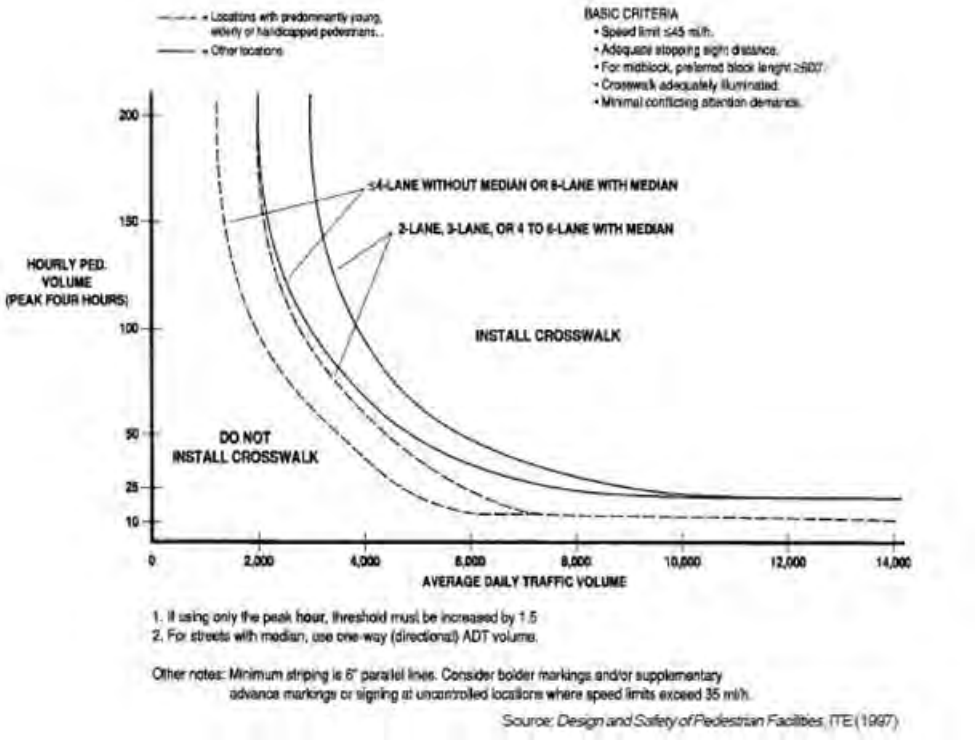

Figure 2 – Guidelines for the Installation of Midblock Crossings

Exhibit 18-20 Recommendations for Installing Marked Crosswalks and Other Needed Pedestrian Improvements at Uncontrolled Locations *

No. of Lanes and Median Type	Vehicle AADT < 9,000			Vehicle AADT > 9,000 to 12,000			Vehicle AADT > 12,000 to 15,000			Vehicle AADT > 15,000		
	Speed Limit**											
	<50 km/h	57 km/h	65 km/h	<50 km/h	57 km/h	65 km/h	<50 km/h	57 km/h	65 km/h	<50 km/h	57 km/h	65 km/h
2 Lanes	C	C	P	C	C	P	C	C	N	C	P	N
3 Lanes	C	C	P	C	P	P	P	P	N	P	N	N
4 or more Lanes With Raised Median	C	C	P	C	P	N	P	P	N	N	N	N
4 or More Lanes Without Raised Median	C	P	N	P	P	N	N	N	N	N	N	N

Source: *Safety Effects of Marked Vs. Unmarked Crosswalks at Uncontrolled Locations: Executive Summary and Recommended Guidelines*, Federal Highway Administration.

C = **Candidate sites for marked crosswalks.** Before installing new marked crosswalks, an engineering study is needed to determine whether the location is suitable for a marked crosswalk. For an engineering study, a site review may be sufficient at some locations, while a more in-depth study of pedestrian volume, walking speed, vehicle speed, sight distance, vehicle mix, etc., may be needed at other sites. It is recommended that a minimum of 20 pedestrian crossings per peak hour (or 15 or more disabled, elderly, or child pedestrians) exist at a location before placing a high priority on the installation of a marked crosswalk alone.

P = **Possible increase in pedestrian crash risk may occur if crosswalks are added without adequate design features and/or traffic control devices.** These locations should be closely monitored and enhanced with other pedestrian crossing improvements, if necessary, before adding a marked crosswalk.

N = **Marked crosswalks alone are insufficient, since pedestrian crash risk may be increased due to providing marked crosswalks alone.** Consider using other treatments where warranted, such as traffic calming treatments, pedestrian signals, various signal phasing and progressions to improve pedestrian safety, ITS and accessible signals, and other substantial improvements to provide safe pedestrian crossing.

- These guidelines include intersection and midblock locations with no traffic signals, stop signs or any warning/regulatory signing on the approach to the crossing. They do not apply to school crossings. A two-way center turn lane is not considered a median

** Where the speed limit exceeds 65 km/h, marked crosswalks alone should not be used at unsignalized locations.

(NYSDOT *Highway Design Manual*)
Figure 3 – Guidelines for the Installation of Midblock Crossings

To enhance visibility at locations where mid-block crossings are implemented, a push button actuated flashing beacon, or the High-Intensity Activated Crosswalk (HAWK) could be installed as per the Federal MUTCD and NYS Supplement to warn motorists when a pedestrian is present such as those shown in Figures 4, 5 and 6 below. The HAWK is a pedestrian-activated beacon located on the roadside and on mast arms over major approaches to an intersection.

Figure 4 - Push button actuated flashing beacon
http://www.walkinginfo.org/ Dan Burden

Figure 5 – HAWK
http://www.walkinginfo.org/ MikeCynecki

Figure 6 - Push button actuated flashing beacon
http://www.walkinginfo.org/ Dan Burden

F. EXCLUSIVE TURN LANES

Dedicated turn lanes are generally provided in situations where traffic volumes and speeds are relatively high and conflicts are likely to develop at intersections between through and turning traffic. Installing left-turn lanes are intended to remove turning vehicles from the through traffic flow by providing space for the deceleration and storage of turning vehicles. This reduces the frequency of rear-end collisions at locations where there is considerable left-turn movements.

AASHTO's *A Policy on Geometric Design of Streets and Highways* provides guidance for determining where left-turn facilities should be considered on two-lane highways based on traffic volume conditions and other criteria including factors of speed, left-turn volumes, and advancing and opposing volumes. Of the following intersections evaluated in this study, only the intersection of Route 12B and Robinson Road meets the volume criteria of the AASHTO guidelines:

- Route 12B with Brimfield Street (southbound left).
- Route 12B with Robinson Road (northbound left).
- Route 12B with Route 315 (southbound left).
- Route 12B with Preswick Glen Drive (northbound left).
- Route 12B with Fawncrest Boulevard (northbound left).

An alternative to the exclusive left turn lane is the use of the shoulder as a bypass lane where space permits, such as at Route 315. However, the use of the shoulder as a bypass lane has the potential to [1] reduce the structural integrity of the shoulder, resulting in pavement deterioration unless improvements are made, [2] increase conflicts between pedestrians and bicyclists who use the shoulder, and [3] maintain and/or increase the operating speeds.

Either of these potential treatments of constructing an exclusive turn lane or providing a widened shoulder at Robinson Road requires significant modifications to existing drainage structures and acquisition of right-of-way that will need to be assessed so that the improvement could be prioritized within DOT's capital and maintenance programs. Additional discussion on alternatives and site specific improvements for each location are included in Section III.

As future volumes increase along the Route 12B corridor due to background growth, there may be some locations where an exclusive left and/or right turn lane will be warranted and therefore, should continue to be monitored by the NYSDOT. In addition, site specific developments will also add traffic to Route 12B and affect the potential need for exclusive turn lanes. As such, municipalities should include language in their land use and comprehensive plans that require developers during the site plan review process to evaluate the potential impact of the proposed development to the Route 12B corridor and the need for exclusive turn lanes.

G. SIGNAGE AND VISUAL CUES

Signage, pavement markings and other visual cues convey information to vehicular, pedestrian and bicyclist traffic and have safety benefits. According to the ITE's *A Traffic Safety Toolbox, A Primer on Traffic Safety*, "Improvements in traffic signing have one of the highest benefit-cost ratios for highway safety improvements". This same publication notes that pavement markings are one of the most cost effective highway improvements in terms of reducing accidents and providing aid to motorists, especially at night.

The *Manual on Uniform Traffic Control Devices*, or MUTCD defines the nationwide standards to install and maintain traffic control devices on all public streets, highways, bikeways, and private roads open to public traffic. The MUTCD is published by the Federal Highway Administration (FHWA) under 23 Code of Federal Regulations (CFR), Part 655, Subpart F.

Traffic control devices in New York on all streets, highways, bikeways, and private roads open to public travel are currently regulated by the National MUTCD and 17 NYCRR Chapter V (New York State Supplement).

Signage

Signs are roadside displays designed to provide drivers information about conditions they will experience downstream from their current roadway location. Signs are categorized as [1] warning, to alert drivers to potential hazards; [2] regulatory, to inform drivers of a prescribed condition that governs how they will operate or use their vehicles, such as a posted speed limit sign, and [3] guide signs, which communicate information to the driver about their route, destination and potential services they may need.

Pavement Markings

Pavement markings are lines, word messages and symbols that are painted on the pavement surface to communicate information to the driver and to pedestrians and include pavement and curb markings, delineators, colored pavements, channelizing devices, and islands. Pavement markings can be used alone to effectively convey regulations, guidance, or warnings, or in conjunction with other traffic control devices such as signs, signals, and other markings.

Pavement markings to delineate parking spaces encourages more orderly and efficient use of parking spaces where parking turnover is substantial and tends to prevent encroachment into fire hydrant zones, bus stops, loading zones, approaches to intersections, curb ramps, and clearance spaces for islands and other zones where parking is restricted.

Short-Term Improvement: Review signs and pavement markings

a. *Description:* Periodically review the signs and pavement markings to ensure that they are still in use, effective and in compliance with the Federal MUTCD and NYS Supplement. Prune and remove trees and underbrush as necessary to ensure roadside visibility.

b. *Graphic:* N/A

c. *Cost:* N/A

H. ENFORCEMENT

Traffic law enforcement for this 16 mile Route 12B corridor is provided by New York State police, Madison and Oneida Sheriff Departments, Town of Kirkland police, and Town of New Hartford police. A review of current laws and enforcement practices amongst all of the various agencies should be conducted on an annual basis.

I. EDUCATION

Law enforcement agencies are tasked with improving traffic safety along the 12B corridor by reducing the incidence of speeding, as well as ensuring compliance with safety restraint laws and other motor vehicle and bicycle laws. The effects of any enforcement program are greatly enhanced if the general public is reminded on a consistent basis, of the "rules of the road." Actions to raise public awareness of traffic safety laws and their purpose can significantly enhance enforcement efforts. Public education of traffic safety can take the form of increased enforcement with, for instance, the use of radar detecting equipment and maximizing the visibility of police presence in areas of greatest concern.

Alternative:

a. *Description:* Deploy portable speed trailers in the corridor periodically to help reinforce compliance with existing speed zones and at speed transition points.

b. Graphic:

Figure 7 – Portable speed trailer

Villages, towns, counties, and the state can work together and individually to implement education and enforcement programs to inform motorists, pedestrians, and bicyclists of traffic laws and local ordinances.

Alternative: Implement education and enforcement programs

a. Description: Form a committee of concerned citizens and civic leaders from the various municipalities located along Route 12B to develop and implement public information and education programs.

The education campaign could include running articles in local newspapers, the posting or distribution of flyers at problem location and community gathering areas, the development of walking programs including safe routes to school and/or safe routes to elderly destinations (senior center, drug store). Police officers could voluntarily educate the public about driver safety by providing demonstrations for instance of the use laser equipment, or driving in an area with a high deer population. These demonstrations could be given by providing television and radio interviews or inviting reporters to ride-along opportunities. In addition, NYSDOT and the FHWA provides a number of educational materials that communities could access for their use and placement at areas of public gatherings like town and village halls, community centers, churches and shopping venues. Websites to such information is provided below.

http://safety.fhwa.dot.gov/newsletter/safetycompass/
http://safety.fhwa.dot.gov/ped_bike/pedforum/
http://safety.fhwa.dot.gov/local_rural/pedcampaign/
http://www.bicyclinginfo.org/education/resource/bestguidedoc.pdf
http://safety.fhwa.dot.gov/local_rural/innovate_prgm.cfm
http://safety.fhwa.dot.gov/intersection/redlight/srlr/campaign/material.cfm

b. Graphic: N/A

c. Cost: N/A

SECTION III ALTERNATIVES – SITE SPECIFIC BY MUNICIPALITY

This section of the document addresses site specific issues and identifies the preferred alternative by municipality. The discussion below is arranged by [A] Village of Oriskany Falls, [B] Town of Marshall, [C] Town of Kirkland, [D] Village of Clinton and [E] Town of New Hartford.

A. VILLAGE OF ORISKANY FALLS

The issues raised for the Village of Oriskany Falls include [1] limited / no pedestrian accommodations near Cottage Street, [2] operations/flashing signal control at NYS Route 12B and College Street, [3] parking safety on Main Street, [4] Division Street parking lot access / circulation, and [5] parking on Route 12B between South Main Street (south) / Broad Street and Main Street (north) / Route 12B.

Issue #A1: Limited / no pedestrian accommodations near Cottage Street

The SAC acknowledges that there is a need to safely accommodate pedestrians desiring to patronize the attractions on both sides of Route 12B in the vicinity of this area. The appropriate location of the crosswalk will be determined through the design process and should consider the number of pedestrians, their origin – destination patterns, the available sight distance and number of gaps. The SAC further recognized that the existing ramps on either side of Route 12B near the Clark library should be removed since they are non-ADA compliant and new accommodations will be provided.

Preferred Alternative: Install marked crosswalk, ADA compliant ramps and signage

a. *Description:* Construct ADA compliant ramps, install a marked crosswalk pedestrian warning sign (W11-2) in accordance with the 2009 MUTCD and NYS Supplement. See also Section II.F for additional methods of signage if deemed necessary. For added visibility, the line of sight for vehicles and pedestrians to view each other should be clear and unobstructed. A no parking zone on the north side of Route 12B in the vicinity of the crosswalk should be provided and trees and vegetation removed and/or maintained as necessary.

b. *Graphic:* Figure A1 in Appendix A

c. Cost: The approximate cost could be $16,000 for a crossing, including ADA ramps, two roadside flashing beacons, two pushbuttons on pedestals, and markings, depending on final design.

Short-Term Improvement: Remove the ramps in the vicinity of the Clark library

a. Description: The existing sidewalk ramps on each side of Route 12B, south of the Cottage Street intersection, closer to the Clark library should be removed.

b. Graphic: N/A

c. Cost: The approximate cost would be $1,000 for each ramp.

Issue #A2: Operations/flashing signal control at NYS Route 12B, College Street
The SAC were split on a decision as to whether or not to leave the signal as is (Null Alternative) or to revise the Traffic Signal. There was no data to suggest that this is an accident location. The Revise Traffic Signal Alternative is discussed below.

Alternative: Revise the traffic signal layout

a. Description: Revise traffic signal layout to be consistent with the current Federal MUTCD and NYS Supplement standards by removing the solid green arrow from the beacon span wire and adding a stop sign on the northbound approach.

b. *Graphic*: N/A

c. Cost: Approximately $2,500 for removal of the steady green arrow indication and installation of a stop sign on the northbound approach.

Issue #A3: Parking Safety on Main Street
The SAC were split in their decision to leave Main Street as is (Null Alternative) or to provide striping to designate the parking. Since the data did not indicate a safety issue, the street can remain as is until such time that the SAC and/or Town in coordination with the NYSDOT decide that the parking lane should be striped.

Alternative: Stripe the parking lane

a. Description: Install pavement markings in accordance with the Federal MUTCD and the NYS Supplement to define the boundaries of the existing parking lane on the south side of Main Street. The marking of the ADA parking space could also include a blue line and/or a hatched area adjacent to further enhance the defined parking area.

b. Graphic: Figure A2 in Appendix A

c. Cost: Approximately $1,000 for approximately 200 feet of pavement markings.

Issue #A4: Division Street parking lot access / circulation
The SAC were split in their decision to leave this issue as is (Null Alternative) or to provide signing to designate the access at the parking lot. Since the data did not indicate a safety issue, no improvement is required at this location unless the SAC and/or Town in coordination with the NYSDOT decide the signs should be installed.

Alternative: Install one-way signs and relocate Division Street name sign

a. Description: Install one-way signs and relocate the Division Street sign to a more visible Route 12B location, in accordance with the Federal MUTCD and NYS Supplement.

b. Graphic:

Figure 8 – MUTCD R6-1 (arrow) and R6-2 (square)

c. Cost: $400 per sign

Issue #A5: Parking on Route 12B between South Main Street (south) / Broad Street and Main Street (north) / Route 12B

Preferred Alternative: Install parking space striping

a. Description: Install pavement striping in accordance with the Federal MUTCD and the NYS Supplement to delineate the parking spaces, and to maintain clear zones at the corners of intersections (for sight distance and pedestrian visibility). Install the pavement markings on Route 12B delineating "No Parking Zones" at both the north end (at Route 12B) and south end (at Broad Street) of the block.

b. Graphic: Figure A3 in Appendix A

c. Cost: Approximately $500 - 1,000 for approximately 400 feet of pavement markings

Short-Term Improvement: Install parking space striping

a. Description: See Preferred Alternative above.

b. Graphic: Figure A3 in Appendix A

c. Cost: Approximately $500 - 1,000

B. TOWN OF MARSHALL

Issues along this section of Route 12B include [1] shoulder deterioration on Route 12B near Route 315, [2] congestion and limited visibility on Route 315 at Route 12B, [3] water run-off onto Route 12B. Drainage problems on the west side of Route 12B between Van Hyning Road and Green Vedder Road, [4] accidents between Burnham Road and Hughes Road, and [5] jake brake usage throughout the Hamlet of Deansboro.

Issue # B1: Shoulder deterioration on Route 12B near Route 315
Preferred Alternative: Shoulder Improvements (Full Depth)

a. Description: Construct a full depth shoulder on the west side of Route 12B to accommodate heavy vehicles using it to go around left turning vehicles from West Hill Road to a point 75 feet north of the north curbline of Route 315.

b. Graphic: Figures B1 and B2 in Appendix A

c. Cost: $22,000

Short-Term Improvement: Repair Deteriorated Shoulder

a. Description: Repair/replace any other deteriorated shoulder areas. This work can be done by NYSDOT maintenance forces.

b. Graphic: N/A

c. Cost: Approximately $5,000 to repair miscellaneous shoulder deterioration

Issue #B2: Congestion and limited visibility on Route 315 at Route 12B
The SAC were split in their decision to leave the intersection as is (Null Alternative) or to add pavement markings and provide clear sight triangles at the intersection due to the potential impact this alternative would have to the existing businesses. Since the data did not indicate a safety issue, no improvement is required at this location. However, the SAC was interested in pursuing at least the installation of pavement striping which is now listed as a short-term improvement. An alternative to provide clear sight triangles has been listed for such time that the SAC and/or Town in coordination with the NYSDOT decide to pursue this alternative.

Short-Term Improvement: Add edge line pavement marking

a. Description: Install white edge lines to define the corner radii and a stop line on Route 315 located 10-feet from the edge of the Route 12B travel lane.

b. Graphic: Figure B1 in Appendix A.

c. Cost: $1,000

Alternative: Provide clear sight triangles

a. Description: Apply hatched markings in the corner areas of the intersection to define the clear zones to maintain intersection sight distance. Public information flyers and communication with the business owners/proprietors about the safety importance of keeping these sight distance zones clear could also help to keep vehicles from parking in these areas.

b. Graphic: Figure B1 in Appendix A.

c. Cost: $1,000

Issue #B3: Water run-off onto Route 12B. Drainage problems on the west side of Route 12B between Van Hyning Road and Green Vedder Road
Preferred Alternative: NYSDOT Maintenance/Continued Monitoring

a. Description: NYSDOT is continuing to monitor the water run-off between Van Hyning Road and Green Vedder Road Maintenance

b. Graphic: N/A

c. Cost: N/A

Short-Term Improvement: NYSDOT Maintenance/Continued Monitoring

a. Description: See Preferred Alternative above

Issue # B4: Accidents between Burnham Road (CR9) and Hughes Road
The SAC identified their preferred alternative as installating Deer Warning Signs and providing Driver Education. While both are a preferred alternative, installing Deer Warning Signs are also considered a short-term improvement.

Preferred Alternative: Install Deer Warning Signs and Provide Driver Education

a. Description: Install Deer Warning Signs (MUTCD No. W11-3) in this segment of Route 12B to advise motorists of potential conflicts with these animals. It is recommended that NYSDOT Operations coordinate with New York State Department of Environmental Conservation (NYSDEC) to confirm these signs are warranted and to establish the appropriate sign locations.

Provide educational information for driver education programs. See Section II.I for more information

b. Graphic:

Figure 9 – MUTCD sign W11-3

c. Cost: $400 per sign

Short-Term Improvement: Install Deer Warning Signs

a. Description: Install Deer Warning Signs (MUTCD No. W11-3) as discussed under the Preferred Alternative above.

b. Graphic: See Figure 9

c. Cost: $400 per sign

Issue #B5:Jake brake usage throughout the Hamlet of Deansboro
Preferred Alternative: Null Alternative

a. Description: No change. While excessive noise created by large trucks using Jake Brakes throughout the populated Hamlet of Deansboro has become a concern to area residents it was recognized that this more a nuisance of noise than a safety issue.

b. Graphic: N/A

c. Cost: No cost

C. TOWN OF KIRKLAND

Issues along this section of Route 12B include [1] congestion / queuing / accidents and limited sight distance on Route 12B in the vicinity of Brimfield Street, [2] safety concerns for pedestrians and bicyclists [3] limited sight distance on Homewood Drive [4] queuing / congestion near Robinson Road, [5] excessive speeds and limited sight distance near Bogusville Hill Rd, [6] Route 12B with Grant Road and Post Street (CR 16), [7] lighting, [8] limited pedestrian access to local businesses, and [9] limited / no pedestrian accommodations in Franklin Springs north of Grant Road.

Issue #C1: Congestion / queuing/ accidents / limited sight distance on Route 12B southbound at Brimfield Street

The SAC identified their preferred alternative as monitoring future conditions and replacing the existing with new signs. While both are a preferred alternative, the installation of the combination horizontal alignment/intersection signs has been listed as the short-term improvement that can be implemented in the near term.

Preferred Alternative: Monitor future conditions and replace existing signage

a. Description: There may be a need to construct an exclusive turn lane or provide additional physical or operational improvements in the future if the traffic volumes on Route 12B and Brimfield Street increase, especially if Brimfield is used as a cut-through route. The State, Town and Village should consider this intersection for review and analysis as future developments are proposed and as future growth occurs in the corridor.

Replace the horizontal curve signs with a combination horizontal alignment/intersection sign as per the Federal MUTCD and the NYS Supplement in both the northbound and southbound directions.

b. Graphic:

Figure 10 - MUTCD W1-10 horizontal alignment/intersection sign

c. Cost: Signs: $400 per sign
Monitoring: To be determined

Short-Term Improvement: Install signage and provide unobstructed sight lines to roadside signs

a. Description: Replace the horizontal curve signs with a combination horizontal alignment/intersection sign as per the Federal MUTCD and the NYS Supplement in both the northbound and southbound directions.

Remove branches from the tree on the property at the southeast corner of the intersection to improve the sight distance from Brimfield looking to the left on Route 12B.

b. Graphic: See Figure 10

c. Cost: Approximately $400 per sign

Issue #C2: Safety concerns for pedestrians and bicyclists
The SAC identified their preferred alternative as providing pedestrian education materials and adopting a sidewalk policy.

Preferred Alternative: Pedestrian Education Materials and adopt sidewalk policy

a. Description: Provide educational information for pedestrian and bicycle education programs as discussed in Section II.I.

The Town may wish to adopt sidewalk policy in the future.

b. Graphic: N/A

c. Cost: Minimal cost

Issue #C3: Limited sight distance on Homewood Drive
Preferred Alternative: Null Alternative

a. Description: There was no identified safety issue at this location. An intersection warning sign exists on Route 12B south of the intersection to indicate the presence of the intersection and the possibility of turning or entering traffic

b. Graphic: N/A

c. Cost: No cost

Short-Term Improvement: Clear vegetation

a. *Description:* Remove some of the berms and vegetation along Route 12Bto improve the intersection sight distance in both directions.

b. Graphic: N/A

c. Cost: No cost

Issue #C4: Queuing / congestion near Robinson Road
Preferred Alternative: Construct exclusive left turn lane

a. Description: This alternative requires relocation of guiderail, modifications to existing drainage structures and potential acquisition of right-of-way. Because of the physical and environmental constraints and potential cost for this improvement, more detailed study will be required so that the improvement could be prioritized within DOT's capital and maintenance programs.

b. *Graphic:* Figure C1 in Appendix A

c. Cost: Approximately $160,000 not including drainage, utilities, right-of-way, and design.

Short-Term Improvement: Install MUTCD W2-7L signage

a. Description: Install the MUTCD W2-7L sign in accordance with the Federal MUTCD and NYS Supplement in both the north and southbound directions.

b. Graphic:

Figure 11 - MUTCD W2-7L Intersection Warning sign

c. *Cost:* Approximately $400 per sign

Issue #C5: Excessive speeds & limited sight distance near Bogusville Hill Rd
The SAC identified their preferred alternative as installing signage and drive education. While both are listed for the preferred alternative, installation of reduced speed limit signs and Deer Warning Signs have also been listed as the short-term improvement that can be implemented in the near term.

Preferred Alternative: Install Signage and Driver Education

a. Description: Install reduced speed limit signs (MUTCD No. W3-5) and Deer Warning Signs (MUTCD No. W11-3) in accordance with the Federal MUTCD and the NYS Supplement. It is recommended that NYSDOT Operations coordinate with NYSDEC to confirm if these are warranted, and to establish appropriate sign locations.

The NYSDOT is aware of the need for the reduced speed zone ahead sign in the northbound direction and will install the reduced speed zone ahead sign upon determining the appropriate location for the sign.

Provide educational information for driver education programs. See Section II.I for more discussion.

b. Graphic:

Figure 12 - MUTCD W3-5 Reduced Speed Zone Ahead

c. Cost: Approximately $400 per sign

Short-Term Improvement: Install W3-5 and W11-3 signage

a. Description: Install reduced speed limit signs (MUTCD No. W3-5) and Deer Warning Signs (MUTCD No. W11-3) in accordance with the Federal MUTCD and the NYS Supplement. It is recommended that NYSDOT Operations coordinate with NYSDEC to confirm if these are warranted, and to establish appropriate sign locations.

The NYSDOT is aware of the need for the reduced speed zone ahead sign in the northbound direction and will install the reduced speed zone ahead sign upon determining the appropriate location for the sign.

b. Graphic: See Figure 12 above

c. Cost: Approximately $400 per sign.

Issue #C6: Route 12B with Grant Road and Post Street (CR 16)
Preferred Alternative: Re-stripe pavement markings

a. Description: Re-stripe the pavement markings in this area and continue the centerline and edge lines along Route 12B through the curve in accordance with the Federal MUTCD and the NYS Supplement

b. Graphic: Figure C2 in Appendix A

c. Cost: Approximately $2,000

Short-Term Improvement: Re-stripe pavement markings

a. Description: See Preferred Alternative above

b. Graphic: Figure C2 in Appendix A

c. Cost: Approximately $2,000

Issue #C7:Lighting in the Town of Kirkland
Preferred Alternative: Perform Lighting Analysis.
(Maintenance and ownership of lighting, along with the cost of the electrical billing is the responsibility of the municipality.)

a. *Description:* A lighting analysis would have to be performed in order to determine the maintained levels of existing lighting and IENSA recommended levels.

Issue #C8: Limited / no pedestrian accommodations to commercial district south of Clinton Village
Preferred Alternative: Extend Sidewalks

a. Description: Extend sidewalks to pedestrian generators and fill in missing areas. Although the location is not a priority safety location, there are benefits associated with providing pedestrian accommodations. The specific details of where the sidewalk should be located and the location/treatment for a crossing would be resolved as such time as an opportunity is identified to advance this as a project for design.

b. Graphic: N/A

c. Cost: To be determined

Issue #C9: Limited pedestrian accommodations north of Grant Road in Franklin Springs
The SAC identified the Preferred Alternative as the Null Alternative. However, there were some members that suggested that providing pedestrian education materials was also an appropriate alternative.

Preferred Alternative: Null Alternative

a. Description: No change

b. Graphic: N/A

c. Cost: No cost

Alternative: Pedestrian Education Materials

a. Description: Provide education information for pedestrian education programs. See Section II.I for further discussion on pedestrian education materials and programs

b. Graphic: N/A

c. Cost: To be determined

D. VILLAGE OF CLINTON

The issues along this section of Route 12B include [1] truck traffic causing congestion, [2] Intersections of Route 12B with Fountain and Kellogg Street and the area surrounding the Village Green [3] pedestrian crossings at Route 412, [4] limited / no bicycle accommodations between Route 412 and West Park Row / Williams Street, [5] congestion between Route 412 and West Park Row / Williams Street, [6] congestion / conflict of pedestrian / vehicular movements near/at Chenango Avenue / Franklin Street, [7] lighting and [8] congestion at Route 12B and Taylor Avenue. Issues that can be remedied were addressed under this safety analysis.

Issue #D1: Truck Traffic Causing Congestion

Preferred Alternative: Increase Size of Signage and Enforcement

a. Description: Replace the existing Thruway Trailblazer signage on Route 12B at the Route 233 intersection with the next larger size signs. Enforce any non-compliant truck traffic along the Route 12B corridor in accordance with the Vehicle and Traffic Law and the Official Description of Designated Qualifying and Access Highways in New York State can create a safer environment for all modes of transportation.

b. Graphic: N/A

c. Cost: Approximately $800 for the signs

Short-Term Improvement**:** Increase Size of Signage

a. Description: Replace the existing Thruway Trailblazer signage on Route 12B at the Route 233 intersection with the next larger size signs..

b. Graphic: N/A

c. Cost: Approximately $800

Issue # D2: Intersections of Route 12B with Fountain and Kellogg Street and the area surrounding the Village Green

Preferred Alternative: Lane Delineation Striping and Remove the sidewalk from the Village Green to Route 12B

a. Description: Install Route 12B edge lines through the curve and across the intersection approaches of Fountain Street and Kellogg Street and remove the existing walkway from the Village Green to Route 12B near Fountain Street and Kellogg Street

b. Graphic: Figures D1 and D2 in Appendix A

c. Cost: Approximately $400 for lane striping and $3,000 to remove the sidewalk

Short-Term Improvement: Lane Delineation Striping

a. Description: Install Route 12B edge lines through the curve and across the intersection approaches of Fountain Street and Kellogg Street

b. Graphic: Figures D1 in Appendix A

c. Cost: Approximately $400 for lane striping

Alternative: Install marked crosswalk and provide ADA compliant ramps

a. Description: Install a marked crosswalk near the art center to the existing Village Green walkway with appropriate ADA compliant ramps. The crosswalk should be signed with the pedestrian warning sign (W11-2) in accordance with the 2009 MUTCD and NYS Supplement.

b. Graphic: Figure D2 in Appendix A

c. Cost: The approximate cost could be $16,000 for ADA compliant ramps, a marked crosswalk, signage, two roadside flashing beacons and two pushbuttons on pedestals, depending on type of design.

Issue #D3: Pedestrian crossings at Route 412
Preferred Alternative: Pedestrian Improvements

a. Description: Provide pedestrian indications, pushbuttons, crosswalks and ADA compliant accessible handicap ramps.

b. Graphic: N/A

c. Cost: N/A

Issue #D4: Limited / no bicyclist accommodations between Route 412 and West Park Row / Williams Street
Preferred Alternative: Alternative Bike Route

a. Description: Designate an alternate bike route, using other local streets such as Chenango Avenue.

b. Graphic: N/A

c. Cost: N/A

Alternative: Education Materials and Install W16-1P Share The Road Signs and Pavement Markings
(The R4-11 Bicycle May Use Full Lane sign shown in the Draft TM3 has been replaced by the W16-1P Share the Road sign due to the 2010 interim guidance provided by NYSDOT issued subsequent to the preparation of the Draft TM document that disapproved the use of the R4-11 sign)

a. Description:

1. Provide educational information for drivers and bicyclists. See Section II.I for additional discussion on educational programs.

2. Communicate to the community through outreach programs, the location and use of the Chenango Canal Towpath.

3. Install the "Share The Road" (W16-1P) signs and Shared-Lane Pavement Markings (i.e. "Sharrow") in accordance with the Federal MUTCD and NYS Supplement.

b. Graphic: D2a in Appendix A

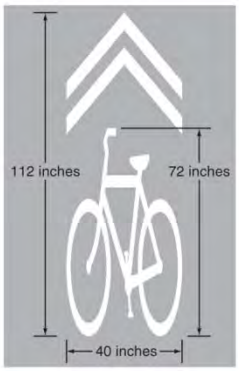

Figure 13 – MUTCD W16-1P

c. Cost: Approximately $400 per sign and approximately $160 per pavement marking symbol

Short-Term Improvement: Install W16-1P Share The Road Signs and Pavement Markings

a. Description: Install the "Share The Road" (W16-1P) sign and Shared-Lane Pavement Markings (i.e. "Sharrow") in accordance with the Federal MUTCD and NYS Supplement.

b. Graphic: D2a in Appendix A

c. Cost: Approximately $400 per sign and approximately $160 per pavement marking symbol

Issue # D5: Congestion between Route 412 and West Park Row/Williams Street
Preferred Alternative: Timing, Lane and Signal Improvements

a. Description: Signal Timing Modifications, Signal Accommodations and Pavement Markings

1. A no cost and immediate visible action would be to increase the amount of time assigned to the left turn phase for the PM peak. This can be set using a time clock function to operate only during periods of excessive queuing. NYSDOT traffic signal controllers have these capabilities.

2. Provide set back vehicle detectors (mid block or closer to the upstream intersection) that will add more green time to the eastbound and westbound movements when vehicles are gridlocked between the intersections. This preemption phase will only be activated when a vehicle has been setting over the detector for a lengthy period. Benefits derived from this modification would help reduce gridlock by clearing out more vehicles and create more gaps for side road traffic to enter Route 12B.

3. Adjust the centerline between Franklin Street and West Park Row to provide uniform 12 foot lane widths. Most lanes throughout the rest of the Village are 12 foot wide or greater. Parking spaces should be restriped to 7 foot widths and areas where parking is allowed, but is unmarked to be striped.

4. Adjust the centerline of Route 12B south of the intersection with Route 412 to provide adjusted northbound approach lane widths and southbound receiving lane width. Southbound receiving lane should be reduced from 13' to 12' and the northbound right turn lane should be increased to 11' from 10'. The northbound left turn lane should remain at 10' and a 75' storage lane should be striped on this approach. Providing the additional width for the northbound right turn movement, which is the heavier of the two northbound movements, will better accommodate the right turning traffic.

b. Graphic: Figures D3 & D4 in Appendix A

c. Cost:

1. Signal re-timing: no cost.

2. Signal modifications; preemption detectors, pullboxes, conduit, wiring and internal hardware: $25,000 (less if there is existing conduit run)

3. Pavement markings: $10,000

Short-Term Improvement: Signal Timing Modifications and Pavement Markings

a. Description: See Preferred Alternative Items 1, 3 and 4 above

b. Graphic: Figures D3 & D4 in Appendix A

c. Cost: $10,000 for pavement markings

Issue #D6: Congestion / conflict of pedestrian / vehicular movements near/at Chenango Avenue /Franklin
Preferred Alternative: Pedestrian Education Materials

a. Description: Provide educational information for pedestrian education programs. See Section II.I for further discussion.

b. Graphic: N/A

c. Cost: Minimal cost

If local officials verify that this is a problem area, two options to consider include installing push button actuated flashing beacons as per the Federal MUTCD and NYS Supplement to improve visibility and removing the crossing and directing pedestrians with signage to the crossing at the intersection of Route 412 with Route 12B.

Issue #D7: Lighting in the Village of Clinton
Preferred Alternative: Null Alternative

a. Description: The SAC determined that the existing lighting within the Village is sufficient and that no upgrades or new lighting are necessary.

Issue #D8: Congestion at Route 12B and Taylor Avenue
The SAC identified their preferred alternative as monitoring future conditions, incorporating access management and revising their land use and zoning code

Preferred Alternative: Monitor future conditions, Access Management, and Land Use and Zoning

a. *Description*: Consolidate access points to reduce turning movement conflict, which can reducing the number of potential conflict points and improve traffic flow and increase safety on the roadway.

Monitor vehicular and pedestrian volumes and accidents and perform signal warrant analysis to determine if the warranting criteria is met to justify installation of a signal.

Review and revise the Village of Clinton's land use guidelines to incorporate access management guidelines and techniques that reduce the number of potential conflict points, improve traffic flow and increase safety on the roadway.

b. Graphic Figure D5 in Appendix A (for Access Management Figure)

c. Cost: To be determined

E. TOWN OF NEW HARTFORD

Issues along this section of Route 12B include [1] drainage improvements at Fawncrest, [2] lack of pedestrian and bicycle path and sidewalks, [3] queuing / accidents on Route 12B at Preswick Glen Drive and at Fawncrest Boulevard, [4] DOT approved stop sign on Preswick Glen Drive at intersection, [5] reduce speed limit between Sycamore Drive and Route 5B, and [6] Lighting in the Town of New Hartford.

Issue #E1: Drainage improvements at Fawncrest
Preferred Alternative: NYSDOT Maintenance/Continued Monitoring

a. Description: NYSDOT is continuing to monitor the issue of flooding

b. Graphic: N/A

c. Cost: N/A

Issue #E2: Lack of pedestrian & bicycle path and sidewalks
The Town of New Hartford currently has an approved sidewalk policy, so that alternative identified in TM2 does not need to be advanced as an alternative for this project.

Preferred Alternative: Pedestrian Education Materials

a. Description: Provide educational information for pedestrian education programs.

b. Graphic: N/A

c. Cost: Minimal cost

Issue #E3: Queuing/ accidents on Route 12B at Preswick Glen Drive and at Fawncrest Boulevard
Preferred Alternative: Null Alternative

a. Description: No change. Accident rate is below statewide rate.

b. Graphic: N/A

c. Cost: No cost

Issue #E4: DOT approved stop sign on Preswick Glen Drive at intersection
Preferred Alternative: Null Alternative

a. Description: A Stop sign currently exists at this location. No other Stop sign is necessary at this location.

b. Graphic: N/A

c. Cost: No cost

Issue #E5: Reduce speed limit between Sycamore Drive / Merritt Place & Route 5B
Preferred Alternative: Adjust Posted Speeds

a. Description: If warranted by the speed study, posted speeds will be adjusted to provide improved consistency between adjacent postings, and improved consistency with the character of the highway within this segment State Route 12B.

b. Graphic: N/A

c. Cost: Minimal cost

Issue #E6:Lighting in the Town of New Hartford
Preferred Alternative: Perform Lighting Analysis
(Maintenance and ownership of lighting, along with the cost of the electrical billing is the responsibility of the municipality.)

a. Description: A formal lighting study was not conducted as part of this Route 12B Corridor Study. If warranted, lighting can either be added to utility poles throughout the town or added only at intersections with higher than average accident rates.

SECTION IV SUMMARY

This Technical Memo No. 3 is the final Technical Memo in a series of three interim reports that will be produced as part of the study. The purpose of this Technical Memo No. 3 is to document and the preferred transportation safety improvement alternative to address the issues as they relate to current and future conditions in the corridor. Tables V-1 and V-2 below summarize the issues and the preferred alternatives and short-term alternatives, respectively as presented in Sections II and III of this report.

Table IV-1

Route 12B Corridor Study - Issues and Alternatives (Preferred, Short-Term and Other)

TM3 Section III, Sub-section	Location	Issue Number (#)	Issue	Preferred	Preferred Cost	Alternative	Alternative Cost
A	Village of Oriskany Falls	1	Limited / no pedestrian accommodations near Cottage Street	Install marked crosswalk, ADA compliant ramps, and signage	Approximate cost is $16,000	N/A	N/A
		2	Operations / flashing signal control at NYS Route 12B, College Street	Null Alternative	N/A	Revise the traffic signal layout	Approximately $2,500
		3	Parking Safety on Main Street	Null Alternative	N/A	Parking lane striping	Approximately $ 1,000 for approximately 200 feet of pavement markings.
		4	Division Street parking lot access / circulation	Null Alternative	N/A	Install one-way signs and relocate Division Street name sign	Approximately $400 per sign
		5	Parking on Route 12B between South Main Street (south) / Broad Street and Main Street (north) / Route 12B	Install parking space striping	Approximately $500 - $1,000	N/A	N/A
B	Town of Marshall	1	Shoulder deterioration on Route 12B near Route 315	Shoulder improvements (Full Depth)	Approximately $22,000	N/A	N/A
		2	Congestion and limited visibility on Route 315 at Route 12B	Null Alternative	No cost	Install white edge lines and provide clear sight triangles	Approximately $1,000 for striping
		3	Water run-off onto Route 12B. Drainage problems on the west side of Route 12B between Van Hyning Road and Green Vedder Road	NYSDOT Maintenance/Continued monitoring	N/A	N/A	N/A
		4	Accidents between Burnham Road (CR9) and Hughes Road	Install Deer Warning Signs and provide driver education	Approximately $400 per sign, Minimal cost for Education Materials	N/A	N/A
		5	Jake brake usage throughout the Hamlet of Deansboro	Null Alternative	No cost	N/A	N/A
C	Town of Kirkland	1	Congestion / queuing/ accidents / limited sight distance on Route 12B southbound at Brimfield Street	Monitor future conditions and replace existing signage	Signs: $400 each, Monitoring to be determined	N/A	N/A
		2	Safety concerns for pedestrian & bicyclists	Pedestrian eduction materials	Minimal Cost	Adopt a sidewalk policy	N/A
		3	Limited sight distance on Homewood Drive	Null Alternative	N/A	Clear vegetation	N/A
		4	Queuing / congestion near Robinson Road	Construct exclusive left turn lane	Approximately $160,000 not including drainage, utitilites, right-of-way, design, etc	Install MUTCD W2-7L signage	Approximately $400 per sign
		5	Excessive speeds & limited sight distance near Bogusville Hill Rd	Install signage and driver education	Minimal Cost	N/A	N/A
		6	Route 12B with Grant Road and Post Street (CR 16)	Re-strip pavement markings	Approximately $2,000	N/A	N/A
		7	Lighting in the Town of Kirkland	Perform lighting analysis	N/A	N/A	N/A
		8	Limited / no pedestrian accommodations to commercial district south of Clinton Village	Extend sidewalks	To be determined	N/A	N/A
		9	Limited / no pedestrian accommodations to commercial district south of Clinton Village	Null Alternative	No cost	Pedestrian Education Materials	To Be Determined
D	Village of Clinton	1	Truck traffic causing congestion	Increase size of signage and enforcement	Approximately $800 per sign	N/A	N/A
		2	Intersections of Route 12B with Fountain and Kellogg Street	Lane delineation striping and remove the sidewalk from the Village Green	Approximately $400 for striping and $3,000 for removing sidewalk	Install marked crosswalk and ADA compliant ramps	Approximately $16,000
		3	Pedestrian crossings at Route 412	Pedestrian improvements	N/A	N/A	N/A
		4	Limited/no bicyclist accommodations between Route 412 and West Park Row/Williams Street	Alternative bike route	N/A	Education materials and Install W16-1P Share The Road Signs and Pavement	$400 per sign and $160 per pavement marking symbol
		5	Congestion between Route 412 and West Park Row/Williams Street	Timing, Lane and Signal Improvements	1) Signal re-timing - no cost, 2) Signal modifications: Approximately $25,000, 3) Pavement markings: Approximately $10,000	N/A	N/A
		6	Congestion/conflict of pedestrian/vehicular movements near/at Chenango Street/Franklin	Pedestrian education materials	Minimal cost	N/A	N/A
		7	Lighting in the Village of Clinton	Null Alternative	No cost	N/A	N/A
		8	Congestion at Route 12B and Taylor Avenue	Monitor future conditions, Access Management, & Land Use Zoning	To be determined	N/A	N/A
E	Town of New Hartford	1	Drainage improvements at Fawncrest	NYSDOT Maintenance / Continued monitoring	N/A	N/A	N/A
		2	Lack of pedestrian & bicycle path and sidewalks	Pedestrian Education Materials	Minimal cost	N/A	N/A
		3	Queuing/ accidents on Route 12B at Preswick Glen and at Fawncrest Boulevard	Null Alternative	No cost	N/A	N/A
		4	DOT approved stop sign on Preswick Glen at intersection	Null Alternative	No cost	N/A	N/A
		5	Reduce speed limit between Sycamore Drive & Route 5B	Adjust posted speed	Minimal cost	N/A	N/A
		6	Lighting in the Town of New Hartford	Perform lighting analysis	N/A	N/A	N/A
Route 12B Corridor		II.A	Land Use and Access Management	Create a Route 12B Corridor Access Management Plan	Minimal cost	Focus New Development into Existing Activity Centers	Minimal cost
		II.B	Speed	Visual Cues, Install Speed Limit signs and pavement markings	Signs: $400 per sign	Enforcement	Minimal
		II.H	Enforcement	Continued enforcement of vehicular, pedestrian and bicycle activities	Minimal cost	N/A	N/A
		II.I	Education	Deploy portable speed trailors	Minimal cost	Implement education and enforcement programs	N/A

Note: The table provides a summary of the preferred and short-term alternatives identified in this report. Refer to the document for a complete discription of the alternatives and improvements

The Null Alternative has been listed where no improvement is necessary to remedy a safety issue or has already been addressed.

Table IV-2

Route 12B Corridor Study - Issues and Short-Term Improvements

TM3 Section III, Sub-section	Location	Issue Number (#)	Issue	Short-Term Improvement	Short Term Improvement Cost
A	Village of Oriskany Falls	1	Limited/no pedestrian accommodations near Cottage Street	Remove ramps in vicinity of Clark library	Approximate cost is $1,000 per ramp
		5	Parking on Route 12B between South Main Street (south) /Broad Street and Main Street (north)/ Route 12B	Install parking space striping	$500-$1,000
B	Town of Marshall	1	Shoulder deterioration on Route 12B near Route 315	Repair deteriorated shoulder	Approximately $5,000
		2	Congestion and limited visibility on Route 315 at Route 12B	Install edge line pavement marking	Approximately $1,000
		3	Water run-off onto Route 12B. Drainage problems on the west side of Route 12B between Van Hyning Road and Green Vedder Road	NYSDOT Maintenance/Continued monitoring	N/A
		4	Accidents between Burnham Road (CR9) and Hughes Road	Install Deer Warning Signs	Approximately $400 per sign
C	Town of Kirkland	1	Congestion / queuing / accidents / limited sight distance on Route 12B southbound at Brimfield Street	Install combination horizontal alignment / intersection signage	Approximately $400 per sign
		3	Limited sight distance on Homewood Drive	Clear vegetation	N/A
		4	Queuing / congestion near Robinson Road	Install W2-7L signage	Approximately $400 per sign
		5	Excessive speeds & limited sight distance near Bogusville Hill Rd	Install signage	Approximately $400 per sign
		6	Route 12B with Grant Road and Post Street (CR 16)	Re-stripe pavement markings	$2,000
D	Village of Clinton	1	Truck Traffic Causing Congestion	Increase size of signage	Approximately $800 per sign
		2	Intersections of Route 12B with Fountain and Kellogg Street	Install Route 12B edge lines	Approximately $400 per sign
		4	Limited/no bicyclist accommodations between Route 412 and West Park Row/Williams Street	Install Share the Road signs and pavement markings	Approximately $400 per sign and $160 per pavement marking symbol
		5	Congestion between Route 412 and West Park Row/Williams Street	Timing improvements and pavement markings	$10,000
E	Town of New Hartford	1	Drainage Improvement at Fawncrest	NYSDOT Maintenance/Continued monitoring	N/A
Route 12B Corridor		II.B	Speed	Install speed limit and reduced speed limit signs and transverse pavement markings	Approximately $400 per sign
		II.G	Signage and Visual Cues	Review signs and pavement markings	Minimal cost
		II.H	Enforcement	Continued enforcement of vehicular, pedestrian and bicycle activities	Minimal cost

Note: This table provides a summary of the short-term improvement identified in this report. Refer to the document for a complete description

APPENDIX A

FIGURES

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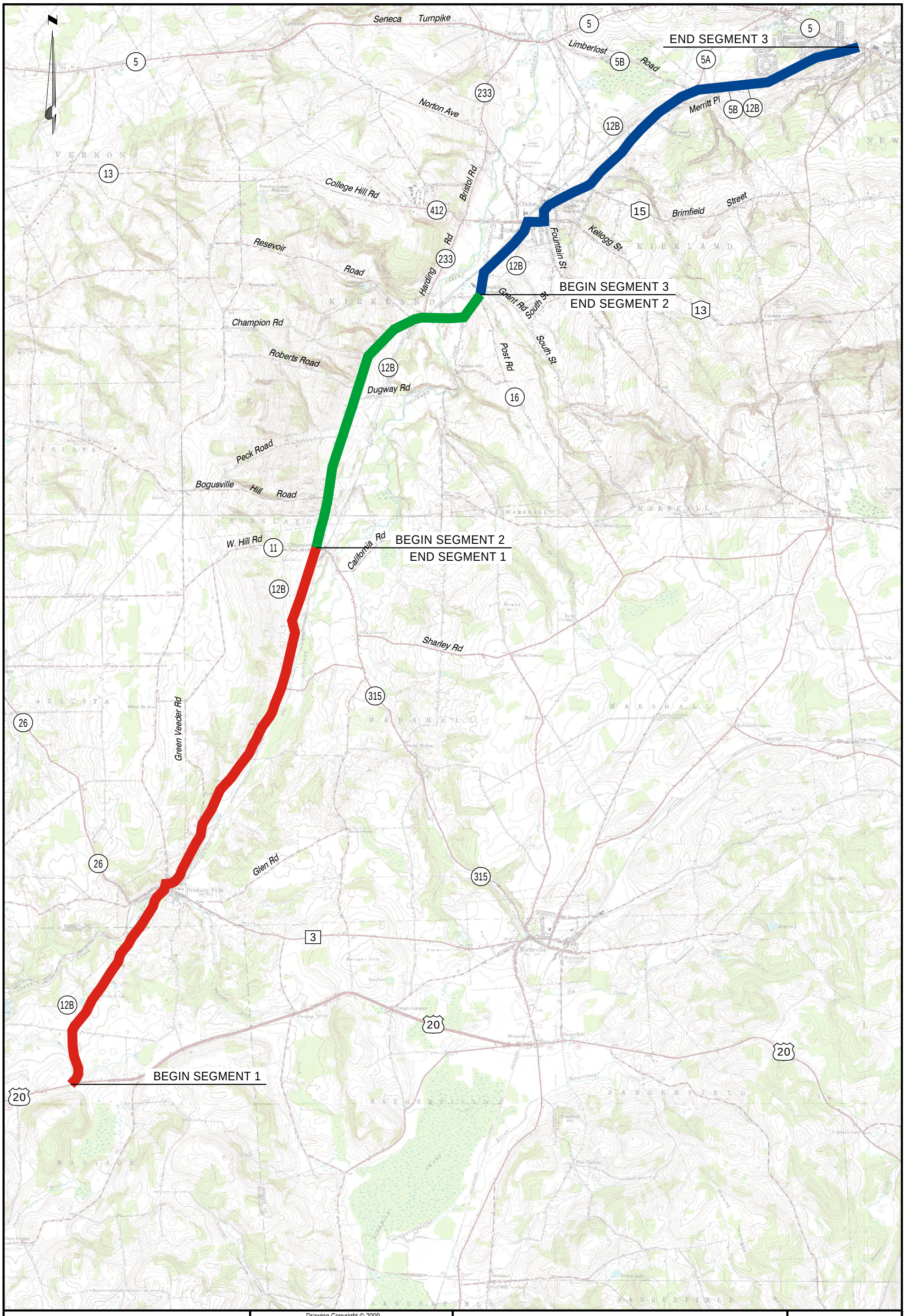

LEGEND

- SEGMENT 1
- SEGMENT 2
- SEGMENT 3

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PROJECT LOCATION MAP

ROUTE 12B: ROUTE 20-ROUTE 5
SAFETY IMPROVEMENT PROJECT
P.I.N. 2065.36
MADISON AND ONEIDA COUNTIES, NEW YORK

PROJECT NO. 20356

DATE: SEPT. 2009

FIGURE 1

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Route 12B
Village of Oriskany Falls

Issue #A1: Install Marked Cross Walk
Route 12B Corridor Study
Oneida & Madison Counties, New York

P.I.N. 2065.35
PROJECT NO. 20356

DATE: 12/22/10

FIGURE A1

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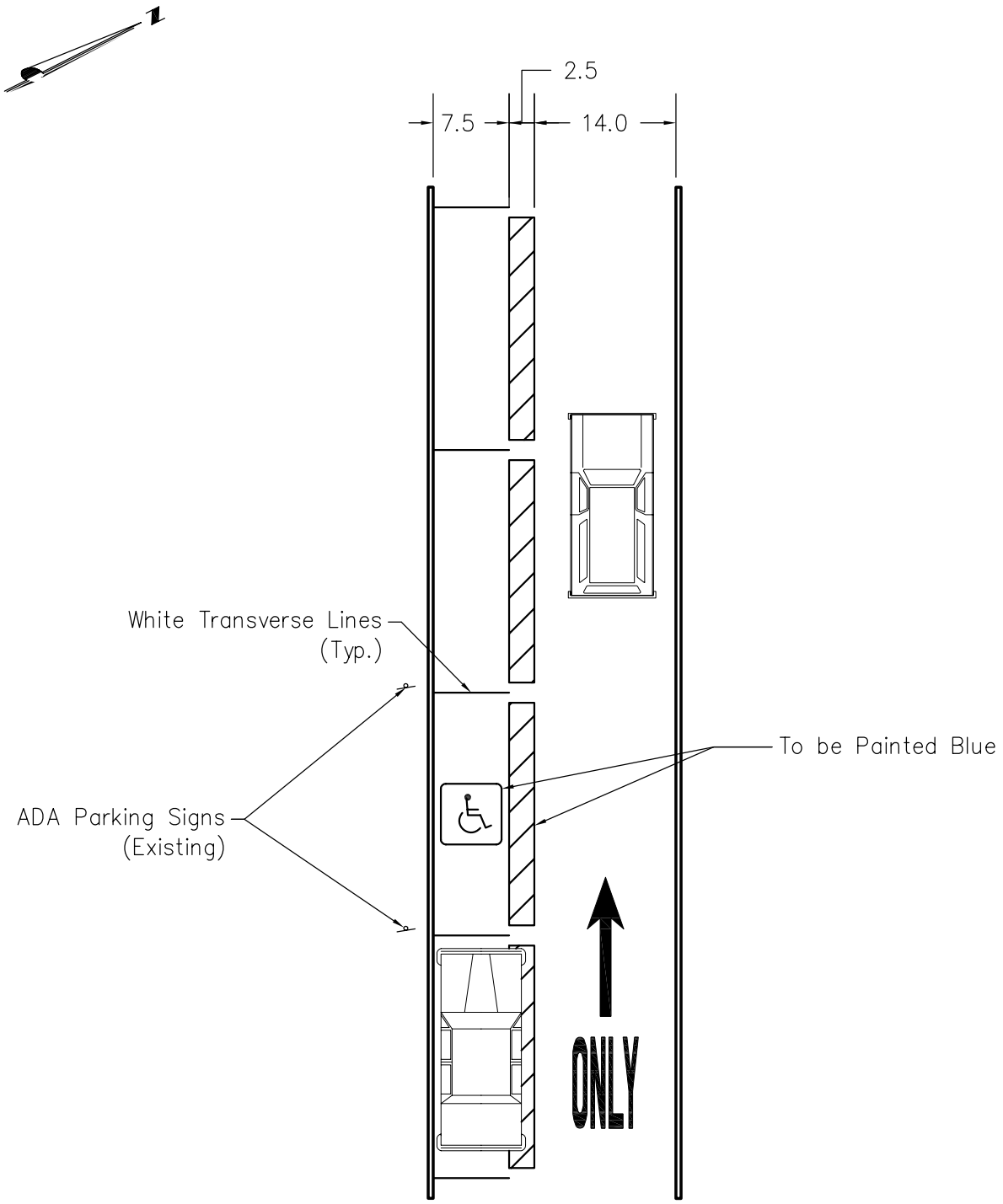

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Main Street
Village of Oriskany Falls

Issue #A3: Parking Lane Striping
Route 12B Corridor Study
Oneida & Madison Counties, New York

P.I.N. 2065.35
PROJECT NO. 20356

DATE: 12/22/10

FIGURE A2

File: V:\PROJECTS\ANY\K2\20356\CADD\ACAD\FIGURES\TRAFFIC\PARKING FIGURE ROUTE 26.DWG Saved: 7/9/2010 7:36:30 AM PLotted: 12/23/2010 8:55:20 AM User: Kinley, James

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Route 12B at Route 26
Village of Oriskany Falls

Issue #A5: Parking on Route 12B Between South Main Street (South) /Broad Street and Main Street (North)
Route 12B Corridor Study
Oneida & Madison Counties, New York

P.I.N. 2065.35
PROJECT NO. 20356

DATE: 12/22/10

FIGURE A3

File: V:\PROJECTS\ANY\K2\20356\CADD\ACAD\FIGURES\TRAFFIC\PARKING FIGURE ROUTE 26.DWG Saved: 7/9/2010 7:36:30 AM PLotted: 12/23/2010 8:56:55 AM User: Kinley, James

Nussbaumer & Clarke, Inc.
Engineers and Surveyors
3556 Lake Shore Rd.
Buffalo, New York 14219-1494
(716) 827-8000

Route 12B at Route 315
Town of Marshall
Issues #1 & 2
Parking Restrictions & Shoulder Improvements

Route 12B Corridor Study
Oneida & Madison Counties, New York

Conceptual Drawing - Not to Scale

Figure B1

N

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(716) 827-8000

Route 12B at Route 315
Town of Marshall

Issue #B1
Shoulder Improvements

Route 12B Corridor Study
Oneida & Madison Counties, New York

Conceptual Drawing - Not to Scale

Figure B2

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Queuing/Congestion Near Robinson Road
Town of Kirkland

Issue #C4: Exclusive Left Turn Lane
Route 12B Corridor Study
Oneida & Madison Counties, New York

P.I.N. 2065.35
PROJECT NO. 20356

DATE: 12/22/10

FIGURE C1

File: V:\PROJECTS\ANY\K2\20356\CADD\ACAD\FIGURES\TRAFFIC\PARKING FIGURE ROUTE 26.DWG Saved: 7/9/2010 7:36:30 AM PLotted: 12/23/2010 8:58:39 AM User: Kinley, James

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Route 12B at Grant Road/ Post Street
Town of Kirkland

Issue #C6: Route 12B
Restripe Pavement Markings
Route 12B Corridor Study
Oneida & Madison Counties, New York

P.I.N. 2065.35
PROJECT NO. 20356

DATE: 12/22/10

FIGURE C2

File: V:\PROJECTS\ANY\K2\20356\CADD\ACAD\FIGURES\TRAFFIC\PARKING FIGURE ROUTE 26.DWG Saved: 7/9/2010 7:36:30 AM PLotted: 12/23/2010 9:00:42 AM User: Kinley, James

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Route 12B at Fountain/Kellogg Streets
Village of Clinton
Issue #D2
Route 12B Lane Delineation
Route 12B Corridor Study
Oneida & Madison Counties, New York

Conceptual Drawing - Not to Scale

Figure D1

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Pedestrian Crossings at Village Green
Village of Clinton

Issue #D2: Crosswalk and ADA Compliant Facilities
Route 12B Corridor Study
Oneida & Madison Counties, New York

P.I.N. 2065.35
PROJECT NO. 20356

DATE: 12/22/10

FIGURE D2

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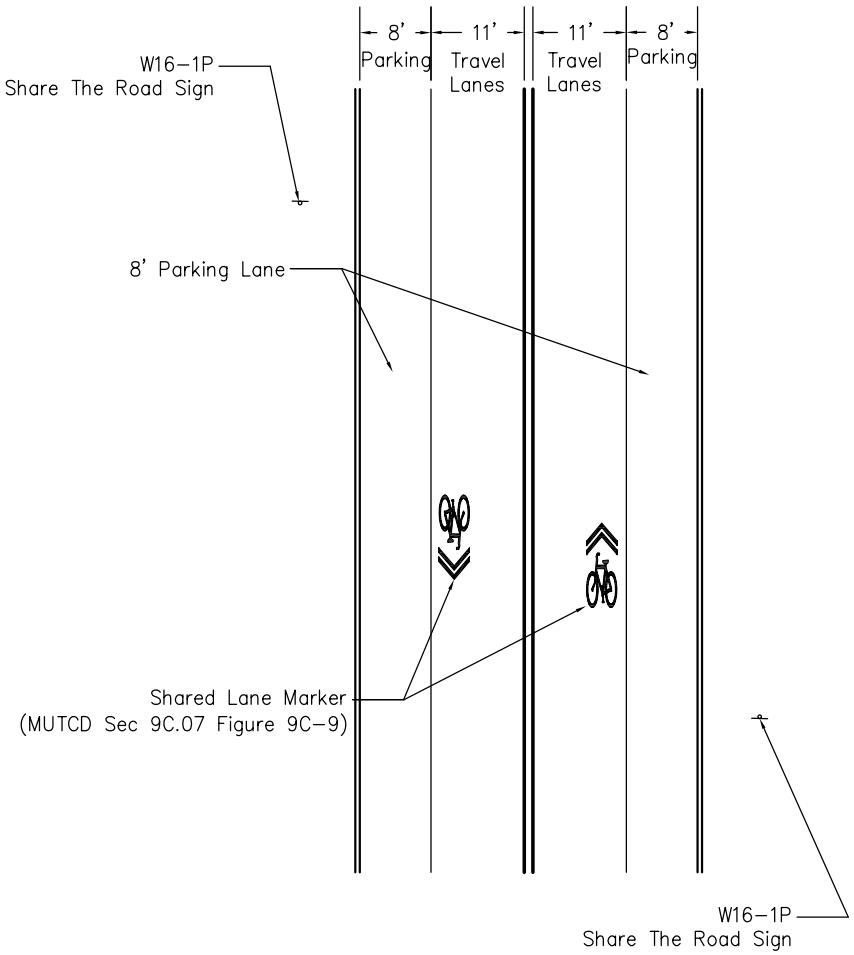

Alternative #3 – Existing Geometrics with W16-1P Signage and Sharrow Pavement Markings

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Route 12B Between Route 412 & West Park Row/ Williams Street Village of Clinton

Issue #D4: Bicycle Accommodations
Route 12B Corridor Study
Oneida & Madison Counties, New York

P.I.N. 2065.35
PROJECT NO. 20356

DATE: 12/22/10

FIGURE D2a

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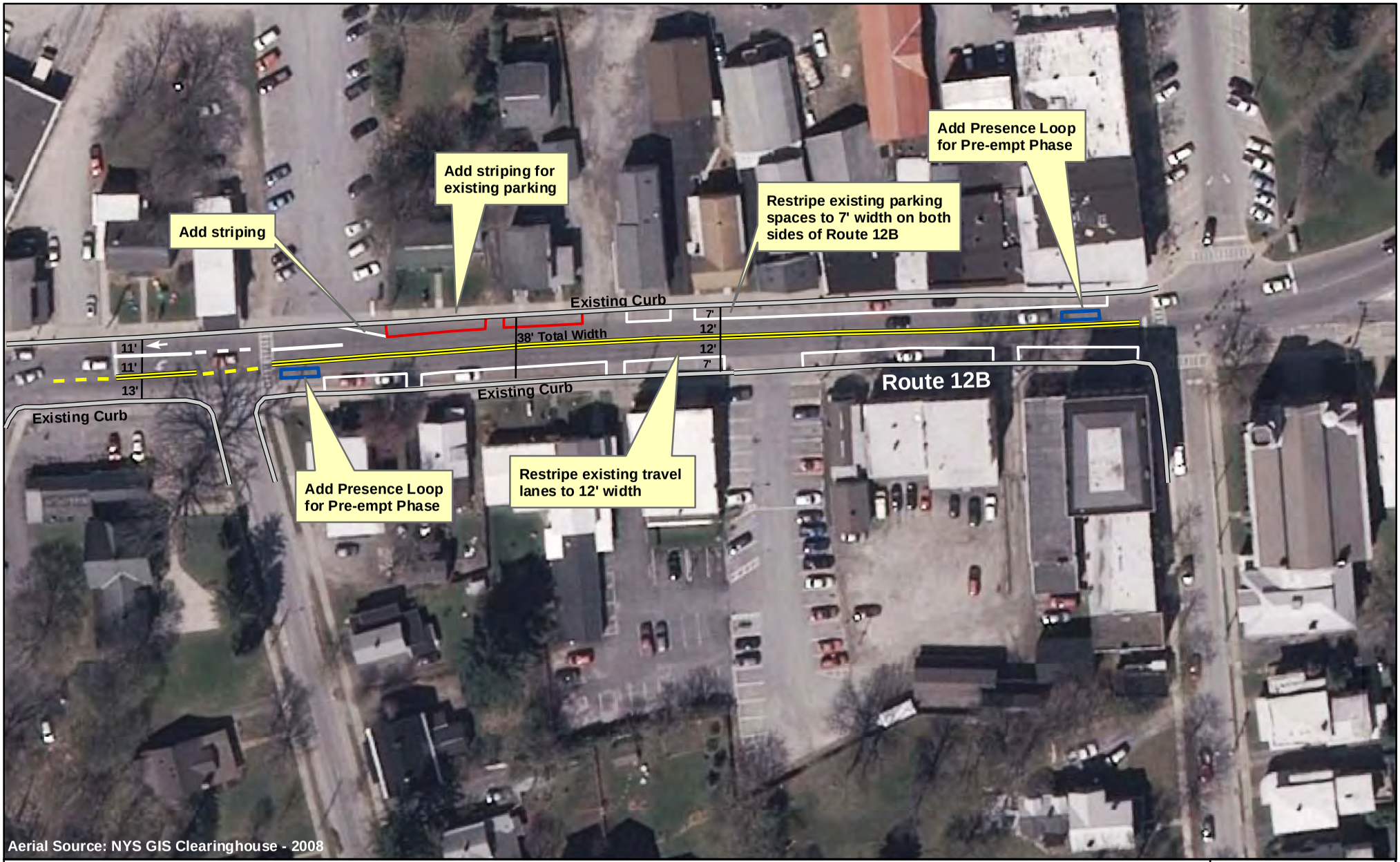

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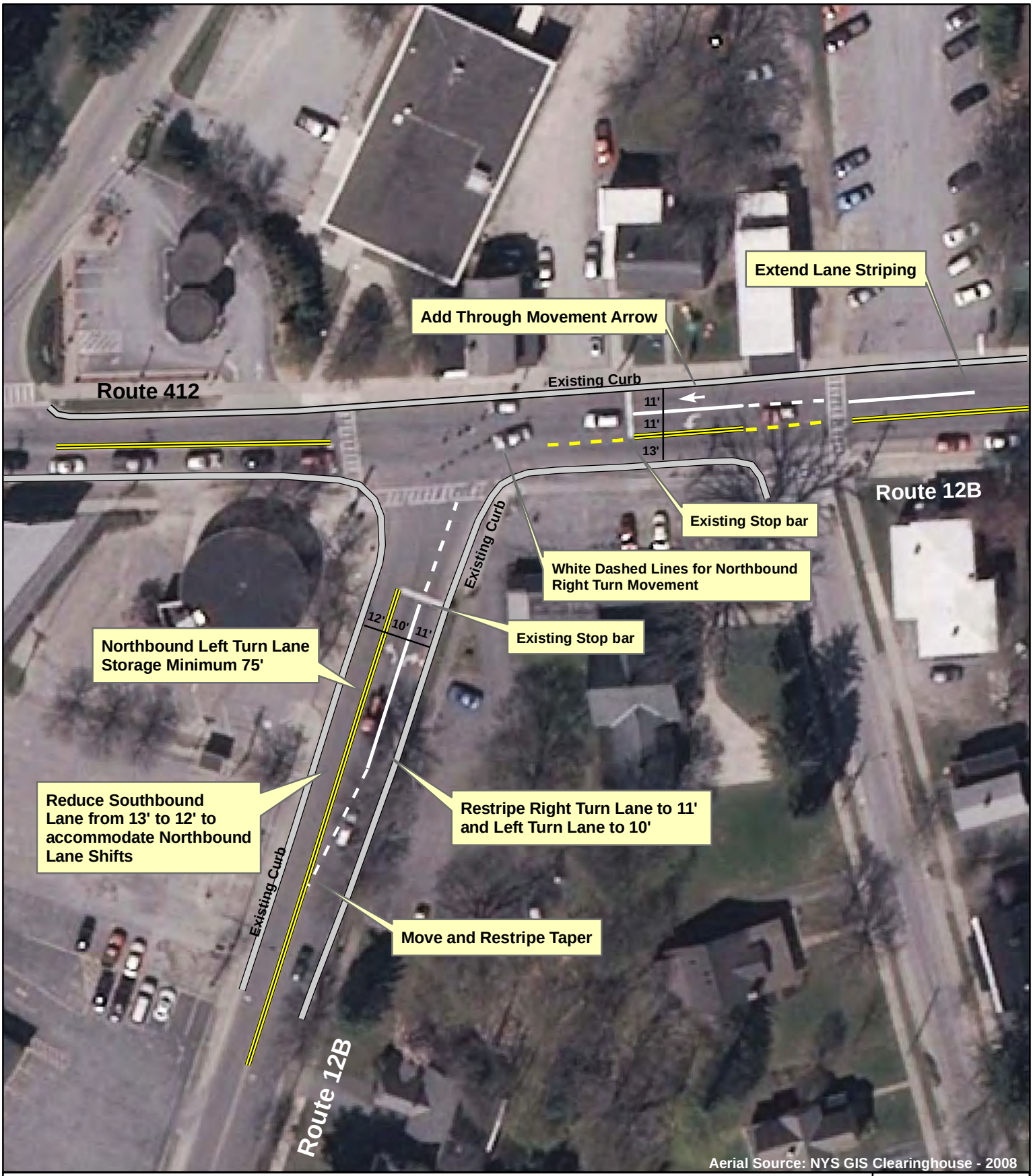
Route 12B between Marvin Street & Williams Street
Village of Clinton

Issue #D5
Timing, Lane and Signal Improvements

Route 12B Corridor Study
Oneida & Madison Counties, New York
Conceptual Drawing - Not to Scale

Figure D3

N



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Route 12B at Route 412
Village of Clinton

Issue #6
Timing, Lane and Signal Improvements

Route 12B Corridor Study
Oneida & Madison Counties, New York

Conceptual Drawing - Not to Scale

Figure D4

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Route 12B at Taylor Avenue
Village of Clinton

Issue #D8: Access Management
Route 12B Corridor Study
Oneida & Madison Counties, New York

P.I.N. 2065.35
PROJECT NO. 20356

DATE: 12/22/10

FIGURE D5

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APPENDIX B

MODEL ACCESS MANAGEMENT ORDINANCE

Kentucky
Model Access Management Ordinance

Version 1.1
October 2004

Developed by Brent A. Sweger
Division of Multimodal Programs
Kentucky Transportation Cabinet

Table of Contents

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Section 2. Applicability
Section 3. Conformance with Plans, Regulations, and Statutes
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Section 7. Joint and Cross Access
Section 8. Interchange Areas
Section 9. Access Connection and Driveway Design
Section 10. Requirements for4 Outparcels and Phased Development Plans
Section 11. Emergency Access
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Section 14. Corridor Access Management Overlay
Section 15. Reverse Frontage
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Section 19. Connectivity
Section 20. Minor Subdivisions
Section 21. Private Roads
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Section 23. Site Plan Review Procedures
Section 24. Variance Standards

Section 1. Intent and Purpose

The intent of this ordinance is to provide and manage access to land development, while preserving the regional flow of traffic in terms of safety, capacity, and speed. Major thoroughfares, including highways and other arterials, serve as the primary network for moving people and goods. These transportation corridors also provide access to businesses and homes and have served as the focus for commercial and residential development. If access systems are not properly designed, these thoroughfares will be unable to accommodate the access needs of development and retain their primary transportation function. This ordinance balances the right of reasonable access to private property, with the right of the citizens of the (*city/county*) and the Commonwealth of Kentucky to safe and efficient travel.

To achieve this policy intent, state and local thoroughfares have been categorized by function and classified for access purposes based upon their level of importance. Regulations have been applied to these thoroughfares for the purpose of reducing traffic accidents, personal injury, and property damage attributable to poorly designed access systems, and to thereby improve the safety and operation of the roadway network. This will protect the substantial public investment in the existing transportation system and reduce the need for expensive remedial measures. These regulations also further the orderly layout and use of land, protect community character, and conserve natural resources by promoting well-designed road and access systems and discouraging the unplanned subdivision of land.

Section 2. Applicability

This ordinance shall apply to all arterials and selected collectors within (*city/county*), as identified in Table 1, and to all properties that abut these roadways. The access classification system and standards of the Kentucky Transportation Cabinet (KYTC) shall apply to all roadways on the State Primary Road System.

Section 3. Conformance with Plans, Regulations, and Statutes

This ordinance is adopted to implement (*cite specific policies*) of the (*city/county*) as set forth in the (*name local comprehensive plan*). In addition, this ordinance conforms with (*cite specific policies*) of the (name of Metropolitan Planning Organization – if applicable) as specified in the (*name of long range transportation plan – if applicable*), and the planning policies of the KYTC set forth in the Kentucky Statewide Transportation Plan. The ordinance also conforms with the access classification system and standards of the KYTC, and policy and planning directives of the Federal Highway Administration.

Commentary: *The link between regulations and public policy has undergone intense legal scrutiny in recent years. To establish this link, local governments should clearly identify the intent and purpose of the regulatory program, and specify any plans, state and federal regulations, or statutes that will be carried out through the regulatory standards. It is also important to cite specific planning policies that are being advanced through these regulations. Local governments in designated transportation management areas may also cite access management as a congestion management measure in accordance with the federal transportation planning regulations. Communities that do not lie within the planning area boundaries of a Metropolitan Planning Organization (MPO) would simply leave out the reference to MPOs in this section. Demonstrating conformance with state and federal law, and with the local comprehensive plan, is important in strengthening the legal basis for any local regulatory program.*

Section 4. Definitions

- **Access** - A way or means of approach to provide vehicular or pedestrian entrance or exit to a property.
- **Access Classification** - A ranking system for roadways used to determine the appropriate degree of access management. Factors considered include functional classification, the appropriate local government's adopted plan for the roadway, subdivision of abutting properties, and existing level of access control.
- **Access Connection** - Any driveway, street, turnout or other means of providing for the movement of vehicles to or from the public roadway system.
- **Access Management** - The process of providing and managing access to land development while preserving the regional flow of traffic in terms of safety, capacity, and speed.
- **Access Management Plan (Corridor)** - A plan illustrating the design of access for lots on a highway segment or an interchange area that is developed jointly by the state, the metropolitan planning organization, and the affected jurisdiction(s).
- **Cartway** - That area of road surface from curb line to curb line or between the edges of the paved or hard surface of the roadway, which may include travel lanes, parking lanes, and deceleration or acceleration lanes.
- **Connection Spacing** - The distance between connections, measured from the closest edge of pavement of the first connection to the closest edge of pavement of the second connection along the edge of the traveled way.
- **Corner Clearance** - The distance from an intersection of a public or private road to the nearest access connection, measured from the closest edge of the pavement of the intersecting road to the closest edge of the pavement of the connection along the traveled way. (see Figure 1)

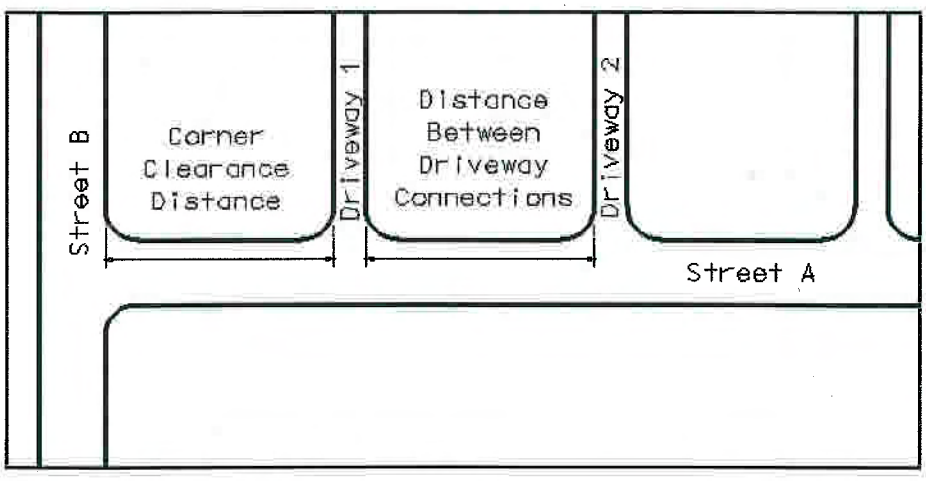


Figure 1. Corner Clearance and Driveway Spacing

- **Corridor Overlay Zone** - Special requirements added onto existing land development requirementsalong designated portions of a public thoroughfare.

- **Cross Access** - A service drive providing vehicular access between two or more contiguous sites so the driver need not enter the public street system. (see Figure 4)
- **Deed** - A legal document conveying ownership of real property.
- **Directional Median Opening** - An opening in a restrictive median which provides for specific movements and physically restricts other movements. Directional median openings for two opposing left or "U-turn" movements along a road segment are considered one directional median opening.
- **Easement** - A grant of one or more property rights by a property owner to or for use by the public, or another person or entity.
- **Frontage Road** - A public or private drive which generally parallels a public street between the right-of-way and the front building setback line. The frontage road provides access to private properties while separating them from the arterial street. (see also Service Roads)
- **Full Median Opening** - An opening in a restrictive median that allows all turning movements from the roadway and the intersecting road or access connection.
- **Functional Area (Intersection)** - That area beyond the physical intersection of two controlled access facilities that comprises decision and maneuver distance, plus any required vehicle storage length, and is protected through corner clearance standards and driveway connection spacing standards (see Figure 2).

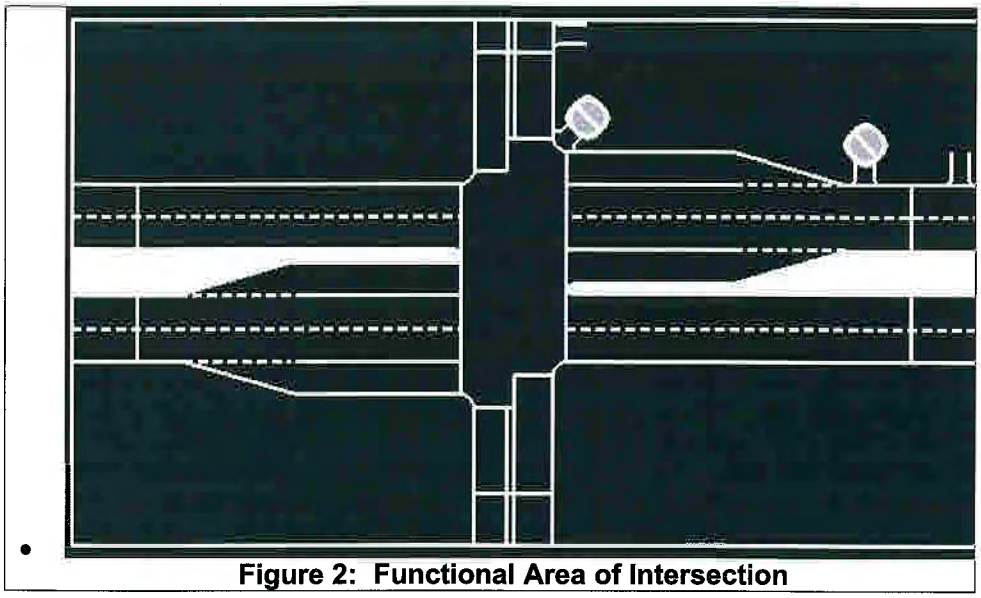


Figure 2: Functional Area of Intersection

- **Functional Classification** - A system used to group public roadways into classes according to their purpose in moving vehicles and providing access.
- **Joint Access (or Shared Access)** - A driveway connecting two or more contiguous sites to the public street system.
- **Lot** - A parcel, tract, or area of land whose boundaries have been established by some legal instrument, which is recognized as a separate legal entity for purposes of transfer of title, has frontage upon a public or private street, and complies with the dimensional requirements of this code.
- **Lot, Corner** - Any lot having at least two (2) contiguous sides abutting upon one or more streets, provided that the interior angle at the intersection of such two sides is less than one hundred thirty-five (135) degrees.

Commentary: Corner lots can create confusion in relation to dimensional requirements. The recommended approach is to designate one frontage as the "front" and the rear lot line would be that opposite the designated frontage. Both portions of the lot with street frontage should still be required to meet the required frontyard setback to ensure adequate sight distance and consistency of setback with abutting properties. A lot abutting a curved street(s) is typically considered a corner lot if the arc has a radius less than one hundred and fifty (150) feet.

- **Lot Depth** - The average distance measured from the front lot line to the rear lot line.
- **Lot, Flag** - A large lot not meeting minimum frontage requirements and where access to the public road is by a narrow, private right-of-way or driveway.
- **Lot, Nonconforming** - A lot that does not meet the dimensional requirements of the district in which it is located and that existed before these requirements became effective.
- **Lot, Through** (also called a double frontage lot) - A lot that fronts upon two parallel streets or that fronts upon two streets that do not intersect at the boundaries of the lot.
- **Lot Frontage** - That portion of a lot extending along a street right-of-way line.
- **Lot of Record** - A lot or parcel that exists as shown or described on a plat or deed in the records of the Clerk of the County Court.
- **Lot Width** - The horizontal distance between side lot lines measured parallel to the front lot line at the minimum required front setback line.
- **Manual of Uniform Traffic Control Devices (MUTCD)** - A Federal document adopted by the Kentucky Transportation Cabinet that provides standards for traffic control devices.
- **Minor Subdivision** - A subdivision of land into not more than two (2) lots where there are no roadways, drainage, or other required improvements.
- **Nonconforming Access Features** - Features of the access system of a property that existed prior to the date of ordinance adoption and do not conform with the requirements of this code.
- **Nonrestrictive Median** - A median or painted centerline that does not provide a physical barrier between traffic traveling in opposite directions or turning left, including continuous center turn lanes and undivided roads.
- **Outparcel** - A parcel of land abutting and external to the larger, main parcel, which is under separate ownership and has roadway frontage.
- **Parcel** - A division of land comprised of one or more lots in contiguous ownership.
- **Plat** - An exact and detailed map of the subdivision of land.
- **Private Road** - Any road or thoroughfare for vehicular travel which is privately owned and maintained and which provides the principal means of access to abutting properties.
- **Public Road** - A road under the jurisdiction of a public body that provides the principal means of access to an abutting property.
- **Reasonable Access**: The minimum number of access connections, direct or indirect, necessary to provide safe access to and from the thoroughfare, as consistent with the purpose and intent of this code and any applicable plans and policies of the *(city/county)*.
- **Restrictive Median** - A physical barrier in the roadway that separates traffic traveling in opposite directions, such as a concrete barrier or landscaped island.
- **Right-of-Way** - Land reserved, used, or to be used for a highway, street, alley, walkway, drainage facility, or other public purpose.
- **Service Road** - A public or private street or road, auxiliary to and normally located parallel to a controlled access facility, that maintains local road continuity and provides access to parcels adjacent to the controlled access facility.
- **Significant Change in Trip Generation** - A change in the use of the property, including land, structures or facilities, or an expansion of the size of the structures or facilities causing an increase in the trip generation of the property.

- **State Primary Road System)** - The network of limited access and controlled access highways that have been functionally classified and are under the jurisdiction of the Commonwealth of Kentucky.
- **Stub-out (Stub-street)** - A portion of a street or cross access drive used as an extension to an abutting property that may be developed in the future.
- **Subdivision** - Is the process and the result of any of the following:
    a. The platting of land into lots, building sites, blocks, open space, public areas, or any other division of land;
    b. Establishment or dedication of a road, highway, street or alley through a tract of land, by the owner thereof, regardless of area;
    c. The re-subdivision of land heretofore subdivided (however, the sale or exchange of small parcels of land to or between adjoining property owners, where such sale or exchange does not create additional lots and does not result in a nonconforming lot, building, structure or landscape area, shall not be considered a subdivision of land);
    d. The platting of the boundaries of a previously unplatted parcel or parcels.
- **Substantial Enlargements or Improvements** - A 10% increase in existing square footage or 50% increase in assessed valuation of the structure.

Commentary: This standard is typical of many standards used to address nonconforming situations. Check these standards related to nonconforming situations against those of your code to assure consistency.

- **Temporary Access** - Provision of direct access to the controlled access facility until that time when adjacent properties develop, in accordance with a joint access agreement or frontage road plan.

Section 5. Access Management Classification System and Standards

1. Roadways within the (city/county) are classified by the following functional categories:

Access Class 1: Principal (Major) Arterials – High volume roadways that provide priority to mobility over access. They often provide service to traffic entering and exiting the city and between major activity centers within the city.

Access Class 2 Minor Arterials – Moderate volume roadways that provide priority to mobility over access. They often feed the major arterial system, support moderate length trips, and serve activity centers.

Access Class 3 Collectors – Roads with moderate to low volumes that provide a balance between mobility and access. They often link Local Streets with the Arterials.

Access Class 4 Local Streets – Low volume streets that provide immediate access to individual residential, commercial, industrial and institutional properties not classified in Classes 1-3. Access and frontage roads are also considered local streets.

Commentary: Major arterial, minor arterial, and collector streets should be indicated in a thoroughfare plan that maps roadways by their classification. Additional classes may be designated based on various land-use conditions or projected land-use changes.

Table 1: Access Classification of State, County and City Roadways

Jurisdiction	Segment	Access Class
State Roads		
US 325	Wildcat County Line to Cardinal C.L.	1
KY 101	Thoroughbred St. to Hilltopper C.L.	2
KY 101	Eagle Lane to Thoroughbred St.	1
County and City Roads		
Coneflower Pkwy.	Bluestem Dr. to Coreopsis St.	3
Blazing Star Blvd.	Sunflower La. To KY 101	3
Indigo La.	KY 101 to US325	3

2. All connections on facility segments that have been assigned an access classification shall meet or exceed the minimum connection spacing requirements of that access classification as specified in Table 2.

Table 2: Minimum Driveway and Signal Spacing

Access Class	Minimum Adjacent Spacing for <=45mph (ft)	Minimum Adjacent Spacing for >45mph (ft)	Signal Spacing	Median Treatment
1	600	1200	2400	Restrictive
2	450	600	2400	Restrictive preferred
3	300	450	1200	Non-restrictive
4	150	150*	N/A	Non-restrictive

Commentary: *The standards within this table are for demonstration purposes and do not reflect KYTC regulation or policy. The standards are to provide a starting point for local governments to develop acceptable local standards. Standards for state roads must be equal to or greater than the current KYTC standards.*

3. Driveway spacing shall be measured from the closest edge of the pavement to the next closest edge of the pavement *(see Definition section and Figure 1)*. The projected future edge of the pavement of the intersecting road shall be used in measuring corner clearance, where widening, relocation, or other improvement is indicated in an adopted transportation plan.

4. The *(local permitting department)* may reduce the connection spacing requirements in situations where they prove impractical, but in no case shall the permitted spacing be less than 85%of the applicable standard, except as provided in Section 24.

5. If the connection spacing of this code cannot be achieved, then a system of joint use driveways and cross access easements may be required in accordance with Section 7.

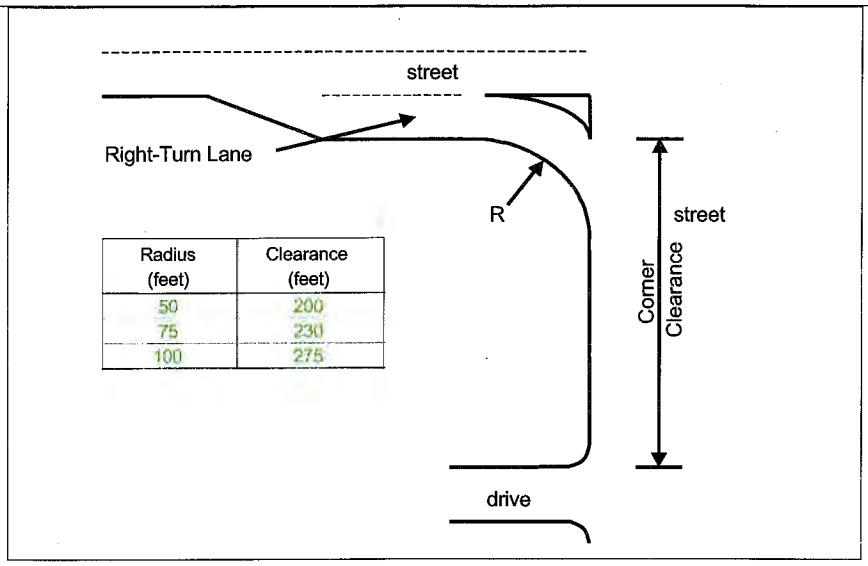
6. Variation from these standards shall be permitted at the discretion of the Planning Commission where the effect would be to enhance the safety or operation of the roadway.

Examples might include a pair of one-way driveways in lieu of a two-way driveway, or alignment of median openings with existing access connections. Applicants may be required to submit a study prepared by a registered engineer to assist the (*city/county*) in determining whether the proposed change would exceed roadway safety or operational benefits of the prescribed standard.

Commentary: *Driveway spacing standards limit the number of driveways on a roadway by mandating a minimum separation distance between driveways. This reduces the potential for collisions as travelers enter or exit the roadway and encourages sharing of access, where appropriate. Driveway spacing at intersections and corners should provide adequate sight distance and response times and permit adequate stacking space. Driveway spacing on non-classified arterials and collectors may be tied to posted speed limit, as shown here, with the minimum distance between driveways greater as speed limits increase. The method used to regulate driveway spacing does, however, vary widely across local governments. Some jurisdictions tie driveway spacing to functional classification rather than speed limit, and others provide variable spacing depending upon the land use intensity of the site served and that of adjacent sites. The standards above fall within the recommended range and are compatible with connection spacing standards in Table 2.*

Section 6. Corner Clearance

1) Corner clearance for connections shall meet or exceed the minimum connection spacing requirements for that roadway.
2) New connections shall not be permitted within the functional area of an intersection or interchange as defined by the connection spacing standards of this code, unless:
   a) No other reasonable access to the property is available, and
   b) The (*permitting department*) determines that the connection does not create a safety or operational problem upon review of a site-specific study of the proposed connection prepared by a registered engineer and submitted by the applicant.
3) Where no other alternatives exist, the (*permitting department*) may allow construction of an access connection along the property line farthest from the intersection. In such cases, directional connections (i.e. right in/out, right in only, or right out only) may be required.
4) In addition to the required minimum lot size, all corner lots shall be of adequate size to provide for required frontyard setbacks and corner clearance on street frontage.



Radius (feet)	Clearance (feet)
50	200
75	230
100	275

Figure 4: Downstream Corner Clearance

Section 7. Joint and Cross Access

1. Adjacent commercial or office properties classified as major traffic generators (i.e. shopping plazas, office parks), shall provide a cross access drive and pedestrian access to allow circulation between sites.

Commentary: *Adjacent shopping centers or office parks are often not connected by a service drive and sidewalk. As a result, customers who wish to shop in both centers, or visit both sites, must exit the parking lot of one, travel a short distance on a major thoroughfare, and then access the next site. A cross access drive reduces traffic on the major thoroughfare and reduces safety hazards. As a result, this can have positive business benefits by providing easy access to one site from another.*

2. A system of joint use driveways and cross access easements as shown in Figures 4 and 5 shall be established wherever feasible along *(name affected corridors or refer to a list)* and the building site shall incorporate the following:

   a. A continuous service drive or cross access corridor extending the entire length of each block served to provide for driveway separation consistent with the access management classification system and standards.
   b. A design speed of 10 mph and sufficient width to accommodate two-way travel aisles designed to accommodate automobiles, service vehicles, and loading vehicles;
   c. Stub-outs and other design features to make it visually obvious that the abutting properties may be tied in to provide cross-access via a service drive;
   d. A unified access and circulation system plan that includes coordinated or shared parking areas is encouraged wherever feasible.

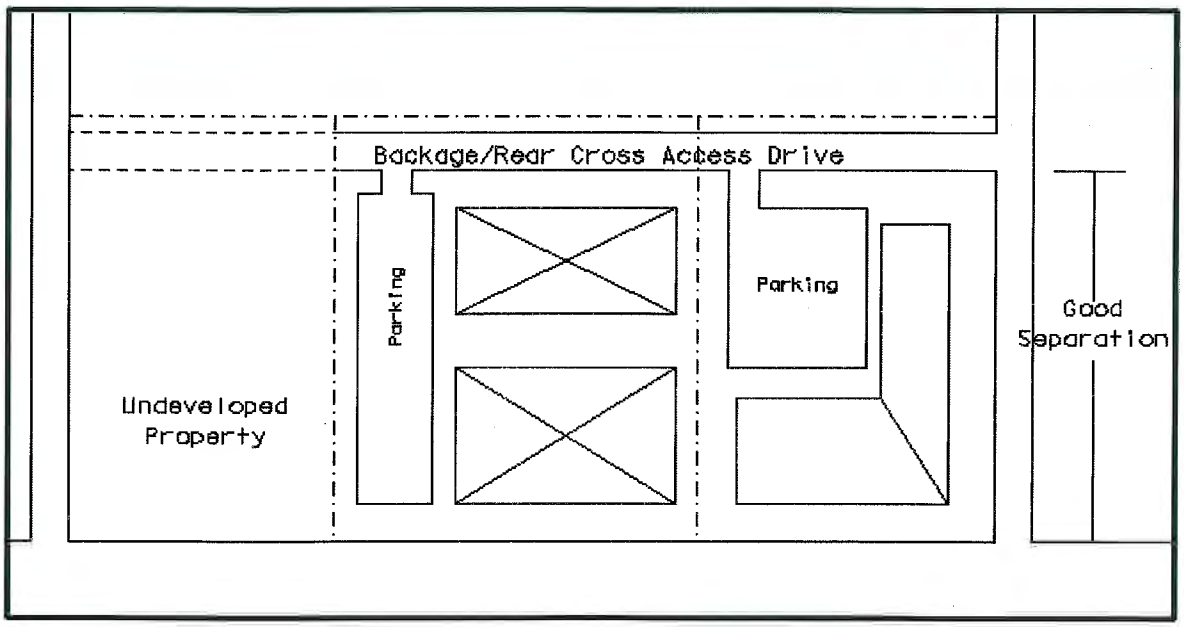


Figure 5: Examples of Cross Access Corridor Design
This illustration shows that sufficient separation is needed between side street access to the property and the major road.

3. Shared parking areas shall be permitted a reduction in required parking spaces if peak demand periods for proposed land uses do not occur at the same time periods.

Commentary: *For example, a bank and a movie theater need parking for their patrons at two distinctly different times.*

4. Pursuant to this section, property owners shall:
   a. Record an easement with the deed allowing cross access to and from other properties served by the joint use driveways and cross access or service drive;
   b. Record an agreement with the deed that remaining access rights along the thoroughfare will be dedicated to the *(city/county)* and pre-existing driveways will be closed and eliminated after construction of the joint-use driveway;
   c. Record a joint maintenance agreement with the deed defining maintenance responsibilities of property owners.

Commentary: *See* ***Appendix 1*** *for a sample cross access agreement from the City of Orlando. These agreements must be prepared with the assistance of an attorney. Another option is that used by the City of Orlando, who ties joint access requirements to specific zoning districts.*

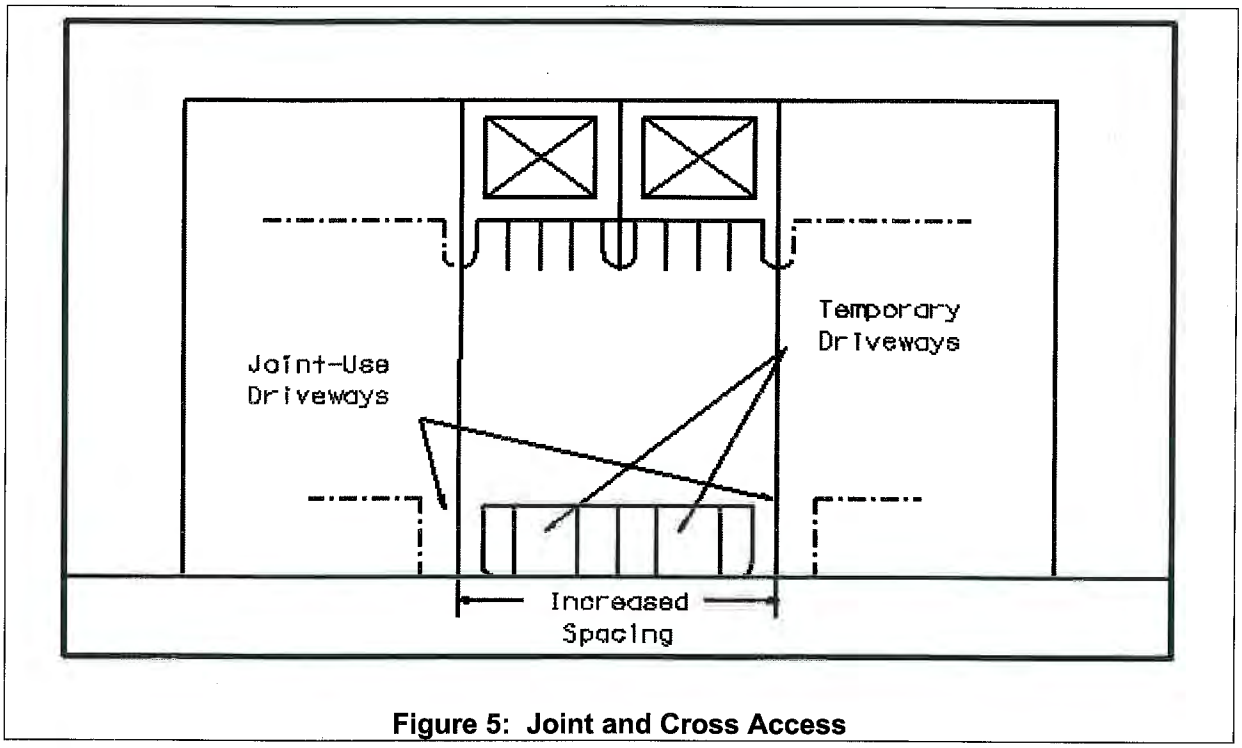


Figure 5: Joint and Cross Access

5. The *(permitting department)* may reduce required separation distance of access points where they prove impractical, provided all of the following requirements are met:
   a. Joint access driveways and cross access easements are provided wherever feasible in accordance with this section.
   b. The site plan incorporates a unified access and circulation system in accordance with this section.
   c. The property owner shall enter a written agreement with the *(city/county)*, recorded with the deed, that pre-existing connections on the site will be closed and eliminated after construction of each side of the joint use driveway.

6. The *(permitting department)* may modify or waive the requirements of this section where the characteristics or layout of abutting properties would make development of a unified or shared access and circulation system impractical.

Commentary: *This model provides that where properties are unable to meet driveway spacing requirements, then the planning or pubic works official may provide for less restrictive spacing, based on the conditions that joint use driveways and cross access easements must be established wherever feasible. A variance is provided only where joint and cross access is not practical. Variances and other remedial actions such as those described above are necessary to prevent unusual hardship on property owners and other situations that could incur a regulatory taking. (Note: Variances and special conditions, like standards for nonconforming features, must be consistently and rigorously applied.) These standards are also applied to phased development in the same ownership and leasing situations. Where abutting properties are in different ownership, cooperation is encouraged but not required. But the building site under consideration is subject to the requirements, which are recorded as a Binding Agreement prior to issuing a building permit. Abutting properties will be brought into compliance as they are developed or initiate retrofitting*

requirements, as provided in Section 13. In the meantime, the property owner will be permitted a temporary curb cut and driveway that will be closed upon development of the joint use driveway.

Section 8. Interchange Areas

1. New interchanges or significant modification of an existing interchange will be subject to special access management requirements to protect the safety and operational efficiency of the limited access facility and the interchange area, pursuant to the preparation and adoption of an access management plan. The plan shall address current and future connections and median openings within 1/4 mile of an interchange area (measured from the end of the taper of the ramp furthest from the interchange) or up to the first intersection with an arterial road, whichever is less.

2. The distance to the first connection shall comply with the minimum driveway spacing standards. However, no connection will be less than 400'. This distance shall be measured from the end of the taper for that quadrant of the interchange.

3. The minimum distance to the first median opening shall be at least 1200 feet as measured from the end of the taper of the egress ramp.

***Commentary**: New highway interchanges can have substantial impacts on land development patterns around the interchange area. In turn, if land development is not properly planned it can create safety hazards and interfere with the flow of traffic onto and off of the interchange. An access management plan would identify the appropriate access system around the interchange area, in accordance with a desired land development plan. Such a plan would also incorporate minimum spacing requirements for new interchanges required by Kentucky Transportation Cabinet. These standards are provided above for incorporation into the local code.*

Section 9. Access Connection and Driveway Design

1. Driveway grades shall conform to the requirements of FDOT Standard Index, Roadways and Traffic Design Standard Indices, latest edition.
2. Driveway approaches must be designed and located to provide an exiting vehicle with an unobstructed view.
3. Construction of driveways along acceleration or deceleration lanes and tapers is discouraged due to the potential for vehicular weaving conflicts (see Figure 6).
4. Driveways with more than one entry and one exit lane shall incorporate channelization features to separate the entry and exit sides of the driveway. Double yellow lines may be considered instead of medians where truck off-tracking is a problem.
5. Driveways across from median openings shall be consolidated wherever feasible to coordinate access at the median opening.
6. Driveway width and flair shall be adequate to serve the volume of traffic and provide for rapid movement of vehicles off of the major thoroughfare, but standards shall not be so excessive as to pose safety hazards for pedestrians, bicycles, or other vehicles. *(Suggested standards appear in Table 4).*

Figure 6: Driveway Location

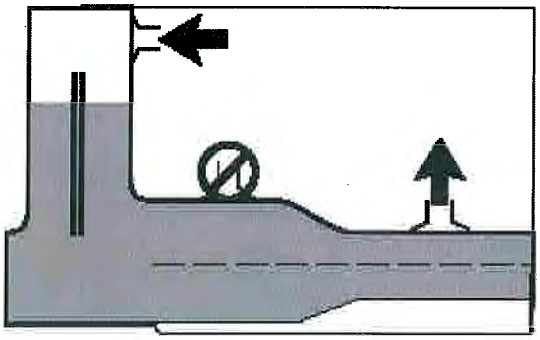


Table 4: Suggested Access Connection Design From

Trips/Day	1-20		21-600		601-4000*	
Trips/Hour	Or 1-5		Or 6-60		Or 61-400	
	Urban	Rural	Urban	Rural	Urban	Rural
Connection Width (2-way)	12' min 24' max	12' min 24' max	24' min 36' max	24' min 36' max	24' min 36' max	24' min 36' max
Flare	10' min	N/A	10' min	N/A	N/A	N/A
Returns (Radius)	N/A	15' min 25' std 50' max	Small radii may Be used	25' min 50' std 75' max	25' min 50' std 75' max	25' min 50' std 75' max
Angle of Drive			60-90	60-90	60-90	60-90
Divisional Island			4-22' wide	4-22' wide	4-22' wide	4-22' wide

*Note: These standards are not intended for major access connections carrying over 4000 vehicles per day.

***Commentary**: The Kentucky Transportation Cabinet requires local governments to adhere to certain minimum design standards in the design and location of access connections or other traffic control features. These standards are contained in three separate but related technical documents: the KYTC Permits Manual; the AASHTO Green Book; and the MUTCD (Manual of Uniform Traffic Control Devices.*

1. The length of driveways or "Throat Length" (see Figure 7) shall be designed in accordance with the anticipated storage length for entering and exiting vehicles to prevent vehicles from backing into the flow of traffic on the public street or causing unsafe conflicts with on-site circulation. General standards appear in Table 5 but these requirements will vary according to the projected volume of the individual driveway. These measures generally are acceptable for the principle access to a property and are not intended for minor driveways. Variation from these shall be permitted for good cause upon approval of the *(city/county Traffic Engineer or Public Works Official).*

Table 4: Generally Adequate Driveway Throat Lengths

Signalized w/2 Egress Lanes	75'
Signalized w/3 Egress Lanes	200'
Signalized w/4 Egress Lanes	300'
Unsignalized Driveways w/2 Egress Lanes	50'-75'

Commentary: *The throat lengths in Table 4 are provided to assure adequate stacking space within driveways for general land use intensities. This helps prevent vehicles from stacking into the thoroughfare as they attempt to access the site. High traffic generators, such as large shopping plazas, need much greater throat length than smaller developments or those with unsignalized driveways. The guidelines here for larger developments refer to the primary access drive. Lesser throat lengths may be permitted for secondary access drives serving large developments.*

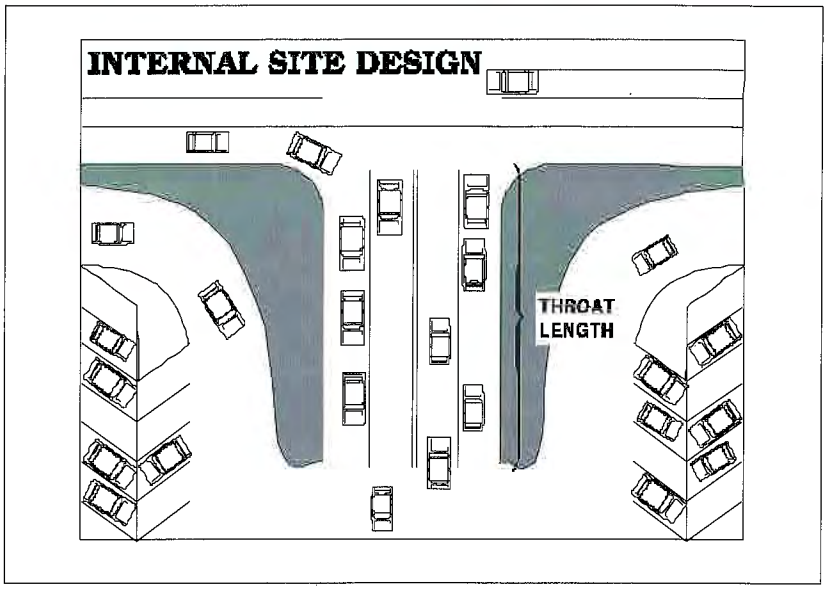


Figure 7: Driveway Throat Length

Section 10. Requirements for Outparcels and Phased Development Plans

1. In the interest of promoting unified access and circulation systems, development sites under the same ownership or consolidated for the purposes of development and comprised of more than one building site shall not be considered separate properties in relation to the access standards of this code. The number of connections permitted shall be the minimum number necessary to provide reasonable access to these properties, not the maximum available for that frontage. All necessary easements, agreements, and stipulations required under Section 7 shall be met. This shall also apply to phased development plans. The owner and all lessees within the affected area are responsible for compliance with the requirements of this code and both shall be cited for any violation.
2. All access to the outparcel must be internalized using the shared circulation system of the principle development or retail center. Access to outparcels shall be designed to avoid excessive movement across parking aisles and queuing across surrounding parking and driving aisles.
3. The number of outparcels shall not exceed one per ten acres of site area, with a minimum lineal frontage of 300 feet per outparcel or greater where access spacing standards for that roadway require. This frontage requirement may be waived where access is internalized using the shared circulation system of the principle development or retail center. In such cases the right of direct access to the roadway shall be dedicated to the *(city/county)* and recorded with the deed.

Section 11. Emergency Access

In addition to minimum side, front, and rear yard setback and building spacing requirements specified in this code, all buildings and other development activities such as landscaping, shall be arranged on site so as to provide safe and convenient access for emergency vehicles.

Section 12. Transit Access

In commercial or office zoning districts where transit service is available or is planned to be available within five years, provisions shall be made for adequate transit access, in the form of turn around loops or turnout bays. At a minimum, in the case of a loop or cul-de-sac, entrance curves shall have a radius of 35 feet, and the internal circle shall have an inside radius of 30 feet and an outside radius of 52.5 feet. In the case of turnout bays, the curve radius shall be 35 feet the distance from the roadside edge to the inside edge of the outside radius shall be 52.5 feet (see Figure 8).

***Commentary**: The bus turnaround standards in Figure 8 are provided for transit access along major commercial and office corridors to assure safe and convenient transit access. Bus turnarounds are useful in circumstances where circulation via the internal street system of a development would be impractical based on cost, design constraints, or the need to maintain timely service. These bus turnarounds are based upon the turning radius of a standard 40 foot bus.*

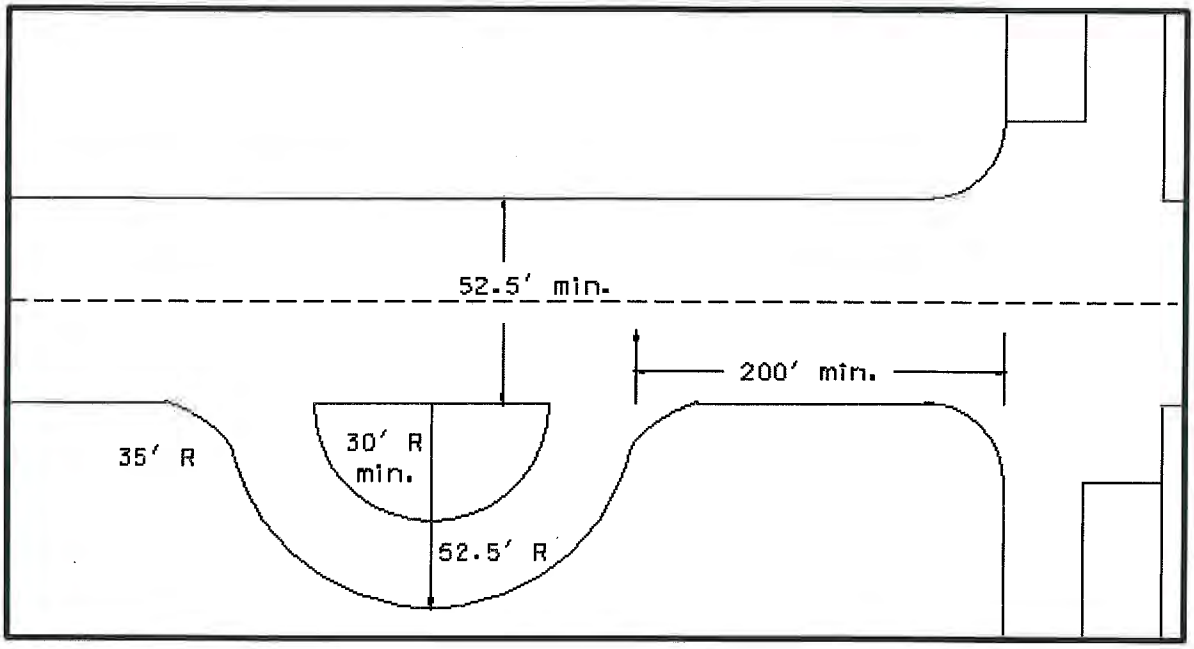


Figure 8: Turnout Bay Turning Radii

Section 13. Nonconforming Access Features

1. Permitted access connections in place as of (*date of adoption*) that do not conform with the standards herein shall be designated as nonconforming features and shall be brought into compliance with applicable standards under the following conditions:
   a. When new access connection permits are requested;
   b. Substantial enlargements or improvements;
   c. Significant change in trip generation; or
   d. As roadway improvements allow.

Commentary: *Nonconforming access features may continue in the same manner after adoption of land development regulations--a process known as "grandfathering." This protects the substantial investment of property owners and recognizes the expense of bringing those properties into conformance. Yet the negative impacts of nonconforming properties may be substantial, depending upon the degree of nonconformity. Nonconforming properties may pose safety hazards, increase traffic congestion, reduce property values, degrade the environment, and undermine community character. To address the public interest in these matters, land development regulations include conditions or circumstances where nonconforming features must be brought into conformance. Opportunities to bring nonconforming features into compliance typically occur after a change of ownership when the costs of required improvements may be amortized in the business loan or mortgage, thereby minimizing financial hardship. It is essential that these standards be consistently and rigorously applied and enforced and that data and other information supporting these decisions be well documented, or the community could be open to legal challenges regarding due process considerations.*

2. If the principal activity on a property with nonconforming access features is discontinued for a consecutive period of *(180 or 365)* days or discontinued for any period of time without a present intention of resuming that activity, then that property must thereafter be brought into conformity with all applicable connection spacing and design requirements, unless otherwise exempted by the permitting authority. For uses that are vacant or discontinued upon the effective date of this code, the *(180 or 365)* day period begins on the effective date of this code.

Section 14. Corridor Access Management Overlay

1. The minimum lot frontage for all parcels with frontage on *(name affected segments of thoroughfares here or refer to a list)* shall not be less than the minimum connection spacing standards of that thoroughfare, except as otherwise provided in this Section. Flag lots shall not be permitted direct access to the thoroughfare and interior parcels shall be required to obtain access via a public or private access road in accordance with the requirements of this Code.

***Commentary**: Overlay zones are an effective method for managing access along commercial corridors. The technique is used to add a special set of requirements to those of an existing zoning district or districts. Section 14(1) is for those major thoroughfares or portions of major thoroughfares under state or local jurisdiction that are not already extensively subdivided and are not planned for commercial or intensive development in the near future. This approach requires that any lot fronting designated thoroughfares (usually those with an assigned access classification) have a minimum lot frontage that meets or exceeds the minimum connection spacing standard for those thoroughfares. Existing lots with less frontage would continue as nonconforming lots. Section 14(1) standards impose large minimum lot frontage requirements to coordinate with desired connection spacing. Such requirements could disperse development and should not be applied in areas intended for intensive development. They are designed for rural and semi-rural stretches of the state (or county) highway system.*

2. The following requirements shall apply to segments of designated thoroughfares that are planned for commercial or intensive development. All land in a parcel having a single tax code number, as of *(date of adoption)*, fronting on *(define segment of affected thoroughfare or refer to a Table defining affected segments)*, shall be entitled one (1) driveway/connection per parcel as of right on said public thoroughfare(s). When subsequently subdivided, either as metes and bounds parcels or as a recorded plat, parcels designated herein shall provide access to all newly created lots via the permitted access connection. This may be achieved through subdivision roads, joint and cross access, service drives, and other reasonable means of ingress and egress in accordance with the requirements of this Code. The following standards shall also apply:
   a. Parcels with large frontages may be permitted additional driveways at the time of adoption of these requirements provided they are consistent with the applicable driveway spacing standards.
   b. Existing parcels with frontage less than the minimum connection spacing for that corridor may not be permitted a direct connection to the thoroughfare under this Section where the Planning Commission determines alternative reasonable access is available to the site. ***[Note**: The Planning Commission could allow for a temporary driveway as provided in Section 7 with the stipulation that joint and cross access be established as adjacent properties develop.]*
   c. Additional access connections may be allowed where the property owner demonstrates that safety and efficiency of travel on the thoroughfare will be improved by providing more than one access to the site.

d. No parking or structure other than signs shall be permitted within (10- 50) feet of the roadway right-of-way. The (10-50) foot buffer shall be landscaped with plants suitable to the soil and in a manner that provides adequate sight visibility for vehicles exiting the site. Property owners shall be permitted to landscape the right-of-way, pursuant to an approved landscaping plan.

e. Permitted connections shall be identified on a map that shall be adopted by reference and that portion of a corridor affected by these overlay requirements shall be delineated on the (city/county) zoning map with hatch marks.

Commentary: *The regulations in Section 14(2) are intended for corridors that are planned for commercial or intensive development and have not already been extensively subdivided into small lot frontages. Such corridors may or may not be currently zoned for commercial or mixed use development, but may already be experiencing development pressure. This approach focuses, rather than disperses, development along corridors while maintaining regional mobility through access management. The Section 14(2) overlay "freezes" allowable access to one connection by right per existing lot or parcel at the time of adoption. Lots or parcels may be extensively subdivided, but all future lots must obtain access via the access connections permitted at the time of overlay adoption. This overlay approach allows for continued subdivision and development of land while stimulating joint access, local roads, and other alternatives to direct thoroughfare access in the site design process (see Figure 9). These permitted connections must be designated on a map and adopted with the overlay requirements. For flexibility, additional driveways may be permitted for large parcels that meet or exceed the minimum access spacing standards for that thoroughfare, or where safety would be increased. Parcels with small frontages at the time of adoption are not permitted a driveway on the thoroughfare where this would create a safety hazard or where alternative reasonable access is available. In such cases a temporary driveway could be permitted under joint access requirements.*

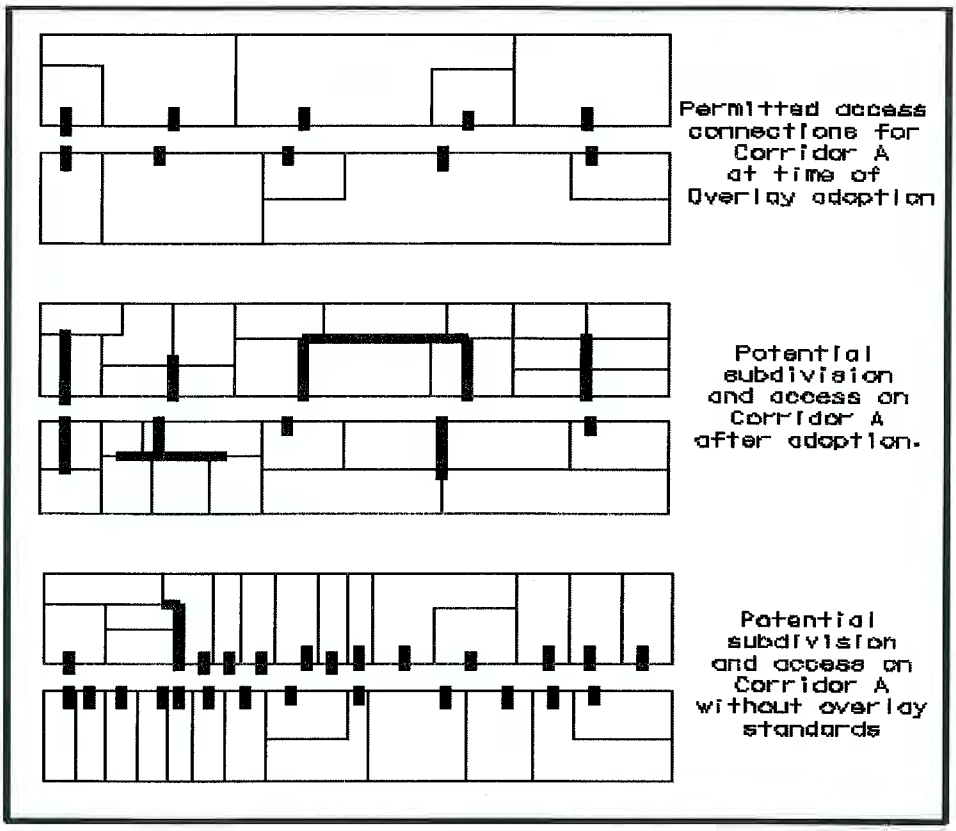


Figure 9: Corridor Access Management Overlay

Commentary: Local governments are also encouraged to apply design guidelines that enhance community character, including standards for pedestrian access and landscaping. Section 14(2)(d) above is one potential standard for improving the visual quality of commercial corridors through landscaping and setbacks. The setback between the right-of-way and the parking area or structure should at a minimum be 10 feet. Some communities require as much as 50 feet. The appropriate standard will vary according to local preferences and existing right-of-way. If the existing right-of-way is very small, for example, then the buffer should be increased and vice versa. Some communities are also promoting side and rear parking, or shared parking areas, to reduce the appearance of asphalt from the street and provide for a more pleasing site design.

Section 15. Reverse Frontage

1. Access to double frontage lots shall be required on the street with the lower functional classification.
2. When a residential subdivision is proposed that would abut an arterial, it shall be designed to provide through lots along the arterial with access from a frontage road or interior local road (see Figure 10). Access rights of these lots to the arterial shall be dedicated to the *(city/county)* and recorded with the deed. A berm or buffer yard may be required at the rear of through lots to

buffer residences from traffic on the arterial. The berm or buffer yard shall not be located within the public right-of-way.

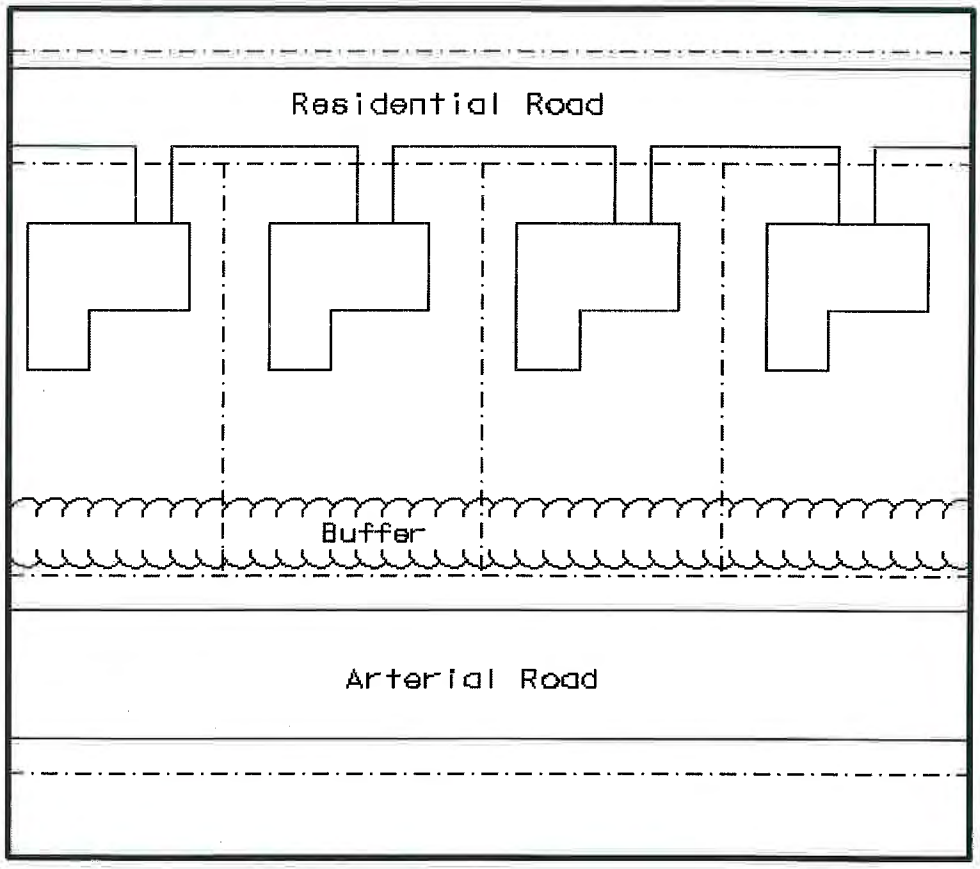


Figure 10: Reverse Frontage

Commentary: If your community lacks any standards governing reverse frontage, it is essential that such standards be adopted. These standards are currently applied by many communities and are highly effective in preventing safety hazards caused by direct residential access to high-speed roadways.

Section 16. Flag Lot Standards

1. Flag lots shall not be permitted when their effect would be to increase the number of properties requiring direct and individual access connections to the State Primary Road System or other major thoroughfares.

2. Flag lots may be permitted for residential development, when deemed necessary to achieve planning objectives, such as reducing direct access to thoroughfares, providing internal platted

lots with access to a residential street, or preserving natural or historic resources, under the following conditions:

a. Flag lot driveways shall be separated by at least twice the minimum frontage requirement of that zoning district.

b. The flag driveway shall have a minimum width of 20 feet and maximum width of 50 feet

c. In no instance shall flag lots constitute more than 10% of the total number of building sites in a recorded or unrecorded plat, or three lots or more, whichever is greater.

d. The lot area occupied by the flag driveway shall not be counted as part of the required minimum lot area of that zoning district.

e. No more than one flag lot shall be permitted per private right-of-way or access easement.

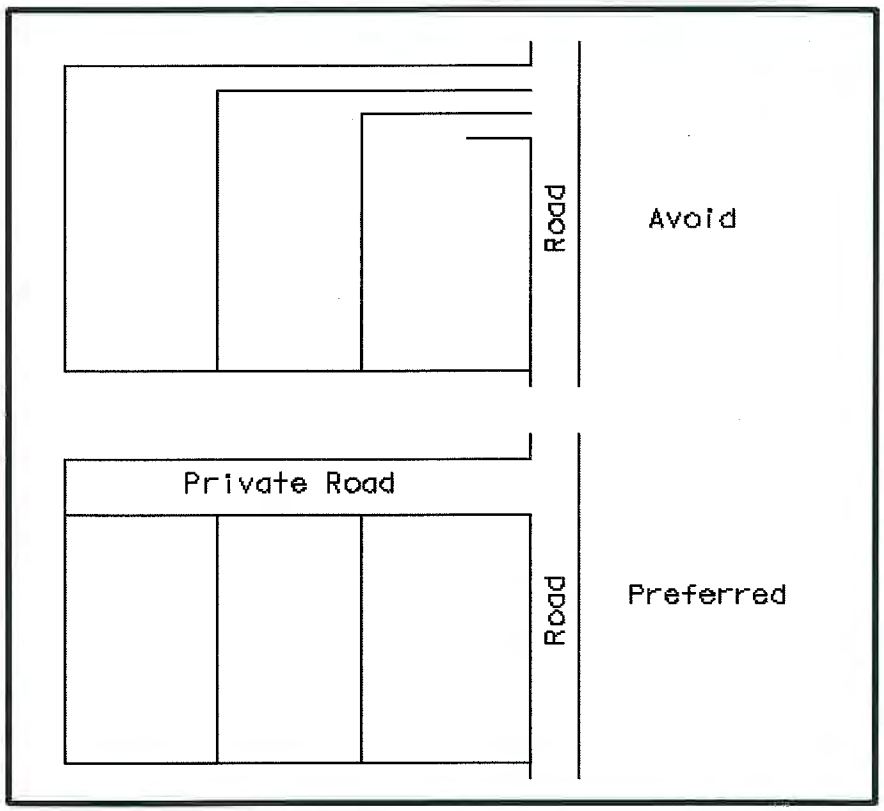


Figure 11: Flag Lots and Alternative Access

Commentary: Local plat maps often reveal lots shaped like flags with long narrow access "poles". Flag lots are especially prevalent along lakes, rivers, cul-de-sacs, and rural highways. Although they can be useful where natural features or land division patterns create access problems, they are subject to abuses. Flag lots proliferate in some areas where property owners use the technique to avoid plat review and further subdivide land. The result is a subdivision that lacks adequate access and creates long term problems for the community and

those who purchase the lots. Where the narrow frontages abut a thoroughfare, they afford inadequate spacing between driveways and increase safety hazards from vehicles turning on and off the high speed roadway. Because flag lots often violate driveway spacing standards on the State Primary Road System, they also create problems for the buyer who later attempts to build on the property and obtain a driveway permit. Under these standards existing flag lots would be nonconforming and allowed to continue. In areas where flag lots proliferate on a state or county thoroughfare, property owners should be contacted and strongly encouraged to consolidate access with adjacent properties--especially in the case of abutting flag lots.

Section 17. Lot Width-to-Depth Ratios

1. To provide for proper site design and prevent the creation of irregularly shaped parcels, the depth of any lot or parcel shall not exceed 3 times its width *(or 4 times it width in rural areas*).

Commentary: Minimum lot frontage and maximum lot width-to-depth ratios prevent the creation of long and narrow or irregularly shaped lots that can lead to access and circulation problems. This standard is especially useful in rural areas, to govern the dimensions of newly created lots and parcels. Note: Rural areas may adopt a maximum width-to-depth ratio of 1:4, meaning that parcels with 100 feet of frontage may not be deeper than 400 feet. Urban or suburban areas may use maximum ratios of 1:2.5 or 1:3. Width-to-depth ratios that are somewhat deeper may be permitted along arterials to provide for berms or buffer yards in reverse frontage situations.

Section 18. Shared Access

1. Subdivisions with frontage on the State Primary Road System shall be designed into shared access points to and from the highway. Normally a maximum of two accesses shall be allowed regardless of the number of lots or businesses served (see Figure 12).

2. Subdivisions on a single residential access street ending in a cul-de-sac shall not exceed 25 lots or dwelling units, and the cul-de-sac shall have a minimum cartway radius of 30 feet.

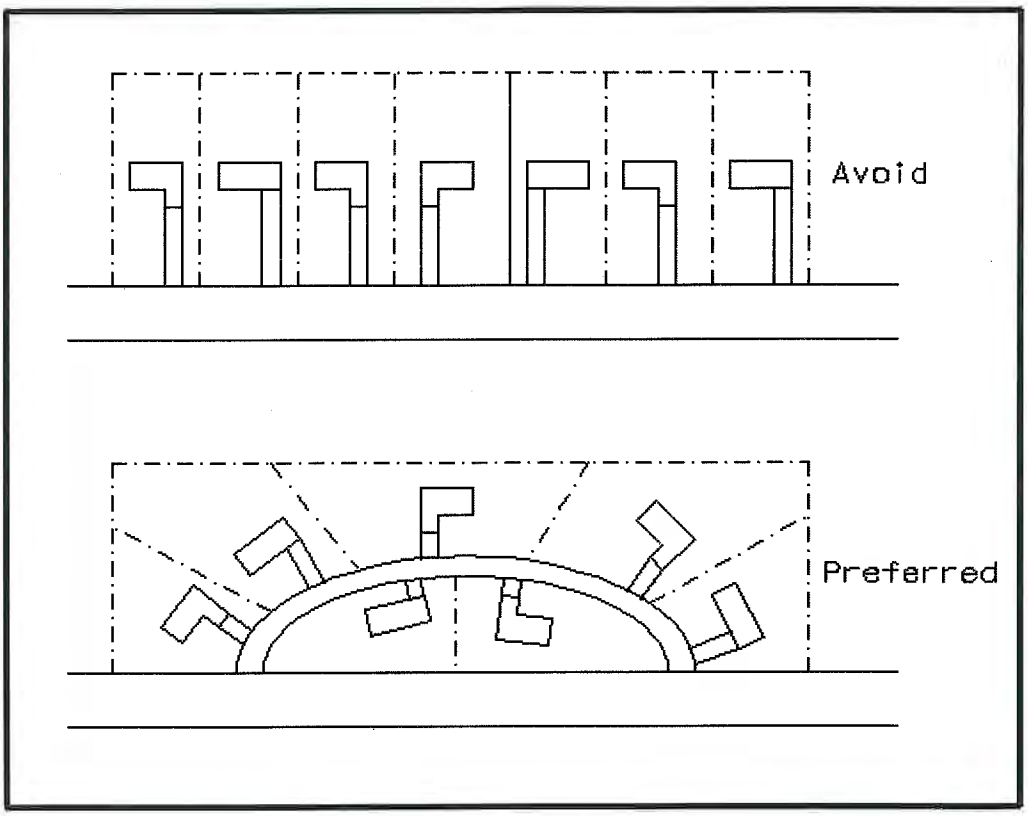


Figure 12: Shared Access on Major Thoroughfares

Commentary: *Subdivisions served by a single access street ending in a cul-de-sac may inhibit emergency access and increase traffic congestion during peak hours by providing only one point of ingress and egress. Single access problems may also result in phased subdivisions where additional access is proposed for future phases. If future phases are not built, the remaining subdivision may have insufficient access. Although this is not a problem where only a few dwelling units are served, how many lots is too many? Average daily trips for residential streets provide a baseline for access and cul-de-sac standards. Listokin and Walker (1989) recommend that when a subdivision on a single access residential access street exceeds 25 lots (or 25 dwelling units), it should have at least two access points. A minimum turning radius that accommodates emergency vehicles should be required for cul-de-sacs.*

The above provisions for shared access are intended to prevent a proliferation of driveways on the State Primary Road System--a common problem in some semi-rural and rural areas. Provisions for shared access also promote land development patterns that are more compatible with the rural character of the landscape.

Section 19. Connectivity

1. The street system of a proposed subdivision shall be designed to coordinate with existing, proposed, and planned streets outside of the subdivision as provided in this Section.

2. Wherever a proposed development abuts unplatted land or a future development phase of the same development, street stubs shall be provided as deemed necessary by the *(city/county)* to provide access to abutting properties or to logically extend the street system into the surrounding area. All street stubs shall be provided with temporary turn-around or cul-de-sacs unless specifically exempted by the Public Works Director, and the restoration and extension of the street shall be the responsibility of any future developer of the abutting land.

3. Collector streets shall intersect with collector or arterial streets at safe and convenient locations.

4. Subcollector and local residential access streets shall connect with surrounding streets to permit the convenient movement of traffic between residential neighborhoods or facilitate emergency access and evacuation, but such connections shall not be permitted where the effect would be to encourage the use of such streets by substantial through traffic.

5. Pedestrian connections should be provided between adjacent properties in addition to roadway connections. These pedestrian connections should provide for safe pedestrian travel along roadways and across parking areas to the buildings.

Commentary: Local governments must maintain a tenuous balance between enhancing accessibility and limiting excessive through traffic in residential areas. These standards strive to address both considerations. Properly used traffic calming measures are another means of minimizing through-traffic in residential areas.

Section 20. Minor Subdivisions

1. The *(approving Department)* may approve a Minor Subdivision that conforms to the following standards:

   a. Each proposed lot must be buildable in conformance with the requirements of this Code and all other applicable regulations.

   b. Each lot shall abut a public or private street for the required minimum lot frontage for the zoning district where the lots are located.

   c. If any lot abuts a street right-of-way that does not conform to the design specifications of this Code, the owner may be required to dedicate one-half the right-of-way width necessary to meet minimum design requirements.

2. Further subdivision of the property shall be prohibited unless applicants submit a plat or development plan in accordance with requirements for major subdivisions in this Code.

Commentary: *This standard prohibits property owners from incrementally subdividing land to avoid review.*

3. The *(approving Department)* shall consider a proposed Minor Subdivision upon the submittal of the following materials:

   a. An application form provided by the (*city/county*);

   b. _____ ( ) copies of the proposed Minor Subdivision plat; *[**Note:** The number of copies required should be based on number of entities that will review the plan under adopted procedures.]*

   c. A statement indicating whether water and/or sanitary sewer service is available to the property; and

   d. Land descriptions and acreage or square footage of the original and proposed lots and a scaled drawing showing the intended divisions shall be prepared by a professional land surveyor registered in the Commonwealth of Kentucky. In the event a lot contains any principal or accessory structures, a survey showing the structures on the lot shall accompany the application.

4. Review Procedure

   a. The *(approving official)* shall transmit a copy of the proposed Minor Subdivision to the appropriate *(departments or officials)* for review and comment.

   b. If the proposed Minor Subdivision meets the conditions of this section and otherwise complies with all applicable laws and ordinances, the *(approving official)* shall approve the Minor Subdivision by signing the application form.

   c. Upon approval of the Minor Subdivision, the *(approving official)* shall record the plat on the appropriate maps and documents, and shall, at the applicant's expense, record the plat in the official county records.

Commentary: These requirements for minor subdivisions are provided here to emphasize the importance of adequate land division controls in access management. They provide for local review of divisions of land or "lot splits" that would otherwise be exempted from subdivision review and platting requirements. A review process for lot splits prevents creation of lots that are not in conformance with land development regulations and thus could be rendered unbuildable. It further prevents creation of lots with inadequate or inappropriate access to a public road. This allows local governments to prevent access problems attributable to flag lots, through lots, and corner lots. This review process is streamlined and platting requirements are less costly than those of a major subdivision, so as not to create a hardship for property owners engaged in only minor subdivision activity. Local governments are strongly advised not to provide exemptions from public review of land division activity based on lot size or number of lots, because this creates long term problems that can seriously undermine the local planning and regulatory program.

Section 21. Private Roads

1. Private roads may be permitted in accordance with the requirements of this Section and the following general standards shall apply:

   a. All *(city/county)* roads shall be constructed to public specifications and have an easement of a minimum of sixty-six feet in width, except as otherwise provided in Section 21 (2).

   b. Private roads that by their existence invite the public in shall have all traffic control features, such as striping or markers, in conformance with the Manual of Uniform Traffic Control Devices.

   c. The minimum distance between private road outlets on a single side of a public road shall be 600 feet, or less where provided by access classification and standards for state roads and local thoroughfares.

   d. All properties served by the private road shall provide adequate access for emergency vehicles and shall conform to the approved local street numbering system.

   e. All private roads shall be designated as such and will be required to have adequate signage indicating the road is a private road and not publicly maintained.

   f. All private roads shall have a posted speed limit not to exceed twenty miles an hour.

   g. All private roads shall have adequate provisions for drainage and stormwater runoff as provided in Section *(refer to appropriate section of the local subdivision regulations)*.

   h. A second access connection to a public road shall be required for private roads greater than 2000 feet in length.

2. Private roads in rural and semi-rural areas may be permitted reductions in easement and roadway width and pavement standards to provide for adequate access while retaining the rural character of the landscape and design flexibility. At a minimum, the private road shall meet the *(city/county)* specifications for gravel roadway construction. Other standards shall apply in accordance with the following schedule:

   a. A private road serving up to two lots shall have a minimum right-of-way easement of 30 feet and a roadbed of at least 12 feet.

   b. A private road intended to serve no more than three to six lots shall have a minimum right-of-way easement of 30 feet and a roadbed of at least 16 feet.

   c. A private road intended to serve no more than seven to twelve lots shall have a minimum right-of-way easement of 66 feet and a roadbed of at least 20 feet. Paving shall be required for all areas with grades of greater than three (3%) percent. Such pavement shall be a minimum of 18 feet in width.

   d. A private road intended to serve no more than 13 to 24 lots shall have a minimum right-of-way easement of 66 feet, a roadbed of at least 20 feet and shall be paved.

e. A private road intended to serve 25 or more lots or parcels shall provide at least two access connections to a public road and shall meet the minimum design requirements for public roads.

Commentary: This section provides a sliding scale approach, allowing gravel roads of about 12 feet to 18 feet wide for 2-4 parcels and requiring higher design specifications for larger developments. The standards are intended to provide flexibility and to preserve the character of rural areas. Communities considering a sliding scale approach to private roads should also adopt a site plan review process aimed at encouraging creative site design and landscape preservation.

3. Applications for subdivision approval that contain private roads shall include a drainage plan and road construction plan, prepared by a registered engineer. The *(city/county)* Public Works Official shall review private road plans for conformance with this Code.

4. Construction permits are required for connection to public roads. Application for road construction shall be made concurrent with the creation of a lot that does not have frontage on a public road. A road construction permit shall be issued after approval of the private road plan and the entire length of the road shall be inspected during construction and upon completion. If found in conformance, a final use permit shall be issued.

5. No building permit shall be issued for any lot served by a private road until the private road has been constructed and approved, so that all lots to be served by the private road have access to a public road.

6. A road maintenance agreement, prepared by the *(city/county)* attorney shall be recorded with the deed of each property to be served by a common private road. The agreement shall provide for:

   a. A method to initiate and finance a private road and maintain that road in good condition;

   b. A method of apportioning maintenance costs to current and future users;

   c. A provision that the *(city/county)* may inspect, and if necessary, require that repairs be made to the private road to ensure that safe access is maintained for emergency vehicles. If required repairs are not made within six months of date of notice, the *(city/county)* may make the necessary repairs and assess owners of parcels on the road for the cost of all improvements plus an administrative fee, not to exceed 25% of total costs;

   d. A provision that the majority vote of all property owners on the road shall determine how the road is maintained except in the case of emergency repairs as outlined above;

   e. A statement that no public funds shall be used to construct repair or maintain the road;

   f. A provision requiring mandatory upgrading of the roadway if additional parcels are added to reach the specified thresholds; and

   g. A provision that property owners along that road are prohibited from restricting or in any manner interfering with normal ingress and egress by any other owners or persons needing to access properties with frontage on that road.

7. No private road shall be incorporated into the public road system unless it is built to public road specifications of the *(city/county)*. The property owners shall be responsible for bringing the road into conformance.

8. All private roads shall have a sign and name meeting *(city/county)* standards and shall include the following notice: "Private Road" "Not maintained by the *(city/county)*".

9. An application fee will be established by the Director of Public Works to cover administrative, processing, and inspection costs.

10. All purchasers of property served by a private road shall, prior to final sale, be notified that the property receives access from a private road that shall be maintained collectively by all property owners along that road; that the *(city/county)* shall not be held responsible for maintaining or improving the private road; and that a right-of way easement to provide the only access to that property has been recorded in the deed for that property.

11. The United States postal service and the local school *(board/district)* is not required to use the private road for access to the parcels abutting the private road and may require that service be provided only at the closest public access point.

Commentary: *These private road standards were adapted from sample regulations prepared for the Grand Traverse Bay Region (Planning & Zoning Center, Inc., Lansing, Michigan, September 1992). Some communities prohibit private roads altogether or require all private roads serving more than one dwelling unit to be built to public specifications and paved. This is because of problems associated with private roads, such as pressure to adopt the private road into the public road system in the future. Yet if properly regulated, private roads can offer an effective means of access to small subdivisions in rural areas. In the absence of private road regulations, common practice is the creation of multiple lots served by a common lot, easement, or multiple easements as in the example of stacked flag lots. The easement then becomes a private unpaved road serving several properties.*

Unregulated private roads raise several problems. They may be inaccessible to emergency vehicles or large delivery trucks, placing public safety and private property at risk. Substandard roads deteriorate quickly and without a maintenance agreement, the local government may be called upon to maintain it. Buyers may not be aware of the maintenance issues associated with the road until after purchasing the property. Narrow rights-of-way may impede placement of utilities, and private roads can exacerbate inefficient land development patterns. These problems can be avoided through private road regulations that address design, construction, joint maintenance agreements, signage, and review. Private roads should be permitted for residential uses only and standards should be tied to lot split (minor replat) or subdivision regulations. Limitations should be placed upon the number of residences that may be served by a single access to a public road.

As in other land development regulations, private road provisions must be made for grandfathering existing nonconforming situations. Some ordinances address the situation by providing a different set of standards for nonconforming private access or by providing for expansion of existing substandard private roads or easements pursuant to the special use permit process.

Section 22. Regulatory Flexibility

1. The Planning Commission may permit departure from dimensional lot, yard, and bulk requirements of the zoning district where a subdivision or other development plan is proposed to

encourage creativity in site design, protect natural resources, and advance the access objectives of this Code. Such regulatory modifications under this section are not subject to variance approval by the Board of Adjustment.

Section 23. Site Plan Review Procedures

1. Applicants shall submit a preliminary site plan for review by (*name of department responsible for conducting review*). At a minimum, the site plan shall show:

   a. Location of access point(s) on both sides of the road where applicable;

   b. Distances to neighboring constructed access points, median openings, traffic signals, intersections, and other transportation features on both sides of the property;

   c. Number and direction of lanes to be constructed on the driveway plus striping plans;

   d. All planned transportation features (such as auxiliary lanes, signals, etc.);

   e. Trip generation data or appropriate traffic studies;

   f. Parking and internal circulation plans;

   g. Plat map showing property lines, right-of-way, and ownership of abutting properties; and

   h. A detailed description of any requested variance and the reason the variance is requested.

2. Subdivision and site plan review shall address the following access considerations:

   a. Is the road system designed to meet the projected traffic demand and does the road network consist of hierarchy of roads designed according to function?

   b. Does the road network follow the natural topography and preserve natural features of the site as much as possible? Have alignments been planned so grading requirements are minimized?

   c. Is access properly placed in relation to sight distance, driveway spacing, and other related considerations, including opportunities for joint and cross access? Are entry roads clearly visible from the major arterials?

   d. Do units front on residential access streets rather than major roadways?

   e. Is automobile movement within the site provided without having to use the peripheral road network?

   f. Does the road system provide adequate access to buildings for residents, visitors, deliveries, emergency vehicles, and garbage collection?

   g. Have the edges of the roadways been landscaped? If sidewalks are provided alongside the road, have they been set back sufficiently from the road, and has a landscaped planting strip between the road and the sidewalk been provided?

h. Does the pedestrian path system link buildings with parking areas, entrances to the development, open space, and recreational and other community facilities?

Commentary: The subdivision and site plan review process provides local governments with the most effective opportunity for addressing access considerations and preventing access problems before they occur. This should be done as early as possible in the process. Developers will be far less amenable to revising the access plan later in the process or after the site plan or plat has been approved.

3. The *(city/county)* reserves the right to require traffic and safety analysis where safety is an issue or where significant problems already exist.

4. After 30 days from filing the application, applicants must be notified by the *(permitting department)* if any additional information is needed to complete the application.

5. Upon review of the access application, the *(permitting department)* may approve the access application, approve with conditions, or deny the application. This must be done within 90 days of receiving the complete application.

6. Any application that involves access to the State Primary Road System shall be reviewed by the Kentucky Transportation Cabinet for conformance with state access management standards. Where the applicant requires access to the State Primary Road System, and a zoning change, or subdivision or site plan review is also required, development review shall be coordinated with the Kentucky Transportation Cabinet, as follows:

   a. An access management/site plan review committee, that includes representatives of local KYTC District Office and the local government, shall simultaneously review the application. The committee shall inform the developer what information will be required for access review. Information required of the applicant may vary depending upon the size and timing of the development, but shall at a minimum meet the requirements of this section.

   b. Upon review of the application, the access management review committee shall advise the *(local permitting department)* whether to approve the access application, approve with conditions, or deny the application.

7. If the application is approved with conditions, the applicant shall resubmit the plan with the conditional changes made. The plan, with submitted changes, will be reviewed within 10 working days and approved or rejected. Second applications may only be rejected if conditional changes are not made.

8. If the access permit is denied, the *(city/county)* shall provide an itemized letter detailing why the application has been rejected.

9. All applicants whose application is approved, or approved with conditions, have thirty days to accept the permit. Applicants whose permits are rejected or approved with conditions have 60 days to appeal.

Commentary: Effective coordination with the Kentucky Transportation Cabinet, the local traffic engineer, transportation planner, and/or public works official is essential to ensure conformance with land division and access requirements. One method of improving coordination is to establish the building permit as the lead permit during development review. In this way, property owners

would be required to submit the necessary permits or certificates of approval from regulatory agencies involved in development review before issuing a building permit. This should include a notice of intent to approve the proposed access connection from Kentucky Transportation Cabinet where the State Primary Road System is involved to assure conformance with the State Primary Road System access management policies and regulations. The above review process would be incorporated into the community's overall subdivision and site plan review process. A conceptual review, before submission of the preliminary site plan or plat, is highly recommended. Communities should also set fees and develop the necessary forms to carry out the provisions of this code.

Section 24. Variance Standards

1. The granting of the variation shall be in harmony with the purpose and intent of these regulations and shall not be considered until every feasible option for meeting access standards is explored.

2. Applicants for a variance from these standards must provide proof of unique or special conditions that make strict application of the provisions impractical. This shall include proof that:

   a. indirect or restricted access cannot be obtained;

   b. no engineering or construction solutions can be applied to mitigate the condition; and

   c. no alternative access is available from a street with a lower functional classification than the primary roadway.

3. Under no circumstances shall a variance be granted, unless not granting the variance would deny all reasonable access, endanger public health, welfare or safety, or cause an exceptional and undue hardship on the applicant. No variance shall be granted where such hardship is self-created.

Commentary: Each local government has its own process for handling appeals and variances. The standards above should be incorporated to this process. Providing for variances and other remedial measures is crucial to avoiding a takings claim by providing due process to the property owner and avoiding unreasonable hardship that may arise in relation to the regulatory framework. Federal case law has established that property owners should first exhaust available administrative remedies, including appeals to the local board of adjustment, before the case may be heard in a court of law. If local appeal procedures exist and the property owner sues before first pursuing a variance or other remedial action, the case may be invalidated on this basis.

APPENDIX C

SAC Comments on Draft TM2

PIN 2065.35: Route 12B Corridor Study
Madison and Oneida Counties, NY

SAC Comments on Draft TM2

Comment No.	Draft TM2 Page No.	Section/Issue	Comment	Commentor	Note
1	9	Section III, Paragraph 4, last bullet	Where is Segment 4, "two fatalities at same location? Only 3 Segments listed on page 6, A. STUDY AREA and pages 23 and 24.	Mayor Goering - Village of Clinton	
2	11	*[Section IV.A Future Land Use & Zoning Characteristics]*	The Town of Marshall does have zoning	Mr. Miller - HOCTS	
3	11	*[Section IV.A Future Land Use & Zoning Characteristics]*	On page 11 it states Town of Marshall does not have zoning. We do have zoning and I thought you had met with our codes/zoning officer Morris Sturdevant on an earlier visit. We are also in the final stages of development of A comprehensive plan.	Supervisor Blau - Town of Marshall	
4	20	*[Section VI.A Land Use & Access Management]*	There are several properties along the Corridor that are in NYS Ag Districts especially in the town of Kirkland between Champion Rd. and Marshall town lines in Marshall between Kirkland Town line to Shanley Rd. Staff would like to see Ag properties and land owners impacts addressed as part of the recommendations.	Mr. Miller - HOCTS	
5	22	*[Section VI.A Land Use & Access Management]*	The Town of New Hartford Sidewalk Plan was adopted in 2008.	Mr. Miller - HOCTS	
6	30	Section VI, C. Truck Traffic	Issue is taken with the conclusion that, *"a bypass would not significantly change the operational or safety characteristics of the corridor "* . This paragraph goes on to conclude to a bypass could have a, *"negative economic consequence to the Village by diverting potential patronage from the downtown businesses ."* My observation is that a significant amount of the truck traffic through the Village is not local traffic that is patronizing village businesses, but instead is truck traffic such as stone trucks from the quarry, logging trucks and eighteen wheelers using Rt 12B as the shortest route to their destinations.	Mayor Goering - Village of Clinton	
7	32	Section VI, E. Pedestrian and Bicycles, last sentence	"The shoulder widths within the corridor are generally adequate to accommodate pedestrians". Walking or bicycling on the shoulders of Route 12B in the vicinity of the Lutheran Home and south to the Village is a dangerous activity at best and the danger is exacerbated by poor lighting and winter conditions.	Mayor Goering - Village of Clinton	
8	34	Section VI	It should be noted that the NY State DOT has been very helpful and accommodating in installing and maintaining crosswalks and signage on Route 412 which experience significant pedestrian traffic due to the proximity of the school and the library.	Mayor Goering - Village of Clinton	
9	52	Issue #B1 Alternative #1	This is a very dangerous option and should not even be considered. I am a frequent traveler of West Hill road coming on to Rt 12 B. The site distance looking North on 12B is very limited. It would be hard to judge when a vehicle might pull into that passing lane around a vehicle stopped to turn left on to Rt.315. Also the distance is too short to get back in line before entering the intersection. My idea it's a bad idea!	Supervisor Blau - Town of Marshall	
10	54	# B4: Alternative #1: Deer Warning Signs	Could also consider reflective posts in the ROW.	Mr. Miller - HOCTS	
11	55		Mr. Miller - HOCTS Bike/Ped Plan supports extension of sidewalks to connect commercial and residential areas. Could consider Hi-Vis Ped X-ing signs and cross walks to provide safer crossing from new/existing sidewalks to commercial properties. Issue #B6: Is located in the Town of Kirkland not Marshall. Possible Alternative #3 – Extend sidewalks on Franklin Ave. to access rear entrance of the Hannaford Plaza.	Mr. Miller - HOCTS	
12	56		Issue #B7 is located in the Town of Kirkland. TOPS Plaza is now Hannaford Plaza.	Mr. Miller - HOCTS	
13	57		Figure 238 could read Figure 23.	Mr. Miller - HOCTS	
14	57	Brimfield Street	This intersection needs some attention as the curve visibility when entering southbound is around a curve and a slight downhill grade. This has presented hazards to motorists coming up upon cars turning left onto Brimfield Street when other cars are approaching southbound and coming up suddenly on the cars waiting to turn left. This has causes abrupt braking & swerves to the right into the shoulder area where it is possible for pedestrians and bickers may be occupying.	Chief English - Town of Kirkland	
15	58-59	C-1 Alternative #1	Signage – The new signs would be helpful to those drivers who are alert and to pay attention to them. Most people on the road when stopped for traffic violations don not see those "Yellow" signs they are desensitized to them. If these were available in "High Intensity Green" would get more attention.	Chief English - Town of Kirkland	

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SAC Comments on Draft TM2

Comment No.	Draft TM2 Page No.	Section/Issue	Comment	Commentor	Note
16	59		Transition pavement from Brimfield St. to Route 12B is rough. A smoother surface may help reduce delay.	Mr. Miller - HOCTS	
17	59	C2 – Alternative #2	Monitor for future conditions. This intersection needs to be monitored or changed as the visibility when entering southbound is around a curve and a slight downhill grade. A left hand turn lane for traffic turning onto Brimfield Street is warranted. This condition has presented hazards to motorists turning left with close calls onto Brimfield Street when other cars are approaching southbound and coming up suddenly on those cars waiting to turn left. This has caused abrupt swerved to the right into the shoulder area where it is possible for pedestrians and bickers may be occupying. The left turn lane and bike/ pedestrian lane will give consideration to all uses that occur in the area.	Chief English - Town of Kirkland	
18	59	C2 - Safety Concerns	Bikes & Pedestrians – The line of site concerns at Brimfield Street & Utica Street when traffic is heavy in the commuter times of the day in morning & afternoon. The dynamics of the southbound traffic coming around the corner approaching Brimfield Street is a major concern for vehicles waiting to make a left turn onto Brimfield Street. This with pedestrian and bike traffic on the fog line to shoulder would be unsafe when those motorists passing through that area at last minute come around the curve and swerve to avoid the left hand turn into the shoulder area which may present a hazard to the Bikes & walkers. Striping and signage like the "Share the Road" with the bicycle in high intensity green at the Village entrance points and Striping in the fog line and shoulder would be advantageous.	Chief English - Town of Kirkland	
19	59	C-3 Route 12B at Taylor Ave in the Village of Clinton	I AGREE THAT A TRAFFIC LIGHT SIGNAL IS WARRANTED FOR THIS INTERSECTION. This would be costly but would greatly add to the safety of persons pulling off of Taylor Ave onto Rt 12B (Utica Street). To many times close calls from motorists coming off Taylor Ave onto Utica Street due to the heavy volume of commuter times of the day with additional customers at Dunkin Donuts and Nice and Easy Shop. Pedestrian Crosswalk is addition is needed at this intersection – at present LEGALLY for pedestrians to crossover at Beatty Ave to the north of Taylor Ave and North Park Row to the South. This leaves a large residential distance of roadway that has to be walked to LEGALLY cross the highway. This has presented daily hazards with the number of residents crossing the road in morning and afternoon for their groceries, coffee, and other shopping needs. THE RECOMMENDATION of eliminating the DRIVEWAY to Nice & Easy that is closest to the Taylor Ave near sidewalk of Utica Street would lend itself. This would remove motions into the Rt 12B area and restrict it to one driveway exiting and entering Utica Street. Figure C1 shows the diagram proposed.	Chief English - Town of Kirkland	See Comment #24 & #25
20	60		Severe shoulder deterioration in this area forces bicyclists and pedestrians into travel lanes. Possible #C2: Alternative #4: Pave the shoulders and look at sidewalk extensions to address pedestrian accidents.	Mr. Miller - HOCTS	
21	60	Section VII, Issue #C3: Congestion at Route 12B and Taylor Ave	This issue should be in Section D., Village of Clinton, because the intersection is within the Village limits.	Mayor Goering - Village of Clinton	
22	63	Per Commentor's Comment #5	Alternatives 2 & 3 Access Management and Land Use and Zoning would significantly affect what are essentially driveways to Private Property in a residential area. The only commercial activities in the Taylor Ave. area are the Nice and Easy store and the Dunkin Doughnuts store.	Mayor Goering - Village of Clinton	
23	61	Issue #C3: Congestion at route 12B and Taylor Ave	I do not recall that the SAC suggested that a traffic signal be installed.	Mayor Goering - Village of Clinton	
24	62	Issue #C3: Congestion at route 12B and Taylor Ave, 2nd paragraph	Agree that based on volume of people crossing 12B in the vicinity of this intersection, a marked crosswalk should not be installed.	Mayor Goering - Village of Clinton	See Comment #19
25	62	Issue #C3: Congestion at route 12B and Taylor Ave, 4th paragraph	Agree, that "it does not appear that a traffic signal is necessary to accommodate the operations of this intersection". A traffic signal would unnecessarily impede traffic flow on 12B, significantly backing traffic up during peak flow periods.	Mayor Goering - Village of Clinton	See Comment #19
26	63	Issue #C3: Alternative #2: Access Management	Closing one of the curb cuts accessing Nice & Easy could facilitate traffic flow, but suggest widening the remaining curb cut for single access from 12B. In addition, many complaints have been received concerning the way the curb extends into Taylor Ave. reducing the turn capabilities from Taylor to 12B. Taylor is a narrow road and the curbs should be cut back.	Mayor Goering - Village of Clinton	
27	63	Issue #C3: Alternative #3: Land Use and Zoning	This recommendation should apply to the Zoning Law of the village of Clinton, but I do not think that amending the Zoning Law for a single location problem is needed.	Mayor Goering - Village of Clinton	
28	63	Robinson Road and Route 12B	This intersection highlights the SPEED Zone changes that I feel and a major problem with non-consistent zones between New Hartford and Clinton. The traffic traveling northbound coming out of the Village of Clinton is just leaving the 40 zone at this intersection and in increasing speed for the 50 mph zone headed towards Toggletown Rd & beyond that Homewood Drive. When the traffic is increasing speed any vehicles that are turning left onto Robinson Road cause traffic to stop and react to this. There are some rear end collisions at this intersection due to these turning vehicles having to wait for the southbound traffic. On the opposite lanes of traffic headed Southerly this traffic is entering the Robinson Road intersection at 50 mph and just south of Robinson Rd intersection the 40 zone begins. Therefore in heave volume traffic hours there are a significant number of close calls and near misses due to the time to react. I RECOMMEND HIGHLY THAT THE SPEED ZONES IS A CONSTANT 40 MPH FROM NEW HARTFORD THROUGH FRANKLIN SPRINGS AND AT RT12B & RT 233 south increase to 50 mph headed towards Deansboro.	Chief English - Town of Kirkland	

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SAC Comments on Draft TM2

Comment No.	Draft TM2 Page No.	Section/Issue	Comment	Commentor	Note
29	63	Issue C4 Alt#1	Install Signage this would be better again if the signs were "high Intensity Green". This would aide those alert motorists that there are two intersecting roads that are presenting themselves coming up. There is a desensitized feel towards these signs the motorists don't react to them and some times don't even notice them. Perhaps the high intensity green signs may help. LOWERING SPEED TO 40 MPD TO INCREASE REACTION TIME.	Chief English - Town of Kirkland	
30	63	Issue C5 Excessive Speed & Limited sight distance near Bogusville Hill Rd – AND OTHER INTERSECTIONS	This area is a rural State Route with 55 mph speeds passing by. The Southbound traffic has to slow down within the quarter mile entering Deansboro. The northbound traffic is increasing speed coming out of Deansboro headed towards Peck Rd intersection. This area would benefit from a reduced speed to 50 mph which would make it better for Law Enforcement to enforce as violators would be ticketed over 60 mph and would better reaction time. The same is true of the intersections State Rt 12B at Peck Road and Dugway Road (south on Deansboro side), The intersection of Roberts Road at State Rd 12B was not mentioned and this had roadway dynamic of being located just south of a small hill with limited reaction distance when vehicles are headed southbound on Route 12B and coming over the hill and finding vehicles turning right and other northbound vehicles turning left in front of these vehicles. Champion Rd at Route 12B is a Seasonal Type roadway that enters and exits at a curve between Roberts Rd and Reservoir Road. This area leads itself to moving problems of vehicles turning onto Champion Road presenting extreme problems when turning, Speed through this area is 55 mph and should be reduced at least to 50 mph to allow better reaction time to motorists. Reservoir Rd and State Rt 12B again is a high traveled Town Roadway that enters and egresses onto Route 12B and traffic headed southbound is accelerating to get up to 55 mph or more from the Rt 233 intersection. This another area that needs a consistent speed of 50 mph which allows for better reaction time slowing the traffic and allowing for better enforcement by police as violators would then be ticketable at 60 mph or more. Furnace Street (at the southern end) is just south of the Dugway Road area and traffic is increasing speed and the end of 40 mph zone this allows traffic speeds to be higher and reaction times to be reduced. The lower consistent speed of 40 mph would be a more uniform speed thru to State Rt 233.	Chief English - Town of Kirkland	
31	66	#C5: Alternative #2	Install signage – could consider reflective beacons in ROW.	Mr. Miller - HOCTS	
32	67	C5 Alt #2 Signage	SPEED ZONE OF 50 THEN USING THE Figure W3-5 Reduced Speed zone ahead for any speed zones would be excellent to allow motorists to see the Zone Changes ahead.	Chief English - Town of Kirkland	
33	68	#C6: Alternative #2	Should read "Re-Stripe."	Mr. Miller - HOCTS	
34	68	Issue C6: Route 12B with Grant Road and Post Street (CR16)	This area has not shown many crashes but is another roadway that has many potential movements as two of these roadways enters onto State Rt 12B which are concerns to the flow of the vehicles through the area. The speed of 40 mph and the light traffic from Furnace Street (north Side by Post Office) across the street does not cause difficulty. The area should be monitored before there are major structural changes made.	Chief English - Town of Kirkland	

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Comment No.	Draft TM2 Page No.	Section/Issue	Comment	Commentor	Note
35	68	C6: Alt 2 – Re-strip pavement markings - Positive	The painted movement markings for state Route 12B appear to be very helpful by showing that Route 12B is the main thru roadway and the Stop bars help motorists entering the highways.	Chief English - Town of Kirkland	
36	69	C7 Lighting	Street Lighting from the New Hartford line to the Route 233 area would be beneficial due to the Vehicles entering the roadway at night from side streets. The increased bicycle and pedestrian use on the roadways makes the utility street lights a major positive for the area. More and more people are walking, jogging, and riding bicycles at all times of the day and night. The lighting is an important component of this traffic safety plan.	Chief English - Town of Kirkland	See Comment #70
37	69	D1 Alt #2 – Route 233 Truck Bypass	This has been discussed and would be beneficial if this could be accomplished. This would keep the larger truck traffic onto State Rt 233.	Chief English - Town of Kirkland	
38	69	D1 Alt #3 – Remove Parking	The Village of Clinton at present has a problem with limited amount of parking zones for civilians coming and going in the Village of Clinton.	Chief English - Town of Kirkland	
39	70	Issue #D1: Truck Traffic Causing Congestion	Our objective should be to reduce truck traffic congestion, not "eliminate" truck traffic. Allowing only local deliveries should significantly reduce the truck traffic congestion, improve traffic safety, reduce noise and improve pedestrian safety.	Mayor Goering - Village of Clinton	
40	70	Issue #D1: Alternative #1: Null Alternative	This effectively ignores that there is a problem.	Mayor Goering - Village of Clinton	
41	70	Issue #D1: Alternative #2: Route 233 Truck Bypass	Larger signage is a minimum cost alternative that should be implemented immediately. At the same time, a longer term alternative of requiring thru truck traffic t6o use 233 should not be discarded. This would be a long term alternative that would require significant improvements for safety and vehicle flow on Rt. 233.	Mayor Goering - Village of Clinton	
42	71	Issue #D1: Alternative #3: Remove Parking	Alternative parking is always desirable and should be considered, but not as an alternative to reduced parking along 12b in the Village. Our experience indicates that people much prefer to park closer to the businesses that they patronage. Elderly and handicapped patrons would be severely impacted by removing parking and bad weather access from remote parking lots.	Mayor Goering - Village of Clinton	
43	71	Issue #D1: Alternative #4: Enforcement	Enforcement is always a good alternative. We have found that by the Town Police Department stopping and inspecting trucks outside the Village limits, the effect is immediate. Unsafe and non complying trucks are removed from Village through traffic and other trucks use Route 233 in order to avoid the delay and inconvenience of being inspected. However, given the limits of manpower and equipment this is only a periodic and limited alternative fix. Perhaps NY State could permanently assign trooper assets to this detail on a NY State Highway (just a thought).	Mayor Goering - Village of Clinton	
44	71	*[Issue #D1, Truck Traffic Causing Congestion]*	Possible Alt. #5 A redesign of the Rte. 12B and Rte. 233 intersection to encourage through traffic to use Rte. 233 instead of Rte. 12 B.	Mr. Miller - HOCTS	
45	71		There are conflicting turning movements at the intersection of Merritt Pl. and Rte. 5B.	Mr. Miller - HOCTS	
46	71	Issue #D2	There should be no change to the existing configuration of Route 12B with Fountain and Kellogg Street	Legislator Davis	
47	71	Issue D2 Intersection of Rt 12B with Fountain Street and Kellogg Street	This area does not have a significant amount of crashes – Traffic moved slow and cautiously. Some increased line painting and signage would enhance the information of the motorists passing thru,	Chief English - Town of Kirkland	
48	71	Alt D1a & D1b	Alt D1a & D1b would be lead to congestion on Fountain and Kellogg Streets being changed – Further it would cause traffic wanting to go onto Fountain Street & Kellogg Street going up other side streets or moving over to Williams Street which caused the light congestion for College Street to be increased. The major area construction of these Village intersections is very costly – The crosswalks in the Village from the Village Green to the East Park Row – Near the KAC would be a good to enhance the people crossing the park and getting across safely. There is not crossing from the Village Park at all and yet there are three exit points on the Route 12B side of the park. The people are still crossing Rt 12B without a proper crosswalk and there is a need. The Village area seems to be congestion and sharing the road issued. The figure D1 painting options on pavement and better-marked stop bars. Figure D2 that shows the Village park and extending the Village Park Sidewalk to a new crosswalk across Rt 12B to the sidewalk for East Park Row (Rt 12B) this would be cost of paint and the signs which should be more costly that other high construction options. Figure D4 for Rt 12B into Village at College Street or Rt 412 would be beneficial to enhance the markings for travelers.	Chief English - Town of Kirkland	

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49	72	Issue #D2: Intersections of Route 12B with Fountain and Kellogg Street and the area surrounding the Village Green, first paragraph	Regarding the NYSDOT conclusions on this intersection, I believe that cost considerations played a large part in the decision not to pursue action at this intersection. While crash data may not support action here, as we have discussed, local drivers are aware of the dangers and either avoid or are extremely careful at this intersection. Drivers unfamiliar with the intersection are easily confused and therefore proceed slowly sometimes impeding traffic flow. Using accident data may not be the best decision criteria for this intersection. "Geometrically untypical" is kind expression for a dangerous intersection.	Mayor Goering - Village of Clinton	
50	73	Issue #D2: Alternative #2: Reconfigure Intersection (Roundabout)	I believe that the impact on "community greenspace" could be minimized. If by greenspace is meant the Village Park then there are certainly concerns. However, I believe the DOT engineers were able to map out a roundabout alternative that eliminated the need for encroachment of the Village Park. I believe that a roundabout would discourage truck traffic and improve the safety at this intersection. One caution, the roundabout would have accommodate the passage of our Fire Department Ladder truck. Otherwise, emergency response to the northern part of our Fire District would be significantly impeded.	Mayor Goering - Village of Clinton	
51	73	Issue #D2: Alternative 2a: Reconfigure Intersection – Close Fountain Street Access to Route 12B and Alternative 2b: Close Fountain and Kellogg Streets to access to 12B.	Realizing that all alternative need to be addressed, these alternatives do not recognize the needs of the residents of the Village, the needs of people using these two access streets to the Village and 12B, or the need for emergency response, not mention they are relatively high cost alternatives.	Mayor Goering - Village of Clinton	
52	74	Issue #D2: Alternative 2c: Reconfigure Intersection & Signalize	Traffic flow could be significantly impacted by signalizing this intersection. NYSDOT has expended a lot of effort in synchronizing the two traffic lots on 12B in the Village in order to minimize impeding traffic flow. Adding a third signal in close proximity to the other two signals would have major impcts to traffic flow. The one positive aspect cold be its effect on the willingness of truck traffic and other traffic to transit the Village.	Mayor Goering - Village of Clinton	
53	75	Issue #D2: Alternative #3: Lane Delineation Striping	Great idea. Why have we not been doing this anyway?	Mayor Goering - Village of Clinton	
54	75	Issue #D2: Alternative #4: Install marked crosswalk and provide ADA compliant ramps	Crosswalk, signs and ramps by the Kirkland Art Center (KAC) is a great idea. Maybe even a flashing pedestrian light could be used. Crossing in this area is hazardous at best and for the elderly and handicapped it is almost impossible.	Mayor Goering - Village of Clinton	
55	75	Issue #D2: Alternative #5 Remove the sidewalk from the Village Green to Route 12B. (Sidewalk leading into the Kellogg/Fountain Intesection)	Good idea. Should have thought of it ourselves. This dangerous sidewalk leads pedestrians into a dangerous situation. The crosswalk at 12B and Williams and the addition of a crosswalk at the KAC should provide pedestrian alternatives.	Mayor Goering - Village of Clinton	
56	76	Issue #D2: Alternative 6: Provide Crossing Guard	Not sure where this crossing guard would located. Traditionally our crossing guards are there to assist school children to get safely to school. They are designated Traffic Control Officers for legal purposes, but we do not encourage them to control vehicular traffic flow. That is better left to the professionals.	Mayor Goering - Village of Clinton	
57	76	Issue #D3: Pedestrian Crossing at Route 412	No comments	Mayor Goering - Village of Clinton	
58	77-78	Issue #D4: Alternative #2: Provide shared –use bicycle lane.	Bad idea! Congestion in this corridor is bad enough without having to contend with bicyclists. Likewise, bicyclists should not have to contend with truck and car traffic in close proximity to parking cars. Removing on street parking on one side to accommodate bicycles is counterproductive to parking issues in the village, business patronage and inviting a vehicle bicycle accident.	Mayor Goering - Village of Clinton	
59	80	Issue #D4: Alternative #4: Alternative Bike Route	Probably the best idea. This would entail more signage and I would question the number of bicyclists that would come through the Village.	Mayor Goering - Village of Clinton	
60	75	*[Issue D.4]*	The R1-6 Ped X-ing signs at the north end of village green on 12B may be improperly installed on the side of the road.	Mr. Miller - HOCTS	
61	79	*[Issue D.4]*	The signs at the top of Page 79 indicate "there may be bicycles in the travel lane". A better alternative is the "May use full lane" sign at the bottom of the page.	Mr. Miller - HOCTS	
62	80		N/B bicyclists currently use Dwight Ave/College St./Chenango Ave./Kirkland Ave. to avoid the congested Village Green area. NYSDOT has installed Regional Bike Route signs.	Mr. Miller - HOCTS	
63	81	Issue #D5, Congestion between Route 412 and West Park Row/Williams Street, Last line	Congestion limited to peak traffic times, 3 PM to 6PM.	Mayor Goering - Village of Clinton	

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64	81	Issue #D5, Congestion between Route 412 and West Park Row/Williams Street, Last line	In fact, there are two elderly/handicapped apartment complexes within ½ mile of the 412/12B intersection so additional crosswalk signage may be warranted.	Mayor Goering - Village of Clinton	
65	*[82]*	Issue #D5 Alternative #3: Timing, Lane and signal Improvements	All good ideas in this alternative.	Mayor Goering - Village of Clinton	
66	*[83]*	Issue #D5: Alternative #4: Curb Extensions	Bad idea. Agree with comment on snowplows and also see comment on curb extension on Taylor Ave. They only seem to cause more problems.	Mayor Goering - Village of Clinton	
67	*[84]*	Issue #D5: Alternative #5: Extend sidewalks	Agree with need for buffer zones, but in congested section (412 to West Park Row) there is no more right of way available as is. Not sure what is being said by, "Sidewalks could be provided along Route 12B curve from West Park Row to E. Park Row." Are we talking about additional sidewalks in the park? If not, then there are continuous sidewalks all along Rt. 12B around the park area.	Mayor Goering - Village of Clinton	
68	84	Last paragraph	It should be noted that the south side of 12B from Beatty Ave on north is in the Town of Kirkland. The north side of 12B from Beatty Ave to Stebbins Drive is in the Village. Some of the north side has a sidewalk, but I agree that a sidewalk all the way to the Village line (Stebbins Drive) would be desirable.	Mayor Goering - Village of Clinton	
69	*[87]*	Issue #D6: Congestion/conflict of pedestrian/ vehicular movement near/at Chenango/Franklin	Student foot pedestrian traffic is a problem. As state, the students at lunch period (late morning) do not use the crosswalks and dash out into traffic. Pedestrian/student education is obviously needed.	Mayor Goering - Village of Clinton	
70	*[88]*	Issue #D7: Lighting in the Village of Clinton	I agree that additional lighting is not needed. Possible decorative lighting could be added to augment the streetlights.	Mayor Goering - Village of Clinton	See Comment #36
71	88	#D6	A possible option is infrared in-road strobe lighting similar to College Hill Rd. crosswalks at Hamilton College.	Mr. Miller - HOCTS	
72	88	Starts the New Hartford area review	PROBLEM FOUND AS HOMEWOOD DRIVE AT 12B - Are listed under the Town of New Hartford and SHOULD BE IN KIRKLAND.	Chief English - Town of Kirkland	
73	89	Issue #E2	should read, "Maintenance" of sidewalks are…	Mr. Miller - HOCTS	
74			Alternative #1 - A Sidewalks Policy was adopted by the Town Board in November 2008.		
75	90		Lighting and signage could also be considered as an alternative.	Mr. Miller - HOCTS	
76	92	Homewood Drive	IS IN KIRKLAND !!!!	Chief English - Town of Kirkland	
77	92	Issue E6 – Limited sight distance on Homewood Dr., TOWN OF KIRKLAND	This is an area that 50 mph cars are traveling northerly over a small hill that has Homewood Drive which presents traffic into and off of Homewood Drive on to Rt 12B. This limited line of site at 50 mph does not allow a reaction time benefit. If the speed was reduced to 40 mph it would allow for better reaction time to hazards and movements. Another problems in this area are 50 mph speed that head north and south and when the UTICA TRANSIT BUS STOPS IN THE NORTHBOUND LANE TO LOAD AND UNLOAD PASSENGERS WHICH IS JUST OVER THE HILL AND DOES NOT HAVE GOOD LINE OF SITE.	Chief English - Town of Kirkland	
78		General Comment	Centro Bus Route #30 goes into Clinton via Route 12B. Pedestrian and transit impacts should be discussed as part of the alternative descriptions in the Village.	Mr. Miller - HOCTS	
79		Conclusion	Uniform Speed on State Rt 12B from the Town of New Hartford to the Route 233 should be 40 mph and not up and down. Where you enter the Village of Clinton 30 mph is an appropriate "Area Speed Limit".	Chief English - Town of Kirkland	
80		Conclusion	Left hand turn lanes should be considered for the side roads between New Hartford and Clinton – Homewood Drive, Toggletown Rd, Robinson Road, and Brimfield Street. These intersecting side streets have dynamics of hillcrests, curves, and grades which during high volume times of the day cause potential traffic problems and crash situations.	Chief English - Town of Kirkland	
81		Conclusion	Traffic Light and turn lane by Taylor Ave is REALLY NEEDED – There are popular Commercial Retail businesses that bring a lot of motorist traffic in and out of that intersection. During peak volume times at 7a to 10a and afternoon 3p to 6p it is impossible to get off Taylor Ave into Rt 12B. Included in that should be the elimination of the driveway for Nice and Easy closest to Taylor Ave – This would prevent the dual entrance and exits that presently occur.	Chief English - Town of Kirkland	
82		Conclusion	Left hand turn land should be outlined for the Utica Street & Mulberry Street intersection – the road is wide enough the lines would need to be marked properly.	Chief English - Town of Kirkland	
83		Conclusion	Crosswalk – is NEEDED for the intersection of Utica Street near Taylor Ave to Anderson Place.	Chief English - Town of Kirkland	

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84		Conclusion	Crosswalk near the Kirkland Arts Center – Village Park – sidewalks should be limited at the Rt 12B curb and the only Crosswalk with the curb cuts for Wheelchair access to the Kirkland Arts Center area of East Park Row or at the Kellogg Street area to assist pedestrians and bikes is NEEDED.	Chief English - Town of Kirkland	
85		Conclusion	Crash Data and information is low for Kellogg, Fountain Street, East Park Row, and Rt 12B so redesigning the intersection would not make a difference unless a traffic light was considered. The painting of the roadways as proposed will help and some motorist passing thru maybe some signage to alert the pass through motorists that do not know the area.	Chief English - Town of Kirkland	
86		Conclusion	Intersections south of the Village are mostly road line painting and possible left turn lanes should be considered.	Chief English - Town of Kirkland	
87		Conclusion	The Updated signage should be considered to include the page 79 Graphics SHARE THE ROAD – with Bicycle in high intensity green and the Yellow Diamonds for Speed Advanced alerts.	Chief English - Town of Kirkland	
88		Conclusion	Roadway Painting of the Lanes, Stop Bars, Crosswalks, and Bike Lanes are important to update the roads and assist in the motorists traveling and understanding the sharing the road.	Chief English - Town of Kirkland	

Notes: Comments are color coded in yellow or blue where the comments conflict in statement
Comments color coded in "orange" appear to be new comments

Comments on Tech Memo #2
(from Gill Goering)

Wednesday, 10/06/2010

1. Page 9, Section III, Para. 4, last bullet – Where is Segment 4, "two fatalities at same location? Only 3 Segments listed on page 6, A. STUDY AREA and pages 23 and 24.

2. Page 30, Section VI, C. Truck Traffic – Issue is taken with the conclusion that, "*a bypass would not significantly change the operational or safety characteristics of the corridor*". This paragraph goes on to conclude to a bypass could have a, "*negative economic consequence to the Village by diverting potential patronage from the downtown businesses*."
   My observation is that a significant amount of the truck traffic through the Village is **not** local traffic that is patronizing village businesses, but instead is truck traffic such as stone trucks from the quarry, logging trucks and eighteen wheelers using Rt 12B as the shortest route to their destinations.

3. Page 32, Section VI, Para. E., Pedestrian and Bicycles, last sentence, "*The shoulder widths within the corridor are generally adequate to accommodate pedestrians*". Walking or bicycling on the shoulders of Route 12B in the vicinity of the Lutheran Home and south to the Village is a dangerous activity at best and the danger is exacerbated by poor lighting and winter conditions.

4. Page 34, Section VI. It should be noted that the NY State DOT has been very helpful and accommodating in installing and maintaining crosswalks and signage on Route 412 which experience significant pedestrian traffic due to the proximity of the school and the library.

5. Page 60, Section VII, Issue #C3: Congestion at Route 12B and Taylor Ave – this issue should be in Section D., Village of Clinton, because the intersection is within the Village limits.

6. Page 63, noting comment 5 above, alternatives 2 & 3 Access Management and Land Use and Zoning would significantly affect what are essentially driveways to Private Property in a residential area. The only commercial activities in the Taylor Ave. area are the Nice and Easy store and the Dunkin Doughnuts store.

7. Clinton Specific (to include C. Taylor Ave.)

Issue #C3: Congestion at route 12B and Taylor Ave.

Page 61, I do not recall that the SAC suggested that a traffic signal be installed.

Page 62, 2nd paragraph, Agree that based on volume of people crossing 12B in the vicinity of this intersection, a marked crosswalk should not be installed.

Page 62, 4th paragraph, Agree, that "it does not appear that a traffic signal is necessary to accommodate the operations of this intersection". A traffic signal would unnecessarily impede traffic flow on 12B, significantly backing traffic up during peak flow periods.

Page 63, #C3: Alternative #2: Access Management
Closing one of the curb cuts accessing Nice & Easy could facilitate traffic flow, but suggest widening the remaining curb cut for single access from 12B. In addition, many complaints have been received concerning the way the curb extends into Taylor Ave. reducing the turn capabilities from Taylor to 12B. Taylor is a narrow road and the curbs should be cut back.

Page 63, #C3: Alternative #3: Land Use and Zoning
This recommendation should apply to the Zoning Law of the village of Clinton, but I do not think that amending the Zoning Law for a single location problem is needed.

Issue #D1: Truck Traffic Causing Congestion

Page 70, Our objective should be to **reduce** truck traffic congestion, not "eliminate" truck traffic. Allowing only local deliveries should significantly reduce the truck traffic congestion, improve traffic safety, reduce noise and improve pedestrian safety.

#D1: Alternative #1: Null Alternative. This effectively ignores that there is a problem.

#D1: Alternative #2: Route 233 Truck Bypass
Larger signage is a minimum cost alternative that should be implemented immediately. At the same time, a longer term alternative of **requiring** thru truck traffic t6o use 233 should not be discarded. This would be a long term alternative that would require significant improvements for safety and vehicle flow on Rt. 233.

#D1: Alternative #3: Remove Parking
Alternative parking is always desirable and should be considered, but **not** as an alternative to reduced parking along 12b in the Village. Our experience indicates that people much prefer to park closer to the businesses that they patronage. Elderly and handicapped patrons would be severely impacted by removing parking and bad weather access from remote parking lots.

#D1: Alternative #4: Enforcement
Enforcement is always a good alternative. We have found that by the Town Police Department stopping and inspecting trucks outside the Village limits, the effect is immediate. Unsafe and non complying trucks are removed from Village through traffic and other trucks use Route 233 in order to avoid the delay and inconvenience of being inspected. However, given the limits of manpower and equipment this is only a periodic and limited alternative fix. Perhaps NY State could permanently assign trooper assets to this detail on a NY State Highway (just a thought).

Issue #D2: Intersections of Route 12B with Fountain and Kellogg Street and the area surrounding the Village Green.

Page 72, First paragraph – Regarding the NYSDOT conclusions on this intersection, I believe that cost considerations played a large part in the decision not to pursue action at this intersection. While crash data may not support action here, as we have discussed, local drivers are aware of the dangers and either avoid or are extremely careful at this intersection. Drivers unfamiliar with the intersection are easily confused and therefore proceed slowly sometimes impeding traffic flow. Using accident data may not be the best decision criteria for this intersection. “Geometrically untypical” is kind expression for a dangerous intersection.

#D2: Alternative #2: Reconfigure Intersection (Roundabout)
I believe that the impact on “community greenspace” could be minimized. If by greenspace is meant the Village Park then there are certainly concerns. However, I believe the DOT engineers were able to map out a roundabout alternative that eliminated the need for encroachment of the Village Park. I believe that a roundabout would discourage truck traffic

and improve the safety at this intersection. One caution, the roundabout would have accommodate the passage of our Fire Department Ladder truck. Otherwise, emergency response to the northern part of our Fire District would be significantly impeded.

#D2: Alternative 2a: Reconfigure Intersection – Close Fountain Street Access to Route 12B and Alternative 2b: Close Fountain and Kellogg Streets to access to 12B.
Realizing that all alternative need to be addressed, these alternatives do not recognize the needs of the residents of the Village, the needs of people using these two access streets to the Village and 12B, or the need for emergency response, not mention they are relatively high cost alternatives.

#D2: Alternative 2c: Reconfigure Intersection & Signalize
Traffic flow could be significantly impacted by signalizing this intersection. NYSDOT has expended a lot of effort in synchronizing the two traffic lots on 12B in the Village in order to minimize impeding traffic flow. Adding a third signal in close proximity to the other two signals would have major impcts to traffic flow. The one positive aspect cold be its effect on the willingness of truck traffic and other traffic to transit the Village.

#D2: Alternative #3: Lane Delineation Striping.
Great idea. Why have we not been doing this anyway?

#D2: Alternative #4: Install marked crosswalk and provide ADA compliant ramps
Crosswalk, signs and ramps by the Kirkland Art Center (KAC) is a great idea. Maybe even a flashing pedestrian light could be used. Crossing in this area is hazardous at best and for the elderly and handicapped it is almost impossible.

#D2: Alternative #5 Remove the sidewalk from the Village Green to Route 12B. (*Sidewalk leading into the Kellogg/Fountain Intesection)*
Good idea. Should have thought of it ourselves. This dangerous sidewalk leads pedestrians into a dangerous situation. The crosswalk at 12B and Williams and the addition of a crosswalk at the KAC should provide pedestrian alternatives.

#D2: Alternative 6: Provide Crossing Guard
Not sure where this crossing guard would located. Traditionally our crossing guards are there to assist school children to get safely to school. They are designated Traffic Control Officers for legal purposes, but we do not encourage them to control vehicular traffic flow. That is better left to the professionals.

Issue #D3: Pedestrian Crossing at Route 412

No comments

Issue #D4: Limited/No bicyclist accommodations between Route 412 and West park Row/Williams St.

#D4: Alternative #2: Provide shared –use bicycle lane.
Bad idea! Congestion in this corridor is bad enough without having to contend with bicyclists. Likewise, bicyclists should not have to contend with truck and car traffic in close proximity to parking cars. Removing on street parking on one side to accommodate bicycles is counterproductive to parking issues in the village, business patronage and inviting a vehicle bicycle accident.

#D4: Alternative #4: Alternative Bike Route
Probably the best idea. This would entail more signage and I would question the number of bicyclists that would come through the Village.

Issue #D5: Congestion between Route 412 and West Park Row/Williams Street

Congestion limited to peak traffic times, 3 PM to 6 PM.

Page 81, Last line. In fact, there are two elderly/handicapped apartment complexes within ½ mile of the 412/12B intersection so additional crosswalk signage may be warranted.

#D5 Alternative #3: Timing, Lane and signal Improvements
All good ideas in this alternative.

#D5: Alternative #4: Curb Extensions
Bad idea. Agree with comment on snowplows and also see comment on curb extension on Taylor Ave. They only seem to cause more problems.

#D5: Alternative #5: Extend sidewalks
Agree with need for buffer zones, but in congested section (412 to West Park Row) there is no more right of way available as is. Not sure what is being said by, "Sidewalks could be provided along Route 12B curve from West Park Row to E. Park Row." Are we talking about additional sidewalks in the park? If not, then there are continuous sidewalks all along Rt. 12B around the park area.

Page 84, Last paragraph. It should be noted that the south side of 12B from Beatty Ave on north is in the Town of Kirkland. The north side of 12B from Beatty Ave to Stebbins Drive is in the Village. Some of the north side has a sidewalk, but I agree that a sidewalk all the way to the Village line (Stebbins Drive) would be desirable.

Issue #D6: Congestion/conflict of pedestrian/ vehicular movement near/at Chenango/Franklin

Student foot pedestrian traffic is a problem. As state, the students at lunch period (late morning) do not use the crosswalks and dash out into traffic. Pedestrian/student education is obviously needed.

Issue #D7: Lighting in the Village of Clinton

I agree that additional lighting is not needed. Possible decorative lighting could be added to augment the streetlights.

Herkimer-Oneida Counties Transportation Study (HOCTS)
And Herkimer-Oneida Counties Comprehensive Planning Program
Comments on NYS Route 12B Corridor Study
Draft Technical Memorandum No. 2

	Page	
1.	11	The Town of Marshall does have zoning.
2.	20	There are several properties along the Corridor that are in NYS Ag Districts especially in the town of Kirkland between Champion Rd. and Marshall town lines in Marshall between Kirkland Town line to Shanley Rd. Staff would like to see Ag properties and land owners impacts addressed as part of the recommendations
3.	22	The Town of New Hartford Sidewalk Plan was adopted in 2008.
4.	54	# B4: Alternative #1: Deer Warning Signs – could also consider reflective posts in the ROW.
5.	55	HOCTS Bike/Ped Plan supports extension of sidewalks to connect commercial and residential areas. Could consider Hi-Vis Ped X-ing signs and cross walks to provide safer crossing from new/existing sidewalks to commercial properties. Issue #B6: Is located in the Town of Kirkland not Marshall. Possible Alternative #3 – Extend sidewalks on Franklin Ave. to access rear entrance of the Hannaford Plaza.
6.	56	Issue #B7 is located in the Town of Kirkland. TOPS Plaza is now Hannaford Plaza.
7.	57	Figure 238 could read Figure 23.
8.	59	Transition pavement from Brimfield St. to Route 12B is rough. A smoother surface may help reduce delay.
9.	60	Severe shoulder deterioration in this area forces bicyclists and pedestrians into travel lanes. Possible #C2: Alternative #4: Pave the shoulders and look at sidewalk extensions to address pedestrian accidents.
10.	66	#C5: Alternative #2 Install signage – could consider reflective beacons in ROW.
11.	68	#C6: Alternative #2 should read "Re-Stripe."
12.	71	Possible Alt. #5 A redesign of the Rte. 12B and Rte. 233 intersection to encourage through traffic to use Rte. 233 instead of Rte. 12 B.
13.	75	The R1-6 Ped X-ing signs at the north end of village green on 12B may be improperly installed on the side of the road.
14.	79	The signs at the top of Page 79 indicate "there may be bicycles in the travel lane". A better alternative is the "May use full lane" sign at the bottom of the page.
15.	80	N/B bicyclists currently use Dwight Ave/College St./Chenango Ave./Kirkland Ave. to avoid the congested Village Green area. NYSDOT has installed Regional Bike Route signs.
16.	88	#D6 – A possible option is infrared in-road strobe lighting similar to College Hill Rd. crosswalks at Hamilton College.
17.	89	Issue #E2: should read, "Maintenance" of sidewalks are … Issue E2: Alternative #1 – A Sidewalk Policy was adopted by the Town Board in November 2008.

18.	90	Lighting and signage could also be considered as an alternative.
19.	71	There are conflicting turning movements at the intersection of Merritt Pl. and Rte. 5B.
20.		General Comment: Centro Bus Route #30 goes into Clinton via Route 12B. Pedestrian and transit impacts should be discussed as part of the alternative descriptions in the Village.

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Town of Kirkland

Police Chief Daniel J. English *Serving the Community since 1977*

Police Department

●2 New Street ● P.O. Box B ● Clark, Mills, New York 13321●

TO: NYS Department of Transportation
FROM: Chief Dan English

RE: NYS Route 12B Corridor Study - PIN 2065.35

Kirkland – Clinton Section -

Page 57 – Brimfield Street – This intersection needs some attention as the curve visibility when entering southbound is around a curve and a slight downhill grade. This has presented hazards to motorists coming up upon cars turning left onto Brimfield Street when other cars are approaching southbound and coming up suddenly on the cars waiting to turn left. This has causes abrupt braking & swerves to the right into the shoulder area where it is possible for pedestrians and bickers may be occupying.

Page 58-59 –
C-1 Alternative #1 – Signage – The new signs would be helpful to those drivers who are alert and to pay attention to them. Most people on the road when stopped for traffic violations don not see those "Yellow" signs they are desensitized to them. If these were available in "High Intensity Green" would get more attention.

Page 59 –
C2 – Alternative #2 - Monitor for future conditions. This intersection needs to be monitored or changed as the visibility when entering southbound is around a curve and a slight downhill grade. A left hand turn lane for traffic turning onto Brimfield Street is warranted. This condition has presented hazards to motorists turning left with close calls onto Brimfield Street when other cars are approaching southbound and coming up suddenly on those cars waiting to turn left. This has caused abrupt swerved to the right into the shoulder area where it is possible for pedestrians and bickers may be occupying. The left turn lane and bike/ pedestrian lane will give consideration to all uses that occur in the area.

C2 - Safety Concerns – Bikes & Pedestrians – The line of site concerns at Brimfield Street & Utica Street when traffic is heavy in the commuter times of the day in morning & afternoon. The dynamics of the southbound traffic coming around the corner approaching Brimfield Street is a major concern for vehicles waiting to make a left turn onto Brimfield Street. This with pedestrian and bike traffic on the fog line to shoulder would be unsafe when those motorists passing through that area at last minute come around the curve and swerve to avoid the left hand turn into the shoulder area which may present a hazard to the Bikes & walkers. Striping and signage like the "Share the Road" with the bicycle in high intensity green at the Village entrance points and Striping in the fog line and shoulder would be advantageous.

C-3 Route 12B at Taylor Ave in the Village of Clinton –

I AGREE THAT A TRAFFIC LIGHT SIGNAL IS WARRANTED FOR THIS INTERSECTION. This would be costly but would greatly add to the safety of persons pulling off of Taylor Ave onto Rt 12B (Utica Street)

To many times close calls from motorists coming off Taylor Ave onto Utica Street due to the heavy volume of commuter times of the day with additional customers at Dunkin Donuts and Nice and Easy Shop.

Pedestrian Crosswalk is addition is needed at this intersection – at present LEGALLY for pedestrians to crossover at Beatty Ave to the north of Taylor Ave and North Park Row to the South. This leaves a large residential distance of roadway that has to be walked to LEGALLY cross the highway. This has presented daily hazards with the number of residents crossing the road in morning and afternoon for their groceries, coffee, and other shopping needs.

THE RECOMMENDATION of eliminating the DRIVEWAY to Nice & Easy that is closest to the Taylor Ave near sidewalk of Utica Street would lend itself. This would remove motions into the Rt 12B area and restrict it to one driveway exiting and entering Utica Street. Figure C1 shows the diagram proposed.

Robinson Road and Route 12B – Page 63

This intersection highlights the SPEED Zone changes that I feel and a major problem with non-consistent zones between New Hartford and Clinton. The traffic traveling northbound coming out of the Village of Clinton is just leaving the 40 zone at this intersection and in increasing speed for the 50 mph zone headed towards Toggletown Rd & beyond that Homewood Drive. When the traffic is increasing speed any vehicles that are turning left onto Robinson Road cause traffic to stop and react to this. There are some rear end collisions at this intersection due to these turning vehicles having to wait for the southbound traffic. On the opposite lanes of traffic headed Southerly this traffic is entering the Robinson Road intersection at 50 mph and just south of Robinson Rd intersection the 40 zone begins. Therefore in heave volume traffic hours there are a significant number of close calls and near misses due to the time to react**. I RECOMMEND HIGHLY THAT THE SPEED ZONES IS A CONSTANT 40 MPH FROM NEW HARTFORD THROUGH FRANKLIN SPRINGS AND AT RT12B & RT 233 south increase to 50 mph headed towards Deansboro.**

Issue C4 Alt#1 - Install Signage this would be better again if the signs were "high Intensity Green". This would aide those alert motorists that there are two intersecting roads that are presenting themselves coming up. There is a **desensitized** feel towards these signs the motorists don't react to them and some times don't even notice them. Perhaps the high intensity green signs may help. LOWERING SPEED TO 40 MPD TO INCREASE REACTION TIME.

Page 3

Issue C5 Excessive Speed & Limited sight distance near Bogusville Hill Rd – AND OTHER INTERSECTIONS

This area is a rural State Route with 55 mph speeds passing by. The Southbound traffic has to slow down within the quarter mile entering Deansboro. The northbound traffic is increasing speed coming out of Deansboro headed towards Peck Rd intersection**. This area would benefit from a reduced speed to 50 mph which would make it better for Law Enforcement to enforce as violators would be ticketed over 60 mph and would better reaction time.**

The same is true of the intersections State Rt 12B at Peck Road and Dugway Road (south on Deansboro side),

The intersection of Roberts Road at State Rd 12B was not mentioned and this had roadway dynamic of being located just south of a small hill with limited reaction distance when vehicles are headed southbound on Route 12B and coming over the hill and finding vehicles turning right and other northbound vehicles turning left in front of these vehicles.

- Champion Rd at Route 12B is a Seasonal Type roadway that enters and exits at a curve between Roberts Rd and Reservoir Road. This area leads itself to moving problems of vehicles turning onto Champion Road presenting extreme problems when turning, Speed through this area is 55 mph and should be reduced at least to 50 mph to allow better reaction time to motorists.

- Reservoir Rd and State Rt 12B again is a high traveled Town Roadway that enters and egresses onto Route 12B and traffic headed southbound is accelerating to get up to 55 mph or more from the Rt 233 intersection. This another area that needs a consistent speed of 50 mph which allows for better reaction time slowing the traffic and allowing for better enforcement by police as violators would then be ticketable at 60 mph or more.

- Furnace Street (at the southern end) is just south of the Dugway Road area and traffic is increasing speed and the end of 40 mph zone this allows traffic speeds to be higher and reaction times to be reduced. The lower consistent speed of 40 mph would be a more uniform speed thru to State Rt 233.

C5 Alt #2 Signage – Page 67

<u>SPEED ZONE OF 50 THEN USING THE</u> Figure W3-5 Reduced Speed zone ahead for any speed zones would be excellent to allow motorists to see the Zone Changes ahead.

Page 68
Issue C6: Route 12B with Grant Road and Post Street (CR16)

This area has not shown many crashes but is another roadway that has many potential movements as two of these roadways enters onto State Rt 12B which are concerns to the flow of the vehicles through the area. The speed of 40 mph and the light traffic from Furnace Street (north Side by Post Office) across the street does not cause difficulty. The area should be monitored before there are major structural changes made.

C6: Alt 2 – Re-strip pavement markings - Positive

The painted movement markings for state Route 12B appear to be very helpful by showing that Route 12B is the main thru roadway and the Stop bars help motorists entering the highways.

C7 Lighting – Page 69

Street Lighting from the New Hartford line to the Route 233 area would be beneficial due to the Vehicles entering the roadway at night from side streets. The increased bicycle and pedestrian use on the roadways makes the utility street lights a major positive for the area. More and more people are walking, jogging, and riding bicycles at all times of the day and night. The lighting is an important component of this traffic safety plan.

<u>Page 88 - Starts the New Hartford area review</u> – <u>PROBLEM FOUND AS HOMEWOOD DRIVE AT 12B</u>
<u>Are listed under the Town of New Hartford and SHOULD BE IN KIRKLAND.</u>

Page 92 – Homewood Drive – IS IN KIRKLAND !!!!

<u>Issue E6 – Limited sight distance on Homewood Dr., TOWN OF KIRKLAND</u> - This is an area that 50 mph cars are traveling northerly over a small hill that has Homewood Drive which presents traffic into and off of Homewood Drive on to Rt 12B. This limited line of site at 50 mph does not allow a reaction time benefit. If the speed was reduced to 40 mph it would allow for better reaction time to hazards and movements. Another problems in this area are 50 mph speed that head north and south and when the UTICA TRANSIT BUS STOPS IN THE NORTHBOUND LANE TO LOAD AND UNLOAD PASSENGERS WHICH IS JUST OVER THE HILL AND DOES NOT HAVE GOOD LINE OF SITE.

Village of Clinton - Page 69

D1 Alt #2 – Route 233 Truck Bypass

This has been discussed and would be beneficial if this could be accomplished. This would keep the larger truck traffic onto State Rt 233.

D1 Alt #3 – Remove Parking

The Village of Clinton at present has a problem with limited amount of parking zones for civilians coming and going in the Village of Clinton.

Issue D2 Intersection of Rt 12B with Fountain Street and Kellogg Street (Page 71)

This area does not have a significant amount of crashes – Traffic moved slow and cautiously. Some increased line painting and signage would enhance the information of the motorists passing thru,

Alt D1a & D1b - would be lead to congestion on Fountain and Kellogg Streets being changed – Further it would cause traffic wanting to go onto Fountain Street & Kellogg Street going up other side streets or moving over to Williams Street which caused the light congestion for College Street to be increased.

The major area construction of these Village intersections is very costly – The crosswalks in the Village from the Village Green to the East Park Row – Near the KAC would be a good to enhance the people crossing the park and getting across safely. There is not crossing from the Village Park at all and yet there are three exit points on the Route 12B side of the park. The people are still crossing Rt 12B without a proper crosswalk and there is a need.

The Village area seems to be congestion and sharing the road issued. The figure D1 painting options on pavement and better-marked stop bars.

Figure D2 that shows the Village park and extending the Village Park Sidewalk to a new crosswalk across Rt 12B to the sidewalk for East Park Row (Rt 12B) this would be cost of paint and the signs which should be more costly that other high construction options.

Figure D4 for Rt 12B into Village at College Street or Rt 412 would be beneficial to enhance the markings for travelers.

CONCLUSION:

In review of the study and proposed changes and modifications are subject to the available funds from the State. With that priority and necessity would be major qualifiers. I also understand that our accident numbers are lower that needed at certain intersections but if you consider the Fatalities and Personal Injury for the entire length of New Hartford to Oriskany Falls the area does warrant changes. The Notes I have provided I feel outline realistic concerns for The Village of Clinton and Kirkland areas. The Village of Clinton has made some of their own comments.

1. **Uniform Speed on State Rt 12B from the Town of New Hartford to the Route 233 should be 40 mph and not up and down. Where you enter the Village of Clinton 30 mph is an appropriate "Area Speed Limit".**
2. **Left hand turn lanes should be considered for the side roads between New Hartford and Clinton – Homewood Drive, Toggletown Rd, Robinson Road, and Brimfield Street. These intersecting side streets have dynamics of hillcrests, curves, and grades which during high volume times of the day cause potential traffic problems and crash situations.**
3. **Traffic Light and turn lane by Taylor Ave is REALLY NEEDED – There are popular Commercial Retail businesses that bring a lot of motorist traffic in and out of that intersection. During peak volume times at 7a to 10a and afternoon 3p to 6p it is impossible to get off Taylor Ave into Rt 12B. Included in that should be the elimination of the driveway for Nice and Easy closest to Taylor Ave – This would prevent the dual entrance and exits that presently occur.**

4. **Left hand turn land should be outlined for the Utica Street & Mulberry Street intersection – the road is wide enough the lines would need to be marked properly.**
5. **Crosswalk – is NEEDED for the intersection of Utica Street near Taylor Ave to Anderson Place.**
6. **Crosswalk near the Kirkland Arts Center – Village Park – sidewalks should be limited at the Rt 12B curb and the only Crosswalk with the curb cuts for Wheelchair access to the Kirkland Arts Center area of East Park Row or at the Kellogg Street area to assist pedestrians and bikes is NEEDED.**
7. **Crash Data and information is low for Kellogg, Fountain Street, East Park Row, and Rt 12B so redesigning the intersection would not make a difference unless a traffic light was considered. The painting of the roadways as proposed will help and some motorist passing thru maybe some signage to alert the pass through motorists that do not know the area.**
8. **Intersections south of the Village are mostly road line painting and possible left turn lanes should be considered.**
9. **The Updated signage should be considered to include the page 79 Graphics SHARE THE ROAD – with Bicycle in high intensity green and the Yellow Diamonds for Speed Advanced alerts.**
10. **Roadway Painting of the Lanes, Stop Bars, Crosswalks, and Bike Lanes are important to update the roads and assist in the motorists traveling and understanding the sharing the road.**

Durham, Michael

From: Lilholt, Christine
Sent: Wednesday, December 29, 2010 12:56 PM
To: Lilholt, Christine
Subject: FW: 2065.35: Route 12B Corridor Study - SAC meeting #3

From: Nelson Blau [mailto:nblausupervisor@townofmarshall.com]
Sent: Wednesday, October 27, 2010 3:21 PM
To: Lilholt, Christine
Subject: RE: 2065.35: Route 12B Corridor Study - SAC meeting #3

Christine,

(1) On page eleven it states Town of Marshall does not have zoning. We do have zoning and I thought you had met with our codes/zoning officer Morris Sturdevant on an earlier visit. We are also in the final stages of development of A comprehensive plan.

(2) Page 52 Issue #B1 Alternative #1 - This is a very dangerous option and should not even be considered. I am a frequent traveler of West Hill road coming on to Rt 12 B. The site distance looking North on 12B is very limited. It would be hard to judge when a vehicle might pull into that passing lane around a vehicle stopped to turn left on to Rt.315. Also the distance is too short to get back in line before entering the intersection. My idea it's a bad idea!

Thanks ,
Nelson

Durham, Michael

From: Nelson Blau [nblausupervisor@townofmarshall.com]
Sent: Thursday, December 16, 2010 3:03 PM
To: Lilholt, Christine
Subject: Marshall 12b corridor

Follow Up Flag: Follow up
Flag Status: Completed

Chris,

I was presented with what I think is good suggestion for 12B in the hamlet of Deansboro. It was suggested to remove the passing zone within the Northern end of the Hamlet limits and make it a no passing zone. This should help reduce drivers speed in the posted 30 mph congested zone.

Thanks
Nelson

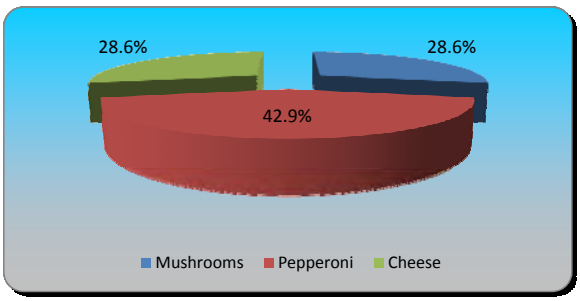
APPENDIX D

Results of SAC's Preferred Alternatives

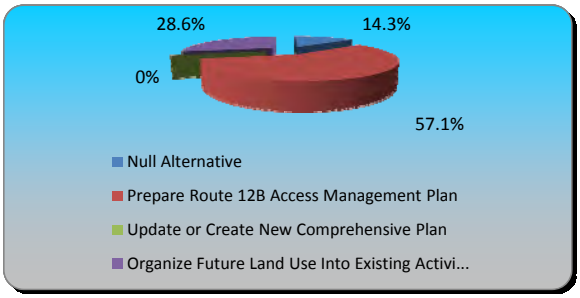
Turning Graphical Results by Question

Session Name: New Session 12-15-2010 7-09 AM
Created: 12/15/2010 7:11 AM

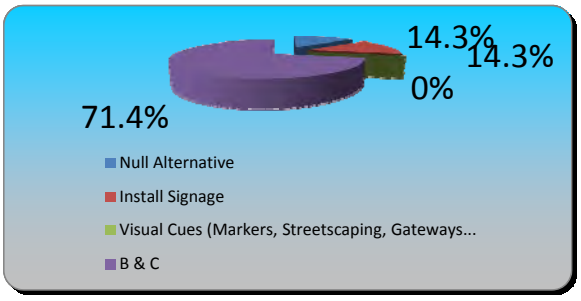
1.) What is your favorite pizza topping?... (multiple choice)	Responses	
Mushrooms	2	28.57%
Pepperoni	3	42.86%
Cheese	2	28.57%
Totals	**7**	**100%**



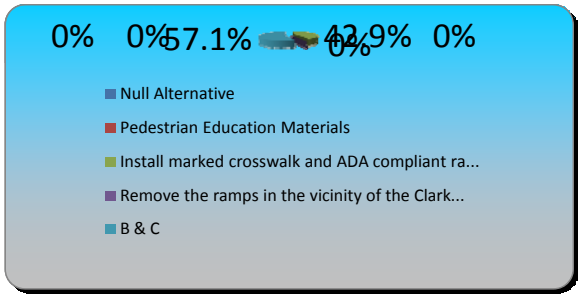
2.) Land Use and Access Management (multiple choice)	Responses	
Null Alternative	1	14.29%
Prepare Route 12B Access Management Plan	4	57.14%
Update or Create New Comprehensive Plan	0	0%
Organize Future Land Use Into Existing Activi...	2	28.57%
Totals	**7**	**100%**



3.) Speed (multiple choice)	Responses	
Null Alternative	1	14.29%
Install Signage	1	14.29%
Visual Cues (Markers, Streetscaping, Gateways...	0	0%
B & C	5	71.43%
Totals	**7**	**100%**

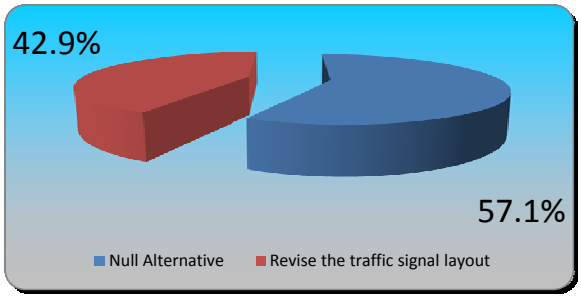


4.) Issue #A1: Limited/No pedestrian accommodations near Cottage St. (multiple choice)	Responses	
Null Alternative	0	0%
Pedestrian Education Materials	0	0%
Install marked crosswalk and ADA compliant ra...	3	42.86%
Remove the ramps in the vicinity of the Clark...	0	0%
B & C	4	57.14%
B & D	0	0%
Totals	**7**	**100%**



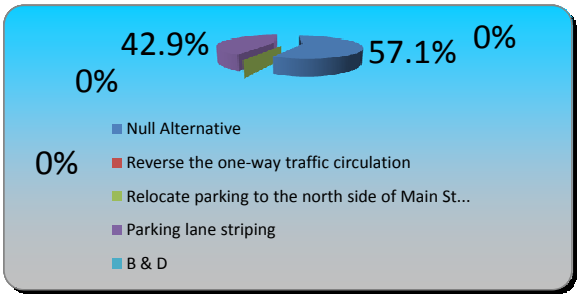
5.) Issue #A2: Operations/Flashing signal control at NYS Route 12B, College St. (multiple choice)

	Responses	
Null Alternative	4	57.14%
Revise the traffic signal layout	3	42.86%
Totals	**7**	**100%**



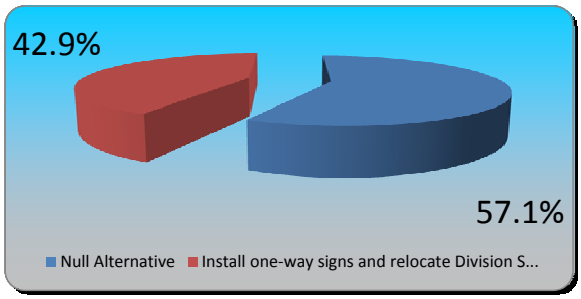
6.) Issue #A3: Parking Safety on Main Street (multiple choice)

	Responses	
Null Alternative	4	57.14%
Reverse the one-way traffic circulation	0	0%
Relocate parking to the north side of Main St...	0	0%
Parking lane striping	3	42.86%
B & D	0	0%
Totals	**7**	**100%**



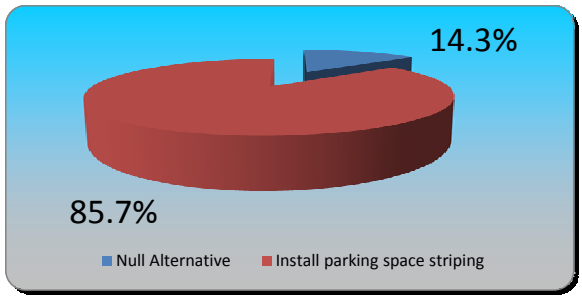
7.) Issue #A4: Division Street parking lot access/circulation (multiple choice)

	Responses	
Null Alternative	4	57.14%
Install one-way signs and relocate Division S...	3	42.86%
Totals	**7**	**100%**



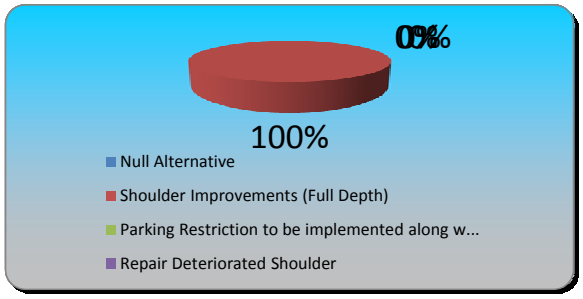
8.) Issue #A5: Parking on Route 12B between South Main St. (south) / Broad Street and Main Street (north) / Route 12B (multiple choice)

	Responses	
Null Alternative	1	14.29%
Install parking space striping	6	85.71%
Totals	**7**	**100%**



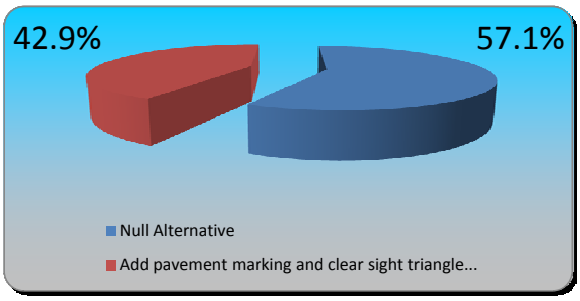
9.) Issue #B1: Shoulder deterioration on Route 12B near Route 315 (multiple choice)

	Responses	
Null Alternative	0	0%
Shoulder Improvements (Full Depth)	7	100%
Parking Restriction to be implemented along w...	0	0%
Repair Deteriorated Shoulder	0	0%
Totals	**7**	**100%**



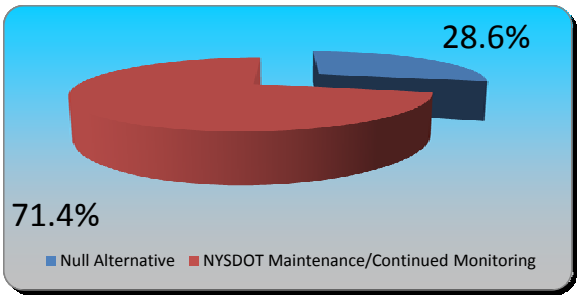
10.) Issue #B2: Congestion and limited visibility on Route 315 at Route 12B (multiple choice)

	Responses	
Null Alternative	4	57.14%
Add pavement marking and clear sight triangle...	3	42.86%
Totals	**7**	**100%**



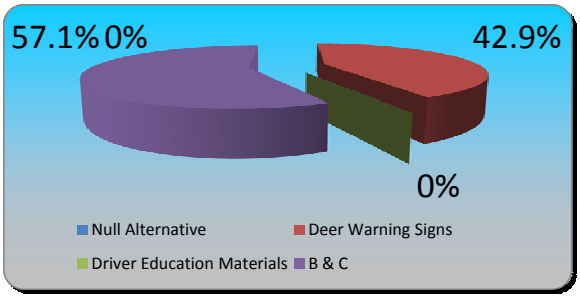
11.) Issue #B3: Water run-off onto Route 12B. Drainage problems on the west side of Route 12B between Van Hyning Road and Green Vedder Road (multiple choice)

	Responses	
Null Alternative	2	28.57%
NYSDOT Maintenance/Continued Monitoring	5	71.43%
Totals	**7**	**100%**



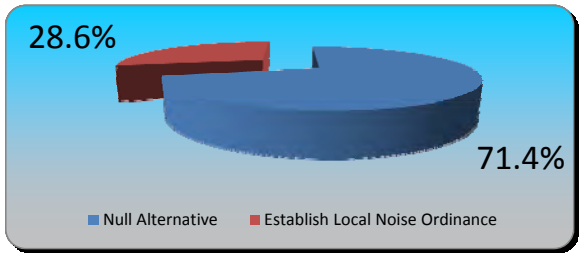
12.) Issue #B4: Accidents between Burnham Road (CR9) and Hughes Road (multiple choice)

	Responses	
Null Alternative	0	0%
Deer Warning Signs	3	42.86%
Driver Education Materials	0	0%
B & C	4	57.14%
Totals	**7**	**100%**



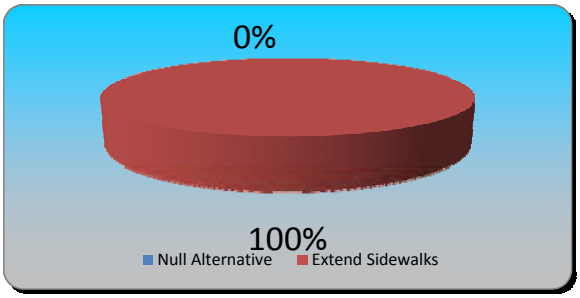
13.) Issue #B5: Jake brake usage throughout the Hamlet of Deansboro (multiple choice)

	Responses	
Null Alternative	5	71.43%
Establish Local Noise Ordinance	2	28.57%
Totals	**7**	**100%**



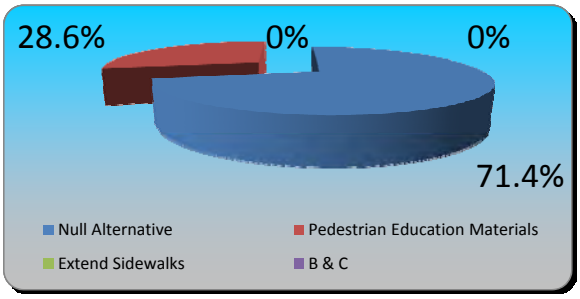
14.) Issue #B6: Limited/no pedestrian accommodations to commercial district south of Clinton Village (Village of Clinton) (multiple choice)

	Responses	
Null Alternative	0	0%
Extend Sidewalks	7	100%
Totals	**7**	**100%**



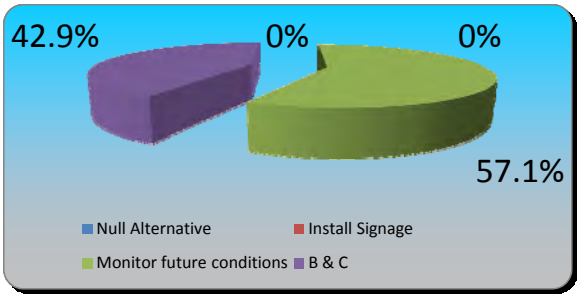
15.) Issue #B7: Limited pedestrian accommodations north of Grant Road in Franklin Springs (Town of Kirkland) (multiple choice)

	Responses	
Null Alternative	5	71.43%
Pedestrian Education Materials	2	28.57%
Extend Sidewalks	0	0%
B & C	0	0%
Totals	**7**	**100%**



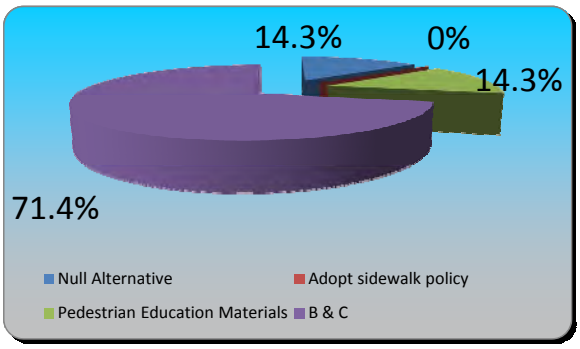
16.) Issue #C1: Congestion/ queuing/ accidents/ limited sight distance on Route 12B southbound at Brimfield Street (multiple choice)

	Responses	
Null Alternative	0	0%
Install Signage	0	0%
Monitor future conditions	4	57.14%
B & C	3	42.86%
Totals	**7**	**100%**



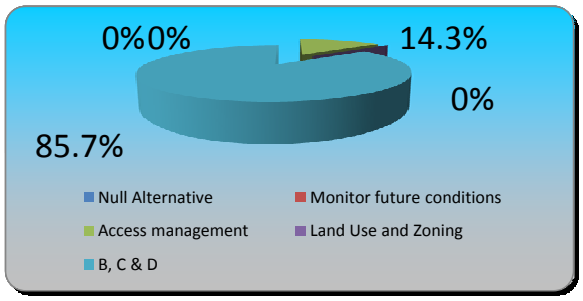
17.) Issue #C2: Safety concerns for pedestrians and bicyclists (multiple choice)

	Responses	
Null Alternative	1	14.29%
Adopt sidewalk policy	0	0%
Pedestrian Education Materials	1	14.29%
B & C	5	71.43%
Totals	**7**	**100%**



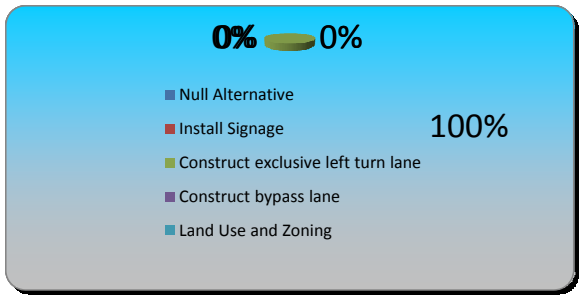
18.) Issue #C3: Congestion at Route 12B and Taylor Avenue (Village of Clinton) (multiple choice)

	Responses	
Null Alternative	0	0%
Monitor future conditions	0	0%
Access management	1	14.29%
Land Use and Zoning	0	0%
B, C & D	6	85.71%
Totals	**7**	**100%**



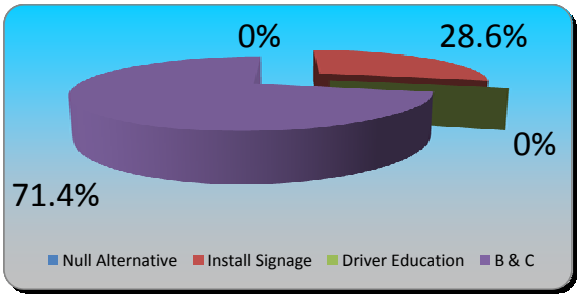
19.) Issue #C4: Queuing/ congestion near Robinson Road (multiple choice)

	Responses	
Null Alternative	0	0%
Install Signage	0	0%
Construct exclusive left turn lane	7	100%
Construct bypass lane	0	0%
Land Use and Zoning	0	0%
B & E	0	0%
Totals	**7**	**100%**



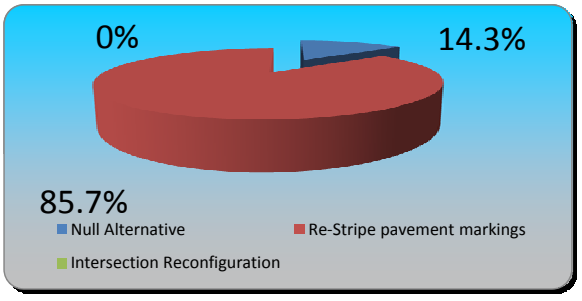
20.) Issue #C5: Excessive speeds & limited sight distance near Bogusville Hill Rd. (multiple choice)

	Responses	
Null Alternative	0	0%
Install Signage	2	28.57%
Driver Education	0	0%
B & C	5	71.43%
Totals	**7**	**100%**



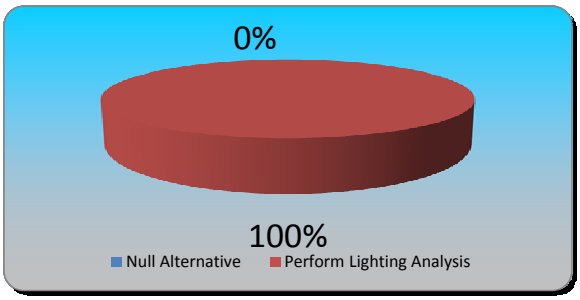
21.) Issue #C6: Route 12B with Grant Road and Post Street (CR 16) (multiple choice)

	Responses	
Null Alternative	1	14.29%
Re-Stripe pavement markings	6	85.71%
Intersection Reconfiguration	0	0%
Totals	**7**	**100%**



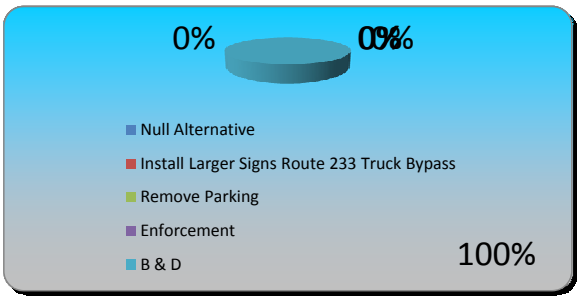
22.) Issue #C7: Lighting in the Town of Kirkland (multiple choice)

	Responses	
Null Alternative	0	0%
Perform Lighting Analysis	7	100%
Totals	**7**	**100%**



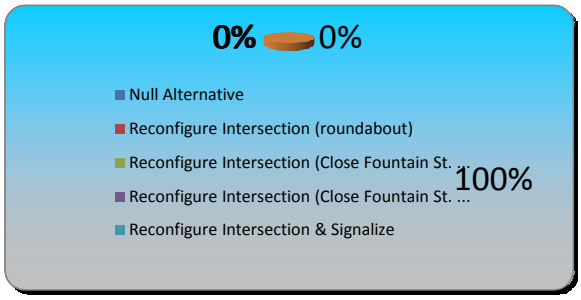
23.) Issue #D1: Truck Traffic Causing Congestion (multiple choice)

	Responses	
Null Alternative	0	0%
Install Larger Signs Route 233 Truck Bypass	0	0%
Remove Parking	0	0%
Enforcement	0	0%
B & D	7	100%
Totals	**7**	**100%**



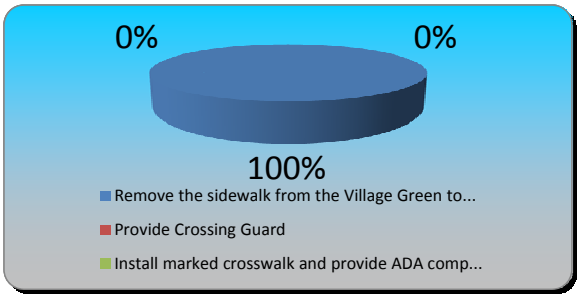
24.) Issue #D2: Intersections of Route 12B with Fountain and Kellogg Street and the area surrounding the Village Green (multiple choice)

	Responses	
Null Alternative	0	0%
Reconfigure Intersection (roundabout)	0	0%
Reconfigure Intersection (Close Fountain St. ...	0	0%
Reconfigure Intersection (Close Fountain St. ...	0	0%
Reconfigure Intersection & Signalize	0	0%
Lane Delineation Striping	7	100%
Totals	**7**	**100%**



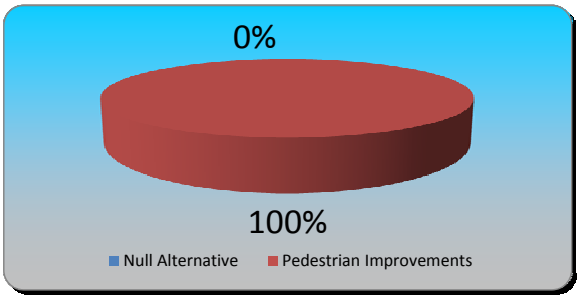
25.) Issue #D2: Intersections of Route 12B with Fountain and Kellogg Street and the area surrounding the Village Green (multiple choice)

	Responses	
Remove the sidewalk from the Village Green to...	7	100%
Provide Crossing Guard	0	0%
Install marked crosswalk and provide ADA comp...	0	0%
Totals	**7**	**100%**



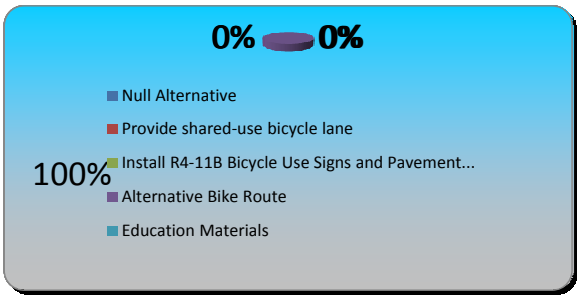
26.) Issue #D3: Pedestrian crossings at Route 412 (multiple choice)

	Responses	
Null Alternative	0	0%
Pedestrian Improvements	7	100%
Totals	**7**	**100%**



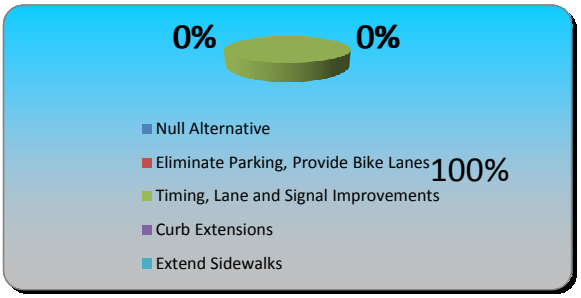
27.) Issue #D4: Limited/no bicyclist accommodations between Route 412 and West Park Row/Williams Street. (multiple choice)

	Responses	
Null Alternative	0	0%
Provide shared-use bicycle lane	0	0%
Install R4-11B Bicycle Use Signs and Pavement...	0	0%
Alternative Bike Route	7	100%
Education Materials	0	0%
B & E	0	0%
C & E	0	0%
Totals	**7**	**100%**



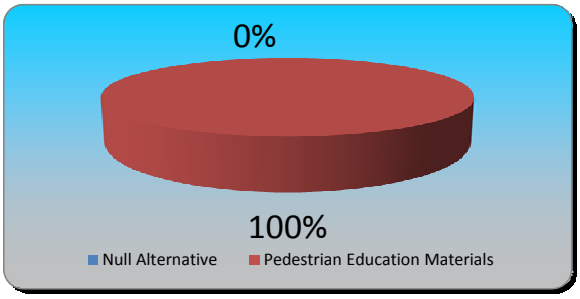
28.) Issue #D5: Congestion between Route 412 and West Park Row/Williams Street (multiple choice)

	Responses	
Null Alternative	0	0%
Eliminate Parking, Provide Bike Lanes	0	0%
Timing, Lane and Signal Improvements	7	100%
Curb Extensions	0	0%
Extend Sidewalks	0	0%
Totals	**7**	**100%**

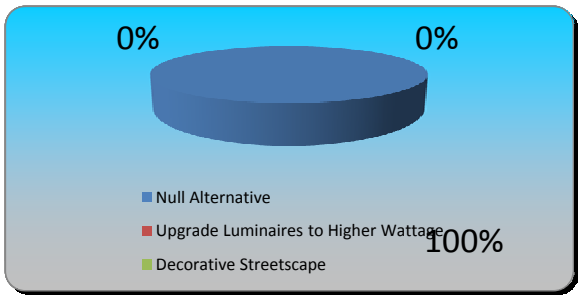


29.) Issue #D6: Congestion/conflict of pedestrian/vehicular movements near/at Chenango Street/Franklin (multiple choice)

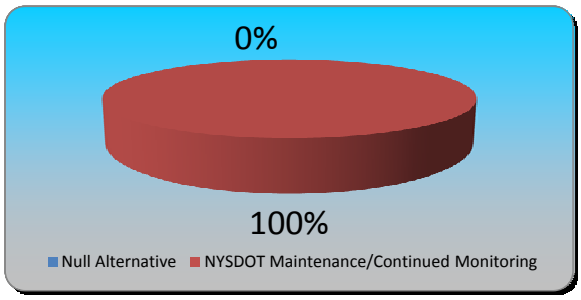
	Responses	
Null Alternative	0	0%
Pedestrian Education Materials	7	100%
Totals	**7**	**100%**



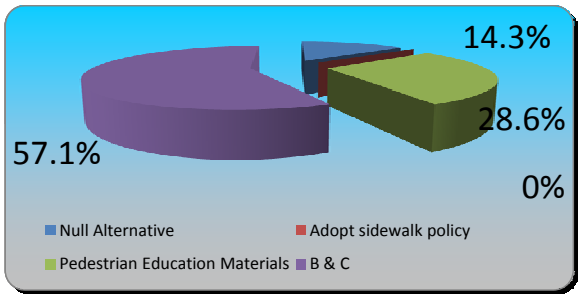
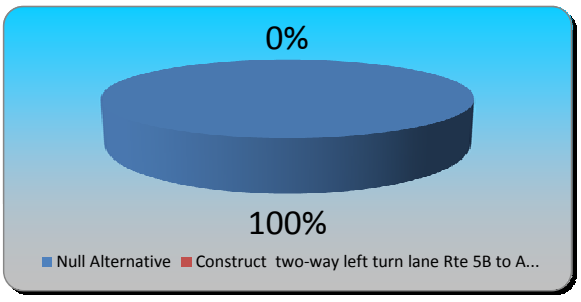
30.) Issue #D7: Lighting in Village of Clinton (multiple choice)	Responses	
Null Alternative	7	100%
Upgrade Luminaires to Higher Wattage	0	0%
Decorative Streetscape	0	0%
Totals	**7**	**100%**



31.) Issue #E1: Drainage improvements at Fawncrest (multiple choice)	Responses	
Null Alternative	0	0%
NYSDOT Maintenance/Continued Monitoring	7	100%
Totals	**7**	**100%**



32.) Issue #E2: Lack of pedestrian & bicycle path and sidewalks (multiple choice)	Responses	
Null Alternative	1	14.29%
Adopt sidewalk policy	0	0%
Pedestrian Education Materials	2	28.57%
B & C	4	57.14%
Totals	**7**	**100%**



33.) Issue #E3: Queuing/ accidents on Route 12B at Preswick Glen and at Fawncrest Boulevard (multiple choice)	Responses	
Null Alternative	7	100%
Construct two-way left turn lane Rte 5B to A...	0	0%
Totals	**7**	**100%**