

Appendix D
Traffic Impact Study



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AMS Buchanan

DRAFT Traffic Impact Study

Albany Post Road and Craft Road, Village of Buchanan, NY

Section 43.16, Block 3, Lots 16 and 16A

Section 43.20, Block 2, Lot 2

Prepared by AKRF, Inc.

April 20, 2023

AMS Buchanan DRAFT Traffic Impact Study

A. INTRODUCTION

This Traffic Impact Study (TIS) provides the results of a detailed traffic analysis that was completed to assess the potential traffic and transportation impacts of the proposed residential development located at the southeast corner of the intersection of Craft Lane and Albany Post Road (the “Proposed Project”) in the Village of Buchanan, Westchester County, NY, also known as Section 43.16, Block 3, Lots 16 and 16A and Section 43.20, Block 2, Lot 2. Potential traffic impacts were analyzed at intersections proximate to the Project Site (the “Study Area”). The TIS also summarizes the existing pedestrian environment and identifies potential improvements for the Village to consider.

Potential impacts of the Proposed Project were analyzed using the *Highway Capacity Manual* (HCM) 6th Edition and Percentile Delay methodologies (Synchro 11 software) to calculate existing and future traffic operating conditions (Level of Service (“LOS”) and average delay) at each of the Study Area intersections.

The TIS describes traffic operations for existing conditions within the Study Area, for conditions in the future without the Proposed Project (the “No Build” analysis), and in the future with the Proposed Project (the “Build” analysis). As described below, the Proposed Project is not anticipated to have a significant adverse impact on any of the Study Area intersections.

B. EXISTING CONDITIONS

STUDY AREA AND DATA COLLECTION PROGRAM

To assess the traffic impacts associated with the Proposed Project, a Study Area was identified in consultation with the Village’s Traffic Engineering Consultant, considering key intersections that had the potential to be affected by project-generated trips. Three locations were identified for analysis (see **Figure 1**):

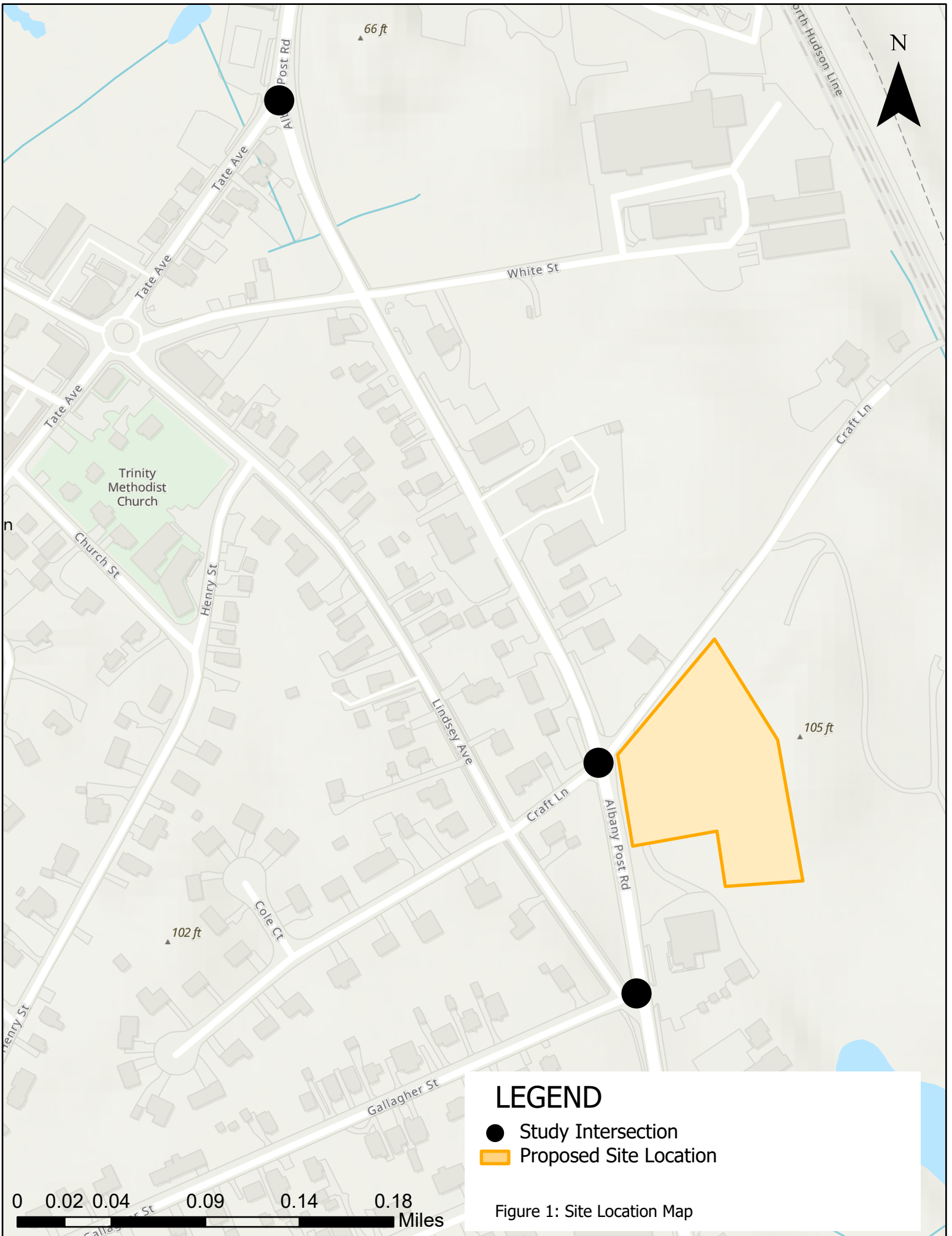
1. Albany Post Road & Tate Avenue
2. Albany Post Road & Craft Lane
3. Albany Post Road & Lindsey Avenue/Gallagher Street

To establish the baseline traffic conditions, traffic counts and observations were collected at the Study Area intersections. Automatic Traffic Recorder (ATR) counts were also collected for a nine-day period in February 2023. Turning Movement Counts (TMC), field observations, and pedestrian counts were collected during the weekday AM and PM peak periods concurrently with the ATR data collection on Tuesday, February 7, 2023 on a fair-weather day when school was in session. The traffic counts are provided in **Appendix A**.

Field inventories of roadway geometry were also conducted and signal timing plans were requested from New York State Department of Transportation (NYSDOT) to provide appropriate inputs to the operational analyses.

ROADWAY AND INTERSECTION CHARACTERISTICS

The following are brief descriptions of the major roadways and intersections within the Study Area.



LEGEND

- Study Intersection
- Proposed Site Location

Figure 1: Site Location Map

ALBANY POST ROAD (NYS ROUTE 9A)

Albany Post Road, also known as NYS Route 9A, is an urban minor arterial and State highway under the jurisdiction of the New York State Department of Transportation (NYSDOT) that generally traverses in a north-south direction. Albany Post Road within the Study Area generally provides one moving lane in each direction, carries approximately 12,900 vehicles per day (NYSDOT 2019 AADT), and varies in width between approximately 36 and 24 feet. The shoulders along Albany Post Road in the Study Area are generally 10 feet wide or less in the southbound direction and 7 feet wide or less in the northbound direction. Albany Post Road has a speed limit of 30 miles per hour (mph) in the Study Area. There are sidewalks on the west side of Albany Post Road within the Study Area north of Tate Avenue. Within the Study Area, Albany Post Road does not have bicycle infrastructure. Pedestrians and bicycles may be accommodated along the Albany Post Road shoulders.

TATE AVENUE

Tate Avenue is a local roadway that generally traverses in a northeast-southwest direction and terminates at its intersection with Albany Post Road. Within the Study Area, Tate Avenue generally provides one moving lane in each direction and is approximately 30 feet wide. Tate Avenue has a speed limit of 30 mph in the Study Area. There are sidewalks on both sides of Tate Avenue within the Study Area. Within the Study Area, Tate Avenue does not have bicycle infrastructure. Pedestrians and bicycles may be accommodated along the sidewalks or roadway.

CRAFT LANE

Craft Lane is a local roadway that generally traverses in an east-west direction and terminates east of Albany Post Road (just past Metro-North tracks) and west of Lindsey Avenue. Within the Study Area, Craft Lane is generally two-way, provides one moving lanes in each direction, and varies in width between approximately 30 and 20 feet. Between Lindsey Avenue and Albany Post Road, Craft Lane is one-way westbound. Craft Lane has a speed limit of 30 mph. There are no sidewalks or bicycle infrastructure along Craft Lane within the Study Area. Pedestrians and bicycles may be accommodated along the leftmost side of the roadway.

LINDSEY AVENUE

Lindsey Avenue is an urban major collector roadway that generally traverses in a north-south direction and terminates at its intersection with Albany Post Road. Within the Study Area, Lindsey Avenue generally provides one moving lane in each direction and is approximately 37 feet wide. Lindsey Avenue has a speed limit of 30 mph in the Study Area. There are sidewalks on both sides of Lindsey Avenue within the Study Area. Within the Study Area, Lindsey Avenue does not have bicycle infrastructure. Pedestrians and bicycles may be accommodated along the sidewalks or roadway.

GALLAGHER STREET

Gallagher Street is a local roadway that generally traverses in an east-west direction and terminates at its intersection with Albany Post Road. Within the Study Area, Gallagher Street generally provides one moving lane in each direction and is approximately 32 feet wide. Gallagher Street has a speed limit of 30 mph in the Study Area. There are no sidewalks or bicycle infrastructure along Gallagher Street within the Study Area. Pedestrians and bicycles may be accommodated along the leftmost side of the roadway.

2023 EXISTING TRAFFIC CONDITIONS

PEAK HOURS AND TRAFFIC VOLUMES

Based on a review of the traffic count data, the peak hours for the Study Area were determined to be as follows:

- Weekday AM Peak Hour - 7:00 AM to 8:00 AM
- Weekday PM Peak Hour - 4:00 PM to 5:00 PM

Figure 2 shows the turning movement volumes at the Study Area intersections for existing conditions for the peak hours analyzed.

CAPACITY ANALYSIS METHODOLOGY

Signalized Intersections

The operation of signalized intersections in the Study Area was analyzed by applying the Percentile Delay Methodology included in the Synchro 11 traffic signal software. The Percentile Delay Methodology differs from the *Highway Capacity Manual (HCM)* Methodology as the former calculates vehicle delays for five different percentile scenarios (10th, 30th, 50th, 70th and 90th) and taking the volume weighted average of the scenarios, whereas the HCM methodology calculates delay for a single average scenario. In addition, the Percentile Delay Methodology includes an additional queue delay component to account for the effects of queues and blocking on short links and turning bays. The HCM methodology evaluates signalized intersections for average delay per vehicle and for Level of Service (LOS).

LOS can be characterized for the entire intersection, each intersection approach, and each lane group. Delay alone is used to characterize LOS for the entire intersection or an approach. Total delay and volume-to-capacity (v/c) ratio are used to characterize LOS for a lane group. The volume-to-capacity ratio quantifies the degree to which a phase's capacity is utilized by a lane group.

LOS A describes operation with a delay of 10 seconds per vehicle or less and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is exceptionally favorable or the cycle length is very short. If it is due to favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.

LOS B describes operation with delay between 10 and 20 seconds per vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with LOS A.

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

LOS D describes operation with delay between 35 and 55 seconds per vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high and either progression is ineffective or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.

LOS E describes operation with delay between 55 and 80 seconds per vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.

LOS F describes operation with delay exceeding 80 seconds per vehicle or a volume-to-capacity ratio greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.

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

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

Table 1
LOS Criteria for Signalized Intersections

Total Delay Per Vehicle	Level-of-Service (LOS) ⁽¹⁾	
	v/c ratio ≤ 1.0	v/c ratio > 1.0
≤ 10.0 seconds	A	F
>10.0 and ≤ 20.0 seconds	B	F
>20.0 and ≤ 35.0 seconds	C	F
>35.0 and ≤ 55.0 seconds	D	F
>55.0 and ≤ 80.0 seconds	E	F
>80.0 seconds	F	F

Note: (1) For approach-based and intersection-wide assessments, LOS is defined solely by delay.
Source: Transportation Research Board. *Highway Capacity Manual, 6th Edition.*

Unsignalized Intersections

LOS for two-way stop-controlled (TWSC) and all-way stop-controlled (AWSC) intersections is determined by the computed or measured control delay using HCM Methodology for each minor-street movement (or shared movement) as well as major-street left-turns at TWSC intersections and for all movements at AWSC intersections. LOS is not defined for the intersection as a whole for TWSC intersections.

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

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

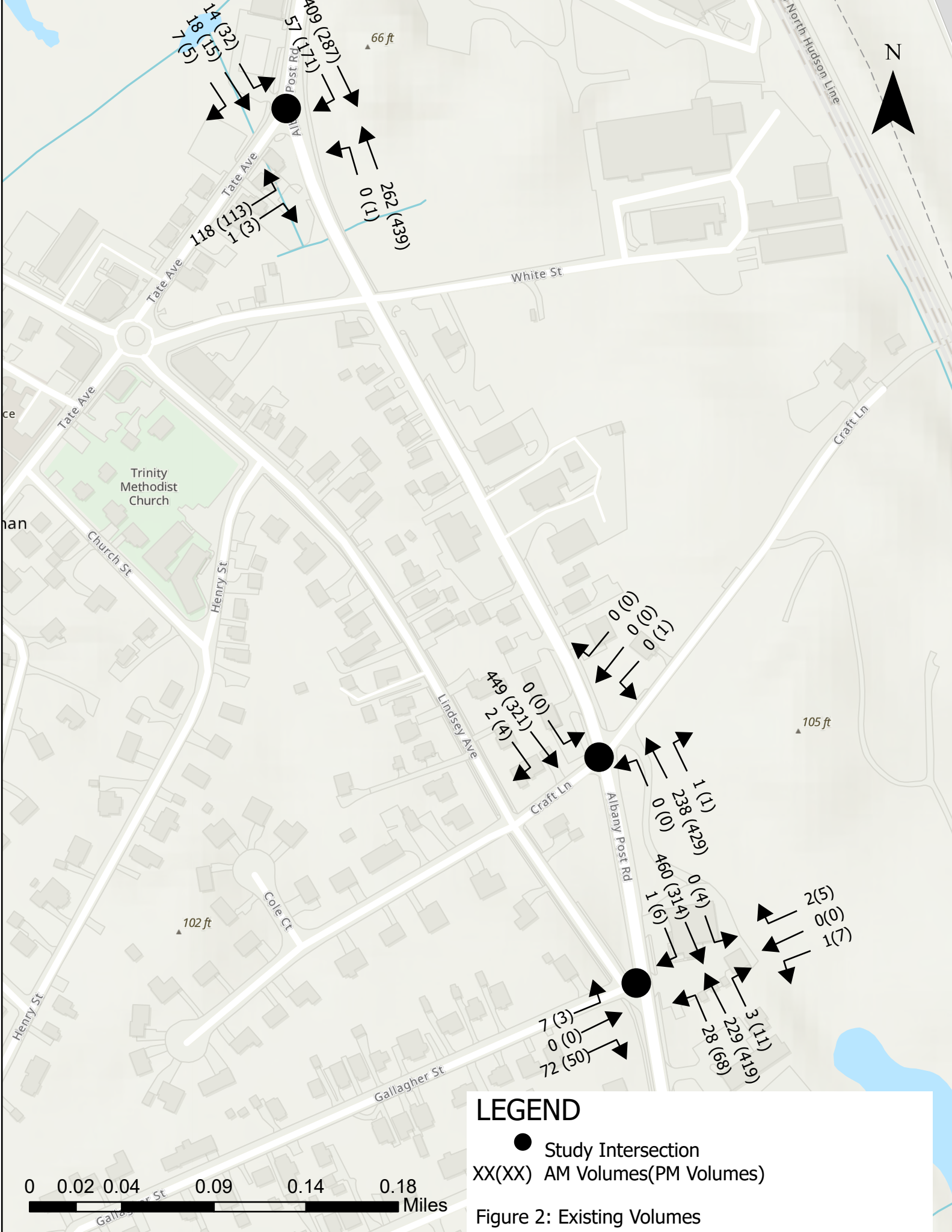
Table 2
LOS Criteria for Unsignalized Intersections

Control Delay Per Vehicle	Level-of-Service (LOS) ⁽¹⁾	
	v/c ratio ≤ 1.0	v/c ratio > 1.0
≤ 10.0 seconds	A	F
>10.0 and ≤ 15.0 seconds	B	F
>15.0 and ≤ 25.0 seconds	C	F
>25.0 and ≤ 35.0 seconds	D	F
>35.0 and ≤ 50.0 seconds	E	F
>50.0 seconds	F	F

Note: (1) For TWSC intersections, the LOS criteria apply to each lane on a given approach and to each approach on the minor street (for TWSC intersections). LOS is not calculated for major-street approaches or for the intersection as a whole.
Source: Transportation Research Board. *Highway Capacity Manual, 6th Edition.*

2023 EXISTING TRAFFIC CONDITIONS

During peak hours, LOS D operations are generally considered to be acceptable operating conditions for signalized and unsignalized intersections. As shown in **Table 3**, all lane groups operate at an overall LOS D or better under the No Build conditions during the weekday AM and PM peak hours (see **Appendix B** for Synchro 11 outputs for all study area intersections).



LEGEND

● Study Intersection

XX(XX) AM Volumes(PM Volumes)

Figure 2: Existing Volumes

Table 3
2023 Existing Conditions Level of Service Analysis

Intersection		Lane Group	AM Peak Hour			PM Peak Hour		
			V/C Ratio	Delay (sec)	LOS	V/C Ratio	Delay (sec)	LOS
1: Albany Post Road & Tate Avenue (Signalized)								
Albany Post Road	Northbound	LT	0.24	7.8	A	0.43	9.1	A
	Southbound	T	0.40	9.2	A	0.29	7.8	A
		R	0.06	2.0	A	0.17	2.3	A
Tate Avenue	Eastbound	LR	0.50	19.7	B	0.43	17.0	B
Shell Driveway	Southeastbound	LR	0.21	5.1	A	0.22	6.0	A
			Intersection	9.7	A	Intersection	8.3	A
2: Albany Post Road & Craft Lane (Unsignalized)								
Albany Post Road	Northbound	LTR	0.00	0.0	A	0.00	0.0	A
	Southbound	LTR	0.00	0.0	A	0.00	0.0	A
Craft Lane	Westbound	LTR	0.00	0.0	A	0.00	16.4	C
3: Albany Post Road & Lindsey Avenue/Gallagher Street (Unsignalized)								
Albany Post Road	Northbound	LTR	0.03	8.8	A	0.07	8.4	A
	Southbound	LTR	0.00	0.0	A	0.01	8.4	A
Gallagher Street/Lindsey Street	Eastbound	LTR	0.18	13.6	B	0.12	12.3	B
Commercial Driveway	Westbound	LTR	0.01	13.9	B	0.06	21.5	C

CRASH ASSESSMENT

Crash data for Study Area intersections were obtained from NYSDOT for the five-year period between August 1, 2017 and July 31, 2022. The data obtained quantify the total number of reportable crashes (involving fatality, injury, or more than \$1,000 in property damage), fatalities, and injuries during the study period, as well as a yearly breakdown of vehicular crashes with pedestrians and bicycles at each location. The raw crash data from NYSDOT is provided in **Appendix C**.

During the study period, a total of 17 reportable and non-reportable crashes, zero fatalities, one injury, and zero pedestrian/bicyclist-related crashes occurred at the Study Area intersections. There are no high crash locations in the Study Area, defined as an intersection with more than ten crashes per year. A majority of the crashes were related to driver error. Approximately 22 percent of crashes (five crashes) involved animals such as deer.

Table 4 summarizes the total crashes by intersection during the study period.

Table 4
Crash Summary

Intersection		Study Period						Total Fatalities	Total Injuries
North-South Roadway	East-West Roadway	All Crashes by Year							
		2017*	2018	2019	2020	2021	2022*		
Albany Post Road	Tate Avenue	1	1	1	2	4	0	0	
Albany Post Road	Craft Lane	0	1	2	1	1	0	0	
Albany Post Road	Lindsey Avenue Gallagher Street	0	0	1	0	2	0	1	

Source: NYSDOT August 1, 2017 through July 31, 2022 crash data.
Notes: *Partial-year data

The intersection crash rates compared to the State-wide average crash rates are provided in **Table 5**. All study intersections experienced crash rates lower than the State-wide average for a comparable facility.

Table 5
Table Title

Intersection	Crash Rate	NYSDOT Crash Rate	Difference
Albany Post Road & Tate Avenue	0.33	0.53	-38%
Albany Post Road & Craft Lane	0.26	0.28	-8%
Albany Post Road & Lindsey Avenue/Gallagher Street	0.13	0.28	-53%

Sources: Average Intersection Accident Rates for State Highways by Intersection Type, January 2019 to December 2020

C. FUTURE WITHOUT THE PROPOSED PROJECT

2026 NO BUILD TRAFFIC CONDITIONS

The Future without the Proposed Project, or “No Build Condition,” is an interim scenario that establishes a future baseline condition that is likely to occur without the Proposed Project. The No Build year is the same year as the Build year of the Proposed Project (2026). No Build traffic conditions were developed based on the following procedure:

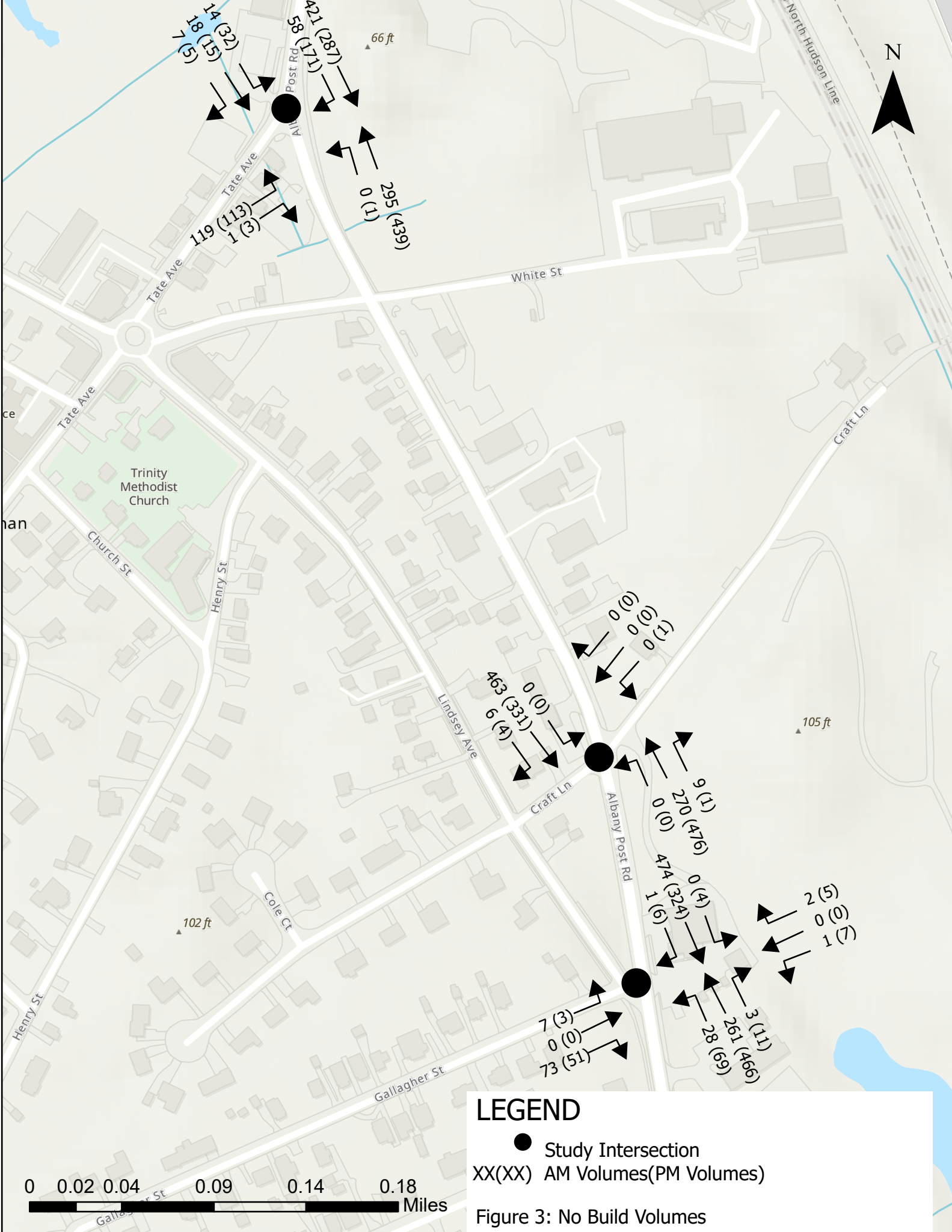
- Increase the 2023 Existing Conditions traffic volumes by 1.0 percent per year from 2023 (Existing year) to 2026 (Build year) for background growth, which was agreed upon by the Village’s consulting traffic engineer.
- Manually add trips from pending and approved developments (“No Build projects”) located in the vicinity of the study area. This included a mixed commercial and residential development proposed at 3095 Albany Post Road. According to the Village of Buchanan, the 3095 development is proposed to comprise 51 residential units and 2,275 SF of commercial land use. Total trips generated by the proposed development, estimated in accordance with the *ITE Trip Generation Manual 11th Edition*, were added along Albany Post Road based on the existing traffic patterns.

Traffic volumes for the 2026 No Build Condition for the peak hours analyzed are shown in **Figure 3**.

As shown in **Table 6**, all lane groups continue to operate at an overall LOS D or better under the No Build conditions during the weekday AM and PM peak hours. Synchro reports are provided in **Appendix D**.

Table 6
2026 No Build Conditions Level of Service Analysis

Intersection	Lane Group	AM Peak Hour			PM Peak Hour			
		V/C Ratio	Delay (sec)	LOS	V/C Ratio	Delay (sec)	LOS	
1: Albany Post Road & Tate Avenue (Signalized)								
Albany Post Road	Northbound	LT	0.27	8.0	A	0.48	9.7	A
	Southbound	T	0.41	9.3	A	0.30	7.9	A
		R	0.06	2.0	A	0.17	2.3	A
Tate Avenue	Eastbound	LR	0.50	19.8	B	0.43	17.1	B
Shell Driveway	Southeastbound	LR	0.21	5.1	A	0.22	6.0	A
			Intersection	9.7	A	Intersection	8.6	A
2: Albany Post Road & Craft Lane (Unsignalized)								
Albany Post Road	Northbound	LTR	0.00	0.0	A	0.00	0.0	A
	Southbound	LTR	0.00	0.0	A	0.00	0.0	A
Craft Lane	Westbound	LTR	0.00	0.0	A	0.00	17.5	C
3: Albany Post Road & Lindsey Avenue/Gallagher Street (Unsignalized)								
Albany Post Road	Northbound	LTR	0.03	8.9	A	0.07	8.5	A
	Southbound	LTR	0.00	0.0	A	0.01	8.5	A
Gallagher Street/Lindsey Street	Eastbound	LTR	0.19	14.3	B	0.13	12.6	B
Commercial Driveway	Westbound	LTR	0.01	14.9	B	0.07	23.6	C



LEGEND

- Study Intersection
- XX(X) AM Volumes (PM Volumes)

Figure 3: No Build Volumes

D. POTENTIAL IMPACTS OF THE PROPOSED PROJECT

PROJECT DESCRIPTION

The Proposed Project is a five-story 148-unit multifamily residential development with 227 parking spaces and one stop-controlled driveway on Craft Lane. The Proposed Project would be built on a currently vacant parcel and is anticipated to be completed in 2026.

TRIP GENERATION

The estimated number of trips generated by the Proposed Project were developed using the *ITE Trip Generation Manual 11th Edition*. As shown in **Table 7**, the Proposed Project is estimated to generate 53 vehicle trips during the weekday AM peak hour (14 in and 39 out) and 63 vehicle trips during the weekday PM peak hour (38 in and 25 out).

Table 7
Trip Generation Summary

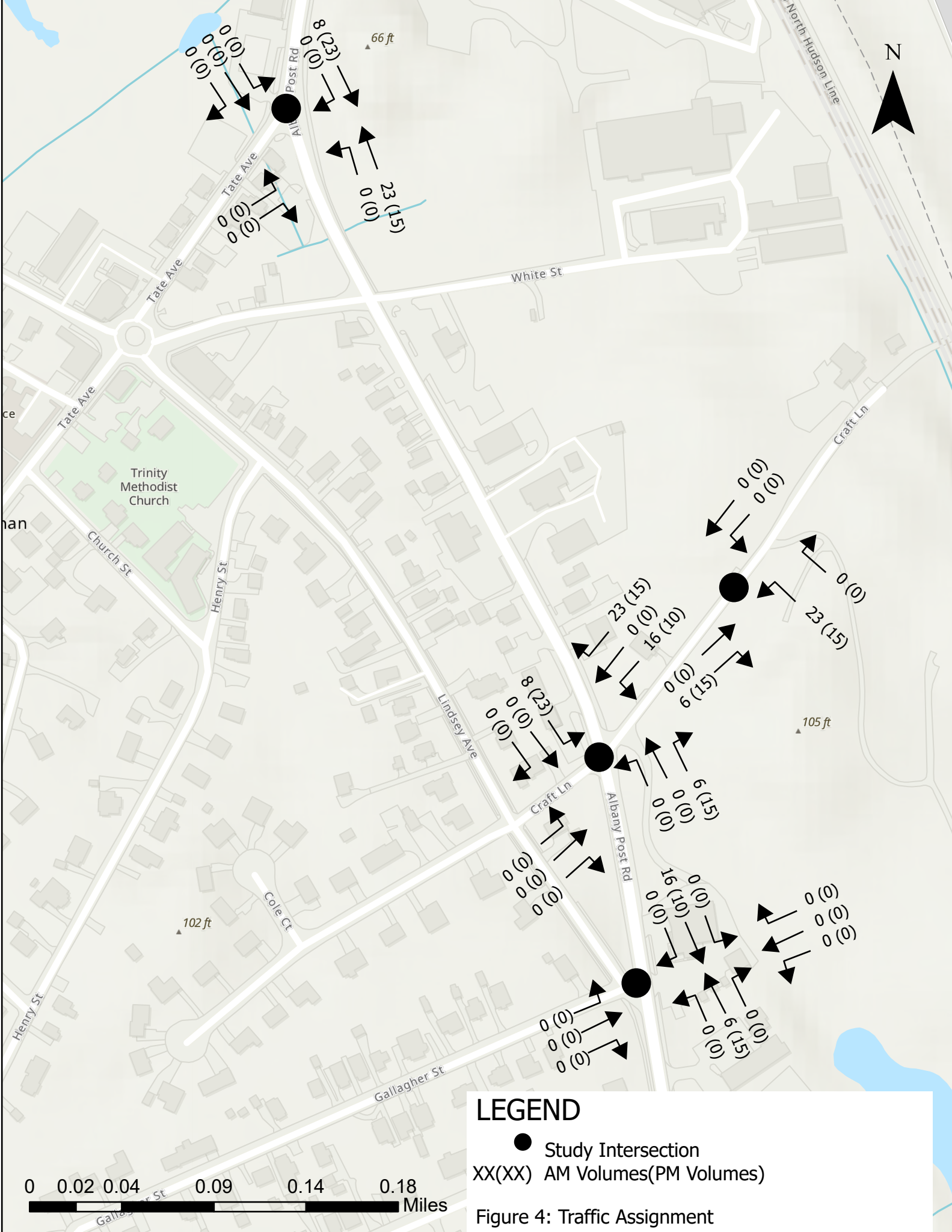
Building Component	Size	Peak Hour	Trips		
			In	Out	Total
Multifamily Housing (Mid-Rise)	148 units	AM	14	39	53
		PM	38	25	63
Note: ITE Land Use Code 221 – Multifamily Housing (Mid-Rise) AM peak hour of generator equation: $T = 0.32(X) + 5.84$, 26% entering, 74% exiting PM peak hour of generator equation: $T = 0.32(X) + 15.57$, 60% entering, 40% exiting					

2026 BUILD TRAFFIC CONDITIONS

The Project-generated vehicle trips were assigned to the Study Area intersections, as shown in **Figure 4**, and added to the No Build traffic volumes in order to estimate the Build traffic volumes. Traffic volumes for the 2026 Build Condition are shown in **Figure 5**.

For this analysis, and pursuant to standard industry practice, significant adverse traffic impacts are defined as: (1) a change in LOS D or better to LOS E or F; (2) a change from LOS E to LOS F; or (3) an increase of 10 percent or more in traffic volumes for LOS F. The impact criteria are applied to the approach/lane group LOS for signalized intersections and approach/movement group LOS for unsignalized intersections.

Table 8 and **Table 9** present a comparison of the 2026 No Build and 2026 Build Conditions for the Study Area intersections for the AM and PM peak hours respectively. As shown therein, the addition of Project-generated traffic would not result in any significant adverse traffic impact to LOS at the Study Area intersections. Accordingly, no traffic mitigation is required. Synchro reports are provided in **Appendix E**. It should be noted that the Albany Post Road and Craft Lane intersection, with the Project-generated vehicle trips, does not meet traffic signal warrant criteria as shown in **Appendix F**.



LEGEND

● Study Intersection

XX(XX) AM Volumes(PM Volumes)

Figure 4: Traffic Assignment



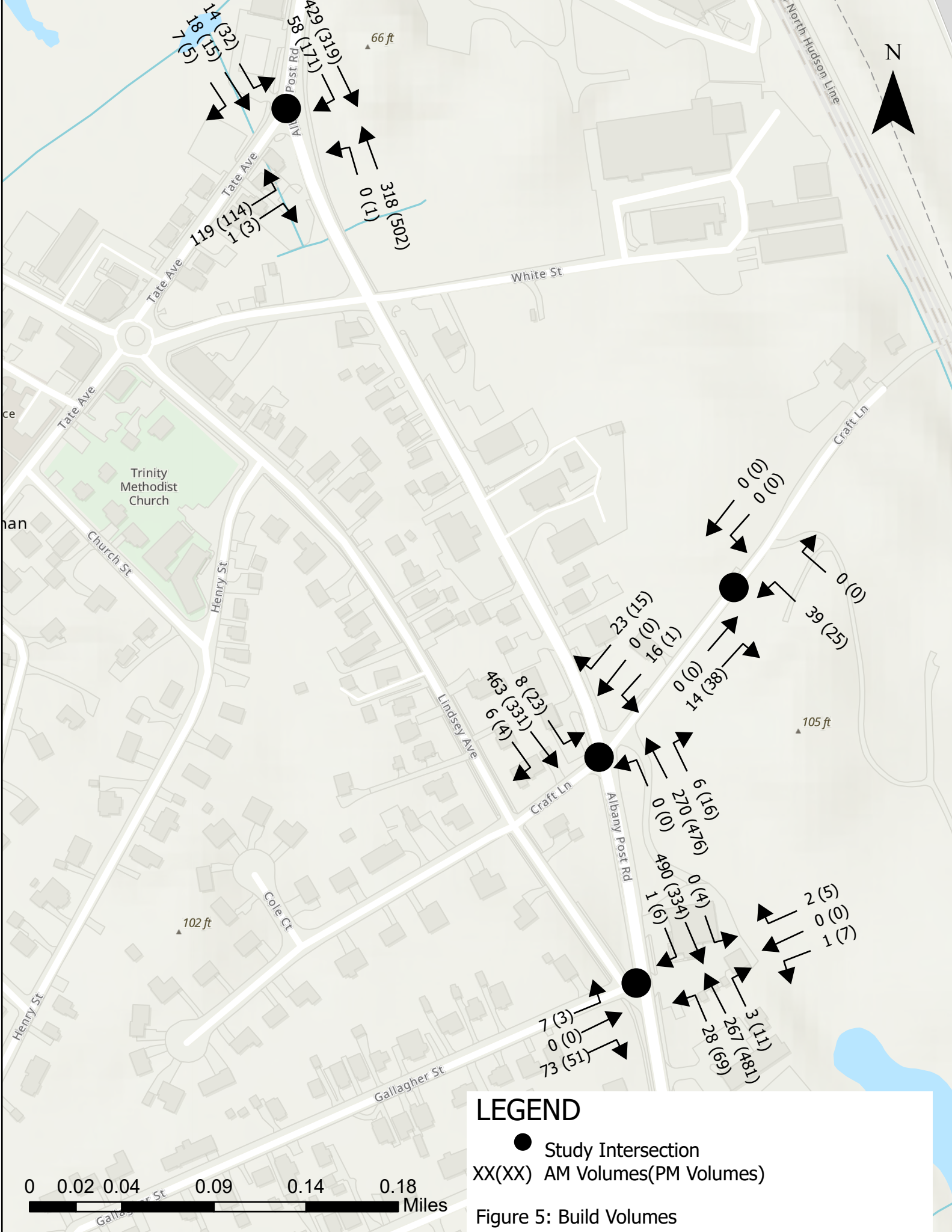


Table 8
2026 No Build and Build Conditions Level of Service Analysis – AM Peak Hour

Intersection	Lane Group	No Build			Build			
		V/C Ratio	Delay (sec)	LOS	V/C Ratio	Delay (sec)	LOS	
1: Albany Post Road & Tate Avenue (Signalized)								
Albany Post Road	Northbound	LT	0.27	8.0	A	0.29	8.2	A
	Southbound	T	0.41	9.3	A	0.42	9.4	A
		R	0.06	2.0	A	0.06	2.0	A
Tate Avenue	Eastbound	LR	0.50	19.8	B	0.50	19.8	B
Shell Driveway	Southeastbound	LR	0.21	5.1	A	0.21	5.1	A
			Intersection	9.7	A	Intersection	9.8	A
2: Albany Post Road & Craft Lane (Unsignalized)								
Albany Post Road	Northbound	LTR	0.00	0.0	A	0.00	0.0	A
	Southbound	LTR	0.00	0.0	A	0.01	7.9	A
Craft Lane	Westbound	LTR	0.00	0.0	A	0.08	12.8	B
3: Albany Post Road & Lindsey Avenue/Gallagher Street (Unsignalized)								
Albany Post Road	Northbound	LTR	0.03	8.9	A	0.03	8.9	A
	Southbound	LTR	0.00	0.0	A	0.00	0.0	A
Gallagher Street/Lindsey Street	Eastbound	LTR	0.19	14.3	B	0.19	14.3	B
Commercial Driveway	Westbound	LTR	0.01	14.9	B	0.01	14.8	B
4: Site Driveway & Craft Lane (Unsignalized)								
Site Driveway	Northbound	LR				0.04	8.7	A
Craft Lane	Eastbound	TR				0.00	0.0	A
	Westbound	LT				0.00	0.0	A

Table 9
2026 No Build and Build Conditions Level of Service Analysis – PM Peak Hour

Intersection	Lane Group	No Build			Build			
		V/C Ratio	Delay (sec)	LOS	V/C Ratio	Delay (sec)	LOS	
1: Albany Post Road & Tate Avenue (Signalized)								
Albany Post Road	Northbound	LT	0.48	9.7	A	0.50	9.9	A
	Southbound	T	0.30	7.9	A	0.32	8.1	A
		R	0.17	2.3	A	0.17	2.3	A
Tate Avenue	Eastbound	LR	0.43	17.1	B	0.43	17.1	B
Shell Driveway	Southeastbound	LR	0.22	6.0	A	0.22	6.0	A
			Intersection	8.6	A	Intersection	8.8	A
2: Albany Post Road & Craft Lane (Unsignalized)								
Albany Post Road	Northbound	LTR	0.00	0.0	A	0.00	0.0	A
	Southbound	LTR	0.00	0.0	A	0.03	8.6	A
Craft Lane	Westbound	LTR	0.00	17.5	C	0.09	15.8	C
3: Albany Post Road & Lindsey Avenue/Gallagher Street (Unsignalized)								
Albany Post Road	Northbound	LTR	0.07	8.5	A	0.07	8.5	A
	Southbound	LTR	0.01	8.5	A	0.01	8.6	A
Gallagher Street/Lindsey Street	Eastbound	LTR	0.13	12.6	B	0.13	12.8	B
Commercial Driveway	Westbound	LTR	0.07	23.6	C	0.08	24.5	C
4: Site Driveway & Craft Lane (Unsignalized)								
Site Driveway	Northbound	LR				0.03	8.7	A
Craft Lane	Eastbound	TR				0.00	0.0	A
	Westbound	LT				0.00	0.0	A

LEFT TURN LANE WARRANT ANALYSIS

In addition to the standard LOS analyses, the following intersections were evaluated to determine the need for a left turn lane using the criteria set forth in Table 9-24 of the American Association of State Highway and Transportation Officials' ("AASHTO") *A Policy on Geometric Design of Highways and Streets 7th Edition* (i.e., the "Green Book"):

- Albany Post Road at Craft Lane
- Albany Post Road at Lindsey Avenue

As shown in **Table 10**, the following movements meet the minimum warrant volume required to consider implementation of a left turn lane in the 2026 Build Condition (i.e., with the Proposed Project):

- Albany Post Road & Craft Lane – Westbound left (i.e., from Craft Lane onto Albany Post Road)
- Albany Post Road & Craft Lane – Southbound left (i.e., from Albany Post Road to Craft Lane)
- Albany Post Road & Lindsey Avenue – Eastbound left
- Albany Post Road & Lindsey Avenue – Westbound left
- Albany Post Road & Lindsey Avenue – Northbound left

Despite meeting the minimum volumes necessary, left turn lanes are not recommended at these locations because these intersections operate at an acceptable LOS C or better, which indicates acceptable delays of fewer than 20 seconds per vehicle according to HCM. The left turn lane warrant analysis information is provided in **Appendix F**.

Table 10
Left Turn Warrant Volume Summary

Intersection	Movement	AM Peak Hour		PM Peak Hour	
		Left Turn Volume	Major Road Volume (per lane)	Left Turn Volume	Major Road Volume (per lane)
Albany Post Road & Craft Lane	Westbound Left	16	367	11	404
	Northbound Left	0	367	0	404
	Southbound Left	8	367	23	404
Albany Post Road & Lindsey Avenue	Eastbound Left	7	379	3	408
	Westbound Left	1	379	7	408
	Northbound Left	28	379	69	408
	Southbound Left	0	379	4	408

SITE ACCESS AND CIRCULATION

The Proposed Project would have a single driveway at Craft Lane, which would be approximately 26 feet wide at its approach. Given the residential nature of the Proposed Project, the width of the driveway is appropriate for passenger cars and moving trucks, providing sufficient space for vehicles to turn into and out of the Site. In addition, an emergency vehicle access way will be provided to the Project Site along Albany Post Road.

PARKING

The Proposed Project includes 227 parking spaces, including 65 surface parking spaces and 162 garage parking spaces, to support the 148 residential units, equating to approximately 1.53 spaces per unit. The Village of Buchanan Zoning Code currently requires 2 parking spaces per dwelling unit within the C-2 Overlay District, which would require the Proposed Project to provide 296 parking spaces. The Applicant has petitioned the Village for amendments to the Zoning Code, including reducing the required minimum parking required for multifamily buildings on sites greater than 5 acres in the Overlay District to 1.5 spaces per dwelling unit. Based on the *ITE Parking Generation Manual 5th Edition*, the parking demand of the Proposed Project is 1.47 parking spaces per dwelling unit, or approximately 218 parking spaces. Therefore, both the proposed minimum parking ratio (1.5 per unit) and the actual number of spaces proposed for the Project (227 spaces, 1.53 per unit), exceeds the parking demand of the Proposed Project pursuant to the *ITE* standards.

PEDESTRIAN ENVIRONMENT ASSESSMENT

Figure 6 presents the existing pedestrian facilities in the vicinity of the Proposed Project, in addition to the Site location, the proposed sidewalk at the Site and Hardware Store frontage, and proposed Albany Post Road crosswalk. The Albany Post Road and Craft Lane intersection does not currently provide any pedestrian amenities nor any pedestrian crossings. Lindsey Avenue does provide pedestrian sidewalks/walkways between Craft Lane and Tate Avenue. At the Lindsey Avenue and Tate Avenue intersection, pedestrian crosswalks are provided at each approach to the intersection, with painted splitter island/refuge areas on Lindsey Avenue, Westchester Avenue, Tate Avenue, and White Street.

The Proposed Project would begin to address the lack of pedestrian facilities along Albany Post Road by providing a sidewalk along the Site frontage, and the frontage of the Hardware Store, on the east side of Albany Post Road and a crosswalk across Albany Post Road at Lindsey Avenue. Additional improvements the Village and NYSDOT could undertake to continue to improve the pedestrian environment includes:

- Continue to work with NYSDOT to identify opportunities to construct sidewalks along Albany Post Road
- Continue to require that future developments along Albany Post Road include sidewalks along their frontage
- Identify locations to facilitate pedestrian crossing across Albany Post Road
- Add sidewalks to Craft Lane between Albany Post Road and Lindsey Avenue
- Improve sidewalk conditions along Lindsey Avenue in areas that have deteriorated
- Convert the striped splitter islands at the Tate Avenue/Lindsey Avenue intersection into hardscape to improve the pedestrian refuge areas.
- Install crosswalk, curb ramps, and pedestrian signal heads at the Albany Post Road and Tate Avenue intersection across Tate Avenue

Figure 6: Existing and Proposed Pedestrian Infrastructure



TRANSIT RIDERSHIP

The area is serviced by the Metro-North Railroad Hudson Line at the Cortlandt station, approximately 1.5 miles south of the Site, which provides service between Poughkeepsie and New York City. The Westchester Bee-Line Bus Route 14 has a stop at the Tate Avenue and Westchester Avenue intersection, approximately one-quarter mile north of the Site, connecting Buchanan with Mohegan Lake, Peekskill, Ossining, and White Plains.

Based on data from the U.S. Census' 2021 American Community Survey Means of Transportation to Work, workers living in the Village of Buchanan primarily drive to work. Approximately one percent of workers commute to work by bus and eight percent commute to work by commuter rail.

MTA Metro-North estimates 1.25 workers per residential unit in a multifamily building. Therefore, the Proposed Project is anticipated to generate 185 commuters with 370 work commute trips per day (two one-way trips per commuter). Using the percentages above, the Proposed Project would generate approximately four bus trips and 30 commuter rail trips per day. Whereas bus commuters could walk to the Route 14 bus stop, train commuters would primarily drive to the Cortlandt station. Credit for transit trips was not taken for the trip generation of the Proposed Project.

E. CONCLUSIONS

Based on the results of the traffic analysis and crash assessment, the Proposed Project is not expected to result in significant adverse impacts to traffic on the adjacent roadway network. Based on the projected parking demand of the Proposed Project, per the *ITE Parking Generation Manual*, the 227 parking spaces proposed is sufficient to meet the anticipated demand.

Therefore, the Proposed Project is not expected to adversely impact traffic operations on the adjacent roadway network and no modifications to the roadway network are proposed. In addition, the Proposed Project will contribute to improving the pedestrian environment by providing sidewalks along the Site and Hardware Store frontage and adding a crosswalk across Albany Post Road.

Appendix A

AMS Buchanan Traffic Impact Study

Traffic Counts

TRAFFIC DATABANK LLC

716 S SIXTH AVE
MT. VERNON NY,10550

Site Code:
Station ID:
ALBANY POST RD S OF CRAFT LN
BUCHANAN,NY
Latitude: 0' 0.0000 Undefined

Start Time	06-Feb-23		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	18	15	25	20	26	23	29	24	44	29	48	43	32	26
01:00	*	*	10	13	12	12	15	9	9	14	12	10	25	20	14	13
02:00	*	*	14	8	10	5	7	4	9	3	10	11	19	12	12	7
03:00	*	*	9	9	15	10	4	8	12	6	15	9	13	13	11	9
04:00	*	*	11	29	15	34	14	30	18	28	15	12	9	10	14	24
05:00	*	*	58	96	45	87	42	88	40	79	35	35	22	22	40	68
06:00	*	*	119	234	93	234	108	256	110	252	77	99	56	74	94	192
07:00	*	*	220	463	244	441	224	455	231	410	139	163	76	74	189	334
08:00	*	*	211	337	250	354	253	358	311	358	209	181	119	112	226	283
09:00	*	*	221	251	211	249	190	246	247	271	242	263	189	178	217	243
10:00	*	*	186	242	186	245	181	234	227	257	261	294	207	204	208	246
11:00	*	*	226	237	235	280	247	265	286	288	307	314	288	246	265	272
12:00 PM	*	*	229	265	261	305	258	259	299	286	358	322	269	238	279	279
01:00	*	*	231	238	249	272	245	279	298	299	321	297	253	261	266	274
02:00	*	*	329	316	340	338	362	307	402	313	323	303	217	258	329	306
03:00	*	*	347	326	349	329	331	356	406	323	291	295	189	246	319	312
04:00	*	*	413	353	464	379	403	332	449	372	247	286	219	248	366	328
05:00	*	*	327	309	314	342	287	289	397	334	265	256	225	230	302	293
06:00	*	*	249	233	271	255	256	279	310	313	214	215	145	174	241	245
07:00	*	*	147	202	191	222	193	195	231	231	177	206	82	108	170	194
08:00	104	119	120	140	106	140	131	143	151	150	223	153	87	97	132	135
09:00	73	78	78	91	98	81	76	102	122	100	104	96	46	79	85	90
10:00	49	63	77	55	55	72	64	79	95	87	89	104	88	87	74	78
11:00	41	42	48	40	41	43	50	51	77	74	67	63	50	67	53	54
Lane	267	302	3898	4502	4080	4749	3967	4647	4766	4872	4045	4016	2941	3101	3938	4305
Day	569		8400		8829		8614		9638		8061		6042		8243	
AM Peak	-	-	11:00	07:00	08:00	07:00	08:00	07:00	08:00	07:00	11:00	11:00	11:00	11:00	11:00	07:00
Vol.	-	-	226	463	250	441	253	455	311	410	307	314	288	246	265	334
PM Peak	20:00	20:00	16:00	16:00	16:00	16:00	16:00	15:00	16:00	16:00	12:00	12:00	12:00	13:00	16:00	16:00
Vol.	104	119	413	353	464	379	403	356	449	372	358	322	269	261	366	328

TRAFFIC DATABANK LLC

716 S SIXTH AVE
MT. VERNON NY,10550

Site Code:
Station ID:
ALBANY POST RD S OF CRAFT LN
BUCHANAN,NY
Latitude: 0' 0.0000 Undefined

Start Time	13-Feb-23		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	22	15	18	10	21	24	25	18	30	31	*	*	*	*	23	20
01:00	10	11	6	12	10	17	13	16	7	8	*	*	*	*	9	13
02:00	8	8	8	8	12	9	9	11	14	10	*	*	*	*	10	9
03:00	8	9	13	10	10	6	6	10	7	7	*	*	*	*	9	8
04:00	15	26	16	30	14	35	11	30	22	36	*	*	*	*	16	31
05:00	35	78	32	89	34	96	40	92	48	94	*	*	*	*	38	90
06:00	104	206	119	218	106	233	135	256	105	224	*	*	*	*	114	227
07:00	220	434	240	464	261	511	273	520	234	466	*	*	*	*	246	479
08:00	245	342	277	381	249	388	250	413	261	354	*	*	*	*	256	376
09:00	198	238	235	279	211	286	241	284	231	273	*	*	*	*	223	272
10:00	209	215	234	284	225	288	197	254	196	262	*	*	*	*	212	261
11:00	240	245	311	334	249	277	274	308	231	283	*	*	*	*	261	289
12:00 PM	266	251	293	361	257	317	272	307	224	308	*	*	*	*	262	309
01:00	260	262	241	323	262	320	232	302	250	332	*	*	*	*	249	308
02:00	334	299	341	353	346	358	320	352	347	392	*	*	*	*	338	351
03:00	379	359	378	376	379	395	378	394	387	433	*	*	*	*	380	391
04:00	448	374	429	417	424	427	421	390	463	413	*	*	*	*	437	404
05:00	349	341	332	388	353	371	300	336	388	387	*	*	*	*	344	365
06:00	308	299	248	294	302	343	266	325	314	297	*	*	*	*	288	312
07:00	162	218	149	237	159	220	177	221	248	236	*	*	*	*	179	226
08:00	158	160	120	169	117	169	140	155	207	177	*	*	*	*	148	166
09:00	74	91	79	115	115	125	88	125	140	101	*	*	*	*	99	111
10:00	40	58	65	85	40	69	46	86	101	82	*	*	*	*	58	76
11:00	35	37	48	57	44	56	44	56	90	66	*	*	*	*	52	54
Lane Day	4127	4576	4232	5294	4200	5340	4158	5261	4545	5272	0	0	0	0	4251	5148
AM Peak	08:00	07:00	11:00	07:00	07:00	07:00	11:00	07:00	08:00	07:00	-	-	-	-	11:00	07:00
Vol.	245	434	311	464	261	511	274	520	261	466	-	-	-	-	261	479
PM Peak	16:00	16:00	16:00	16:00	16:00	16:00	16:00	15:00	16:00	15:00	-	-	-	-	16:00	16:00
Vol.	448	374	429	417	424	427	421	394	463	433	-	-	-	-	437	404

Comb. Total	9272	17926	18369	18033	19455	8061	6042	17642
ADT	ADT 8,780	AADT 8,780						

Study Name 1- ALBANY POST RD & TATE AVE

Start Date 02-07-2023

Start Time 7:00 AM

Site Code Lights

Start Time	ALBANY POST RD Southbound				ALBANY POST RD Northbound				TATE AVE Eastbound				Southeastbound Approach Southeastbound			
	Thru	Right	Hard Right	U-Turn	Left	Bear Left	Thru	U-Turn	Hard Left	Left	Right	U-Turn	Hard Left	Bear Right	Hard Right	U-Turn
7:00 AM	111	13	0	0	0	0	58	0	0	26	0	0	2	5	2	0
7:15 AM	98	5	0	0	0	0	55	0	0	37	0	0	5	4	1	0
7:30 AM	87	13	0	0	0	0	70	0	0	24	1	0	2	7	2	0
7:45 AM	96	20	0	0	0	0	58	0	1	26	0	0	3	1	2	0
8:00 AM	87	40	0	0	0	0	56	0	0	35	0	0	10	3	5	0
8:15 AM	64	29	0	0	0	0	46	0	0	21	2	0	7	1	3	0
8:30 AM	58	19	0	0	0	1	53	0	0	45	2	0	4	2	2	0
8:45 AM	62	25	0	0	0	0	62	0	0	32	1	0	4	4	1	0
4:00 PM	63	39	0	0	1	0	131	0	0	30	2	0	11	1	0	0
4:15 PM	73	51	0	0	0	0	109	0	0	28	0	0	4	9	1	0
4:30 PM	51	35	0	0	0	0	118	0	0	29	0	0	9	3	2	0
4:45 PM	90	45	0	0	0	0	79	0	0	26	1	0	8	2	1	0
5:00 PM	73	45	0	0	1	0	99	0	0	28	2	0	4	2	3	0
5:15 PM	62	27	0	0	1	0	88	0	0	21	2	0	3	2	7	0
5:30 PM	64	37	0	0	0	0	75	0	0	35	1	0	1	1	6	0
5:45 PM	55	43	0	0	0	0	81	0	0	31	1	0	5	8	5	0

Study Name 1- ALBANY POST RD & TATE AVE

Start Date 02-07-2023

Start Time 7:00 AM

Site Code Buses

Start Time	ALBANY POST RD Southbound				ALBANY POST RD Northbound				TATE AVE Eastbound				Southeastbound Approach Southeastbound			
	Thru	Right	Hard Right	U-Turn	Left	Bear Left	Thru	U-Turn	Hard Left	Left	Right	U-Turn	Hard Left	Bear Right	Hard Right	U-Turn
7:00 AM	3	2	0	0	0	0	3	0	0	0	0	0	0	0	0	0
7:15 AM	3	0	0	0	0	0	3	0	0	1	0	0	0	0	0	0
7:30 AM	0	1	0	0	0	0	1	0	0	1	0	0	0	0	0	0
7:45 AM	1	1	0	0	0	0	1	0	0	2	0	0	0	0	0	0
8:00 AM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0
8:30 AM	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	1	0	0	0	0	1	0	0	2	1	0	0	0	0	0
4:00 PM	2	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	1	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0

Study Name 1- ALBANY POST RD & TATE AVE

Start Date 02-07-2023

Start Time 7:00 AM

Site Code Totals

Start Time	ALBANY POST RD Southbound				ALBANY POST RD Northbound				TATE AVE Eastbound				Southeastbound Approach Southeastbound			
	Thru	Right	Hard Right	U-Turn	Left	Bear Left	Thru	U-Turn	Hard Left	Left	Right	U-Turn	Hard Left	Bear Right	Hard Right	U-Turn
7:00 AM	116	16	0	0	0	0	64	0	0	26	0	0	3	5	2	0
7:15 AM	103	5	0	0	0	0	61	0	0	38	0	0	6	4	1	0
7:30 AM	88	14	0	0	0	0	74	0	0	25	1	0	2	8	2	0
7:45 AM	102	22	0	0	0	0	63	0	1	29	0	0	3	1	2	0
8:00 AM	90	42	0	0	0	0	60	0	0	35	0	0	10	3	5	0
8:15 AM	67	32	0	0	0	0	52	0	0	22	2	0	7	1	3	0
8:30 AM	68	24	0	0	0	1	57	0	0	45	2	0	4	2	2	0
8:45 AM	64	27	0	0	0	0	66	0	0	34	2	0	4	4	1	0
4:00 PM	69	40	0	0	1	0	132	0	0	30	2	0	11	1	1	0
4:15 PM	74	51	0	0	0	0	109	0	0	28	0	0	4	9	1	0
4:30 PM	53	35	0	0	0	0	119	0	0	29	0	0	9	3	2	0
4:45 PM	91	45	0	0	0	0	79	0	0	26	1	0	8	2	1	0
5:00 PM	76	47	0	0	1	0	99	0	0	29	2	0	4	2	3	0
5:15 PM	63	27	0	0	1	0	89	0	0	22	2	0	3	2	7	0
5:30 PM	66	39	0	0	0	0	75	0	0	36	1	0	1	1	6	0
5:45 PM	56	44	0	0	0	0	83	0	0	32	1	0	5	8	5	0

Study Name 2- ALBANY POST RD & CRAFT LN

Start Date 02-07-2023

Start Time 7:00 AM

Site Code Lights

Start Time	ALBANY POST RD Southbound				CRAFT LN Westbound				ALBANY POST RD Northbound				CRAFT LN Eastbound			
	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
7:00 AM	0	115	0	0	0	0	0	0	0	0	53	0	0	0	0	0
7:15 AM	0	117	0	1	0	0	0	0	0	0	48	0	0	0	0	0
7:30 AM	0	98	1	0	0	0	0	0	0	0	59	1	0	0	0	0
7:45 AM	0	99	1	0	0	0	0	0	0	0	55	0	0	0	0	0
8:00 AM	0	92	0	0	0	0	1	0	0	0	52	1	0	0	0	0
8:15 AM	0	64	1	0	0	0	0	0	0	0	48	0	0	0	0	0
8:30 AM	0	67	1	0	0	0	0	0	0	0	52	0	0	0	0	0
8:45 AM	0	73	2	0	1	0	0	0	0	0	59	0	0	0	0	0
4:00 PM	0	69	1	0	0	0	0	0	0	0	119	0	0	0	0	0
4:15 PM	0	86	1	0	0	0	0	0	0	0	108	0	0	0	0	0
4:30 PM	0	58	2	0	1	0	0	0	0	0	118	1	0	0	0	0
4:45 PM	0	99	0	0	0	0	0	0	0	0	79	0	0	0	0	0
5:00 PM	0	83	1	0	0	0	1	0	0	0	98	1	0	0	0	0
5:15 PM	0	59	2	0	0	0	0	0	0	0	84	0	0	0	0	0
5:30 PM	0	70	1	0	0	0	0	0	0	0	68	0	0	0	0	0
5:45 PM	1	62	0	0	0	0	1	0	0	0	81	0	0	0	0	0

Study Name 2- ALBANY POST RD & CRAFT LN

Start Date 02-07-2023

Start Time 7:00 AM

Site Code Trucks

Start Time	ALBANY POST RD Southbound				CRAFT LN Westbound				ALBANY POST RD Northbound				CRAFT LN Eastbound				
	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	
7:00 AM	0	2	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0
7:15 AM	0	3	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
7:30 AM	0	2	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0
7:45 AM	0	6	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0
8:00 AM	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0
8:15 AM	0	3	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0
8:30 AM	0	7	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
8:45 AM	0	2	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0
4:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
4:30 PM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
4:45 PM	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
5:00 PM	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0

Study Name 2- ALBANY POST RD & CRAFT LN

Start Date 02-07-2023

Start Time 7:00 AM

Site Code Totals

Start Time	ALBANY POST RD Southbound				CRAFT LN Westbound				ALBANY POST RD Northbound				CRAFT LN Eastbound				
	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	
7:00 AM	0	120	0	0	0	0	0	0	0	61	0	0	0	0	0	0	0
7:15 AM	0	123	0	1	0	0	0	0	0	52	0	0	0	0	0	0	0
7:30 AM	0	100	1	0	0	0	0	0	0	65	1	0	0	0	0	0	0
7:45 AM	0	106	1	0	0	0	0	0	0	60	0	0	0	0	0	0	0
8:00 AM	0	94	0	0	0	0	1	0	0	55	1	0	0	0	0	0	0
8:15 AM	0	67	1	0	0	0	0	0	0	56	0	0	0	0	0	0	0
8:30 AM	0	78	1	0	0	0	0	0	0	55	0	0	0	0	0	0	0
8:45 AM	0	83	2	0	1	0	0	0	0	65	0	0	0	0	0	0	0
4:00 PM	0	74	1	0	0	0	0	0	0	120	0	0	0	0	0	0	0
4:15 PM	0	87	1	0	0	0	0	0	0	109	0	0	0	0	0	0	0
4:30 PM	0	59	2	0	1	0	0	0	0	120	1	0	0	0	0	0	0
4:45 PM	0	101	0	0	0	0	0	0	0	80	0	0	0	0	0	0	0
5:00 PM	0	85	1	0	0	0	1	0	0	99	1	0	0	0	0	0	0
5:15 PM	0	60	2	0	0	0	0	0	0	84	0	0	0	0	0	0	0
5:30 PM	0	72	1	0	0	0	0	0	0	68	0	0	0	0	0	0	0
5:45 PM	1	63	0	0	0	0	1	0	0	82	0	0	0	0	0	0	0

Study Name 3- ALBANY POST RD & LINDSEY AVE

Start Date 02-07-2023

Start Time 7:00 AM

Site Code Lights

Start Time	ALBANY POST RD Southbound					DRIVEWAY Westbound					ALBANY POST RD Northbound					GALLAGHER ST Eastbound					LINDSEY AVE Southeastbound				
	Left	Thru	Right	Hard Right	U-Turn	Left	Thru	Bear Right	Right	U-Turn	Left	Bear Left	Thru	Right	U-Turn	Hard Left	Left	Thru	Right	U-Turn	Hard Left	Bear Left	Bear Right	Hard Right	U-Turn
7:00 AM	0	116	1	0	0	1	0	0	0	0	1	2	49	0	0	0	2	0	1	0	0	0	16	0	0
7:15 AM	0	121	0	0	0	0	0	0	1	0	0	4	47	1	0	2	0	0	4	0	1	0	21	0	0
7:30 AM	0	97	0	0	0	0	0	0	0	0	0	7	56	0	0	0	2	0	1	0	0	0	12	0	0
7:45 AM	0	104	0	0	0	0	0	0	0	0	0	10	53	2	0	0	1	0	2	0	1	0	12	0	0
8:00 AM	3	89	0	0	0	0	0	0	0	0	0	7	50	1	0	0	1	0	1	0	0	0	4	1	0
8:15 AM	0	60	0	0	0	0	0	1	0	0	0	12	48	0	0	1	1	0	1	0	0	0	7	0	0
8:30 AM	1	68	0	0	0	0	0	0	0	0	0	14	47	1	0	0	1	0	0	0	3	0	13	0	0
8:45 AM	5	69	0	0	0	0	0	0	3	0	0	14	57	4	0	0	0	0	0	0	0	0	11	2	1
4:00 PM	0	64	2	0	0	2	0	0	1	0	0	17	119	5	0	0	0	0	0	0	1	0	9	0	0
4:15 PM	0	87	1	1	0	1	0	0	2	0	1	18	101	1	0	0	0	0	3	0	1	0	13	0	0
4:30 PM	3	56	0	0	0	0	0	0	0	0	2	5	118	1	0	1	0	0	1	0	1	0	12	0	0
4:45 PM	1	99	2	0	0	4	0	0	2	0	3	21	76	4	0	1	0	0	0	0	0	0	12	2	0
5:00 PM	0	82	0	0	0	1	0	0	2	0	1	17	91	2	0	0	2	0	0	0	0	0	9	0	0
5:15 PM	0	56	1	0	0	0	0	0	0	0	3	15	82	1	0	0	1	0	0	0	0	0	9	0	0
5:30 PM	0	70	1	0	0	0	0	0	0	0	0	18	70	0	0	1	0	0	1	0	0	0	10	0	0
5:45 PM	0	64	0	0	0	0	0	0	0	0	4	17	79	0	0	0	0	0	2	0	0	0	9	0	0

Study Name 3- ALBANY POST RD & LINDSEY AVE

Start Date 02-07-2023

Start Time 7:00 AM

Site Code Buses

Start Time	ALBANY POST RD Southbound					DRIVEWAY Westbound					ALBANY POST RD Northbound					GALLAGHER ST Eastbound					LINDSEY AVE Southeastbound					
	Left	Thru	Right	Hard Right	U-Turn	Left	Thru	Bear Right	Right	U-Turn	Left	Bear Left	Thru	Right	U-Turn	Hard Left	Left	Thru	Right	U-Turn	Hard Left	Bear Left	Bear Right	Hard Right	U-Turn	
7:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	1	0	0	0	0	0	0	0
7:15 AM	0	3	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	1	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
8:00 AM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0
8:45 AM	0	8	0	0	0	0	0	0	0	0	0	0	3	0	0	1	0	0	0	0	0	0	0	1	0	0
4:00 PM	0	2	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	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
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	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
5:00 PM	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
5:15 PM	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
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Study Name 3- ALBANY POST RD & LINDSEY AVE

Start Date 02-07-2023

Start Time 7:00 AM

Site Code Trucks

Start Time	ALBANY POST RD Southbound					DRIVEWAY Westbound					ALBANY POST RD Northbound					GALLAGHER ST Eastbound					LINDSEY AVE Southeastbound					
	Left	Thru	Right	Hard Right	U-Turn	Left	Thru	Bear Right	Right	U-Turn	Left	Bear Left	Thru	Right	U-Turn	Hard Left	Left	Thru	Right	U-Turn	Hard Left	Bear Left	Bear Right	Hard Right	U-Turn	
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	4	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	8	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	3	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	2	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0

Study Name 3- ALBANY POST RD & LINDSEY AVE

Start Date 02-07-2023

Start Time 7:00 AM

Site Code Totals

Start Time	ALBANY POST RD Southbound					DRIVEWAY Westbound					ALBANY POST RD Northbound					GALLAGHER ST Eastbound					LINDSEY AVE Southeastbound					
	Left	Thru	Right	Hard Right	U-Turn	Left	Thru	Bear Right	Right	U-Turn	Left	Bear Left	Thru	Right	U-Turn	Hard Left	Left	Thru	Right	U-Turn	Hard Left	Bear Left	Bear Right	Hard Right	U-Turn	
7:00 AM	0	120	1	0	0	1	0	0	0	0	1	2	57	0	0	0	2	0	2	0	0	0	0	16	0	0
7:15 AM	0	128	0	0	0	0	0	0	2	0	0	7	50	1	0	2	0	0	4	0	1	0	22	0	0	
7:30 AM	0	99	0	0	0	0	0	0	0	0	0	7	64	0	0	0	2	0	1	0	0	0	12	0	0	
7:45 AM	0	113	0	0	0	0	0	0	0	0	0	11	58	2	0	0	1	0	2	0	1	0	13	0	0	
8:00 AM	3	93	0	0	0	0	0	0	0	0	1	8	53	1	0	0	1	0	1	0	0	0	4	1	0	
8:15 AM	0	64	0	0	0	0	0	1	0	0	0	12	55	0	0	1	1	0	1	0	0	0	7	0	0	
8:30 AM	1	78	0	0	0	0	0	0	0	0	0	14	50	1	0	0	1	0	0	0	3	0	14	0	0	
8:45 AM	5	80	0	0	0	0	0	0	3	0	0	14	63	5	0	1	0	0	0	0	0	0	12	2	1	
4:00 PM	0	69	2	0	0	2	0	0	1	0	0	18	120	5	0	0	0	0	0	0	1	0	9	0	0	
4:15 PM	0	88	1	1	0	1	0	0	2	0	1	18	102	1	0	0	0	0	3	0	1	0	13	0	0	
4:30 PM	3	57	0	0	0	0	0	0	0	0	2	5	120	1	0	1	0	0	1	0	1	0	12	0	0	
4:45 PM	1	100	2	0	0	4	0	0	2	0	3	21	77	4	0	1	0	0	0	0	0	0	12	2	0	
5:00 PM	0	84	0	0	0	1	0	0	2	0	2	17	92	2	0	0	2	0	0	0	0	0	10	0	0	
5:15 PM	0	57	1	0	0	0	0	0	0	0	3	16	82	1	0	1	1	0	0	0	0	0	9	0	0	
5:30 PM	0	72	1	0	0	0	0	0	0	0	0	18	70	0	0	1	0	0	1	0	0	0	11	0	0	
5:45 PM	0	65	0	0	0	0	0	0	0	0	4	17	80	0	0	0	0	0	2	0	0	0	9	0	0	

Appendix B

AMS Buchanan Traffic Impact Study

Existing Conditions Synchro Reports

Lanes, Volumes, Timings
 1: Albany Post Rd & Tate Ave & Shell Drvwy

03/23/2023



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	SEL	SER	SER2
Lane Configurations									
Traffic Volume (vph)	118	1	0	262	409	57	14	18	7
Future Volume (vph)	118	1	0	262	409	57	14	18	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	13	13	13	12	16	16	16
Storage Length (ft)	0	0	25			65	0	25	
Storage Lanes	1	0	0			1	1	0	
Taper Length (ft)	25		25				25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00					0.98	0.98		
Frt	0.999					0.850	0.913		
Flt Protected	0.953						0.983		
Satd. Flow (prot)	1855	0	0	1963	1888	1455	1756	0	0
Flt Permitted	0.953						0.983		
Satd. Flow (perm)	1855	0	0	1963	1888	1424	1756	0	0
Right Turn on Red		Yes							Yes
Satd. Flow (RTOR)	86						86		
Link Speed (mph)	30			30	30		30		
Link Distance (ft)	229			1380	269		210		
Travel Time (s)	5.2			31.4	6.1		4.8		
Confl. Peds. (#/hr)		2	10			2		2	2
Peak Hour Factor	0.80	0.80	0.89	0.89	0.88	0.88	0.81	0.81	0.81
Heavy Vehicles (%)	4%	0%	8%	0%	4%	11%	14%	6%	0%
Adj. Flow (vph)	148	1	0	294	465	65	17	22	9
Shared Lane Traffic (%)									
Lane Group Flow (vph)	149	0	0	294	465	65	48	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right	Left	Right	Right
Median Width(ft)	14			0	0		16		
Link Offset(ft)	0			0	0		0		
Crosswalk Width(ft)	16			16	16		16		
Two way Left Turn Lane									
Headway Factor	0.92	0.92	0.96	0.96	0.96	1.00	0.85	0.85	0.85
Turning Speed (mph)	15	9	15			9	15	9	9
Number of Detectors	1		1	2	2	1	1		
Detector Template	Left		Left	Thru	Thru	Right	Left		
Leading Detector (ft)	20		20	100	100	20	20		
Trailing Detector (ft)	0		0	0	0	0	0		
Detector 1 Position(ft)	0		0	0	0	0	0		
Detector 1 Size(ft)	20		20	6	6	20	20		
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel									
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0	0.0		
Detector 2 Position(ft)				94	94				
Detector 2 Size(ft)				6	6				
Detector 2 Type				Cl+Ex	Cl+Ex				
Detector 2 Channel									

Lanes, Volumes, Timings
 1: Albany Post Rd & Tate Ave & Shell Drvwy

03/23/2023



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	SEL	SER	SER2
Detector 2 Extend (s)				0.0	0.0				
Turn Type	Prot			NA	NA	pm+ov	Prot		
Protected Phases	3			1	1	3	4		
Permitted Phases			1			1			
Detector Phase	3		1	1	1	3	4		
Switch Phase									
Minimum Initial (s)	2.0		5.0	5.0	5.0	2.0	3.0		
Minimum Split (s)	7.0		11.0	11.0	11.0	7.0	8.0		
Total Split (s)	35.0		46.0	46.0	46.0	35.0	20.0		
Total Split (%)	34.7%		45.5%	45.5%	45.5%	34.7%	19.8%		
Maximum Green (s)	30.0		40.0	40.0	40.0	30.0	15.0		
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0	4.0		
All-Red Time (s)	1.0		2.0	2.0	2.0	1.0	1.0		
Lost Time Adjust (s)	0.0			0.0	0.0	0.0	0.0		
Total Lost Time (s)	5.0			6.0	6.0	5.0	5.0		
Lead/Lag	Lead					Lead	Lag		
Lead-Lag Optimize?	Yes					Yes	Yes		
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0	3.0		
Recall Mode	None		Max	Max	Max	None	None		
Act Effct Green (s)	8.0			40.5	40.5	49.5	5.7		
Actuated g/C Ratio	0.12			0.62	0.62	0.76	0.09		
v/c Ratio	0.50			0.24	0.40	0.06	0.21		
Control Delay	19.7			7.8	9.2	2.0	5.1		
Queue Delay	0.0			0.0	0.0	0.0	0.0		
Total Delay	19.7			7.8	9.2	2.0	5.1		
LOS	B			A	A	A	A		
Approach Delay	19.7			7.8	8.3		5.1		
Approach LOS	B			A	A		A		
Queue Length 50th (ft)	25			56	100	5	0		
Queue Length 95th (ft)	61			109	181	11	8		
Internal Link Dist (ft)	149			1300	189		130		
Turn Bay Length (ft)						65			
Base Capacity (vph)	906			1213	1167	1328	473		
Starvation Cap Reductn	0			0	0	0	0		
Spillback Cap Reductn	0			0	0	0	0		
Storage Cap Reductn	0			0	0	0	0		
Reduced v/c Ratio	0.16			0.24	0.40	0.05	0.10		

Intersection Summary	
Area Type:	Other
Cycle Length:	101
Actuated Cycle Length:	65.5
Natural Cycle:	40
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.50
Intersection Signal Delay:	9.7
Intersection Capacity Utilization	44.8%
Analysis Period (min)	15
	Intersection LOS: A
	ICU Level of Service A

Lanes, Volumes, Timings

1: Albany Post Rd & Tate Ave & Shell Drwy

03/23/2023

Splits and Phases: 1: Albany Post Rd & Tate Ave & Shell Drwy



HCM 6th TWSC
2: Albany Post Rd & Craft Ln

03/23/2023

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↕			↕			↕		
Traffic Vol, veh/h	0	0	0	0	0	0	0	238	1	0	449	2
Future Vol, veh/h	0	0	0	0	0	0	0	238	1	0	449	2
Conflicting Peds, #/hr	0	0	0	0	0	0	2	0	0	0	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	91	91	91	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	10	0	0	4	0
Mvmt Flow	0	0	0	0	0	0	0	262	1	0	488	2

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	752	755	263	492	0	0
Stage 1	263	263	-	-	-	-
Stage 2	489	492	-	-	-	-
Critical Hdwy	6.4	6.5	6.2	4.1	-	4.1
Critical Hdwy Stg 1	5.4	5.5	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	2.2	-	2.2
Pot Cap-1 Maneuver	381	340	781	1082	-	1313
Stage 1	786	694	-	-	-	-
Stage 2	621	551	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	381	0	781	1082	-	1313
Mov Cap-2 Maneuver	381	0	-	-	-	-
Stage 1	786	0	-	-	-	-
Stage 2	621	0	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1082	-	-	-	1313	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	0	-	-
HCM Lane LOS	A	-	-	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	0	-	-

HCM 6th TWSC
 3: Albany Post Rd & Gallagher St/Commercial Drwvy

03/23/2023

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	0	72	1	0	2	28	229	3	0	460	1
Future Vol, veh/h	7	0	72	1	0	2	28	229	3	0	460	1
Conflicting Peds, #/hr	0	0	0	0	0	0	6	0	0	0	0	6
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	80	80	80	91	91	91	90	90	90
Heavy Vehicles, %	0	0	4	0	0	50	14	10	0	0	5	0
Mvmt Flow	8	0	82	1	0	3	31	252	3	0	511	1

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	835	835	518	869	834	254	518	0	0	255	0	0
Stage 1	518	518	-	316	316	-	-	-	-	-	-	-
Stage 2	317	317	-	553	518	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.24	7.1	6.5	6.7	4.24	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.336	3.5	4	3.75	2.326	-	-	2.2	-	-
Pot Cap-1 Maneuver	289	306	554	274	306	681	989	-	-	1322	-	-
Stage 1	544	536	-	699	659	-	-	-	-	-	-	-
Stage 2	698	658	-	521	536	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	278	292	550	227	292	681	981	-	-	1322	-	-
Mov Cap-2 Maneuver	278	292	-	227	292	-	-	-	-	-	-	-
Stage 1	520	532	-	673	635	-	-	-	-	-	-	-
Stage 2	670	634	-	443	532	-	-	-	-	-	-	-

Approach	EB		WB		NB			SB		
HCM Control Delay, s	13.6		13.9		0.9			0		
HCM LOS	B		B							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	981	-	-	506	409	1322	-	-
HCM Lane V/C Ratio	0.031	-	-	0.177	0.009	-	-	-
HCM Control Delay (s)	8.8	0	-	13.6	13.9	0	-	-
HCM Lane LOS	A	A	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.6	0	0	-	-

Lanes, Volumes, Timings
1: Albany Post Rd & Tate Ave & Shell Drvwy

03/23/2023



Lane Group	EBL	EBR	NBL2	NBL	NBT	SBT	SBR	SEL	SER	SER2	
Lane Configurations											
Traffic Volume (vph)	113	3	1	0	439	287	171	32	15	5	
Future Volume (vph)	113	3	1	0	439	287	171	32	15	5	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	14	14	13	13	13	13	12	16	16	16	
Storage Length (ft)	0	0		25			65	0	25		
Storage Lanes	1	0		0			1	1	0		
Taper Length (ft)	25			25				25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Ped Bike Factor					1.00		0.98	0.99			
Frt	0.997						0.850	0.948			
Flt Protected	0.953							0.970			
Satd. Flow (prot)	1926	0	0	0	1963	1906	1599	1927	0	0	
Flt Permitted	0.953							0.970			
Satd. Flow (perm)	1926	0	0	0	1963	1906	1566	1927	0	0	
Right Turn on Red		Yes									Yes
Satd. Flow (RTOR)	86							86			
Link Speed (mph)	30				30	30		30			
Link Distance (ft)	229				1380	269		210			
Travel Time (s)	5.2				31.4	6.1		4.8			
Confl. Peds. (#/hr)			1	6			1			1	
Peak Hour Factor	0.91	0.91	0.83	0.83	0.83	0.84	0.84	0.93	0.93	0.93	
Heavy Vehicles (%)	0%	0%	0%	0%	0%	3%	1%	0%	0%	20%	
Adj. Flow (vph)	124	3	1	0	529	342	204	34	16	5	
Shared Lane Traffic (%)											
Lane Group Flow (vph)	127	0	0	0	530	342	204	55	0	0	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Left	Left	Right	Left	Right	Right	
Median Width(ft)	14				0	0		16			
Link Offset(ft)	0				0	0		0			
Crosswalk Width(ft)	16				16	16		16			
Two way Left Turn Lane											
Headway Factor	0.92	0.92	0.96	0.96	0.96	0.96	1.00	0.85	0.85	0.85	
Turning Speed (mph)	15	9	15	15			9	15	9	9	
Number of Detectors	1		1	1	2	2	1	1			
Detector Template	Left		Left	Left	Thru	Thru	Right	Left			
Leading Detector (ft)	20		20	20	100	100	20	20			
Trailing Detector (ft)	0		0	0	0	0	0	0			
Detector 1 Position(ft)	0		0	0	0	0	0	0			
Detector 1 Size(ft)	20		20	20	6	6	20	20			
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel											
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0	0.0	0.0			
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0	0.0	0.0			
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0	0.0	0.0			
Detector 2 Position(ft)					94	94					
Detector 2 Size(ft)					6	6					
Detector 2 Type					Cl+Ex	Cl+Ex					
Detector 2 Channel											

Lanes, Volumes, Timings
1: Albany Post Rd & Tate Ave & Shell Drvwy

03/23/2023



Lane Group	EBL	EBR	NBL2	NBL	NBT	SBT	SBR	SEL	SER	SER2
Detector 2 Extend (s)					0.0	0.0				
Turn Type	Prot		Perm		NA	NA	pm+ov	Prot		
Protected Phases	3				1	1	3	4		
Permitted Phases			1	1			1			
Detector Phase	3		1	1	1	1	3	4		
Switch Phase										
Minimum Initial (s)	2.0		5.0	5.0	5.0	5.0	2.0	3.0		
Minimum Split (s)	7.0		11.0	11.0	11.0	11.0	7.0	8.0		
Total Split (s)	35.0		46.0	46.0	46.0	46.0	35.0	20.0		
Total Split (%)	34.7%		45.5%	45.5%	45.5%	45.5%	34.7%	19.8%		
Maximum Green (s)	30.0		40.0	40.0	40.0	40.0	30.0	15.0		
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0	4.0	4.0		
All-Red Time (s)	1.0		2.0	2.0	2.0	2.0	1.0	1.0		
Lost Time Adjust (s)	0.0				0.0	0.0	0.0	0.0		
Total Lost Time (s)	5.0				6.0	6.0	5.0	5.0		
Lead/Lag	Lead						Lead	Lag		
Lead-Lag Optimize?	Yes						Yes	Yes		
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0	3.0	3.0		
Recall Mode	None		Max	Max	Max	Max	None	None		
Act Effct Green (s)	7.4				40.4	40.4	48.8	5.7		
Actuated g/C Ratio	0.11				0.62	0.62	0.75	0.09		
v/c Ratio	0.43				0.43	0.29	0.17	0.22		
Control Delay	17.0				9.1	7.8	2.3	6.0		
Queue Delay	0.0				0.0	0.0	0.0	0.0		
Total Delay	17.0				9.1	7.8	2.3	6.0		
LOS	B				A	A	A	A		
Approach Delay	17.0				9.1	5.7		6.0		
Approach LOS	B				A	A		A		
Queue Length 50th (ft)	16				113	65	16	0		
Queue Length 95th (ft)	62				185	115	28	18		
Internal Link Dist (ft)	149				1300	189		130		
Turn Bay Length (ft)							65			
Base Capacity (vph)	945				1222	1187	1459	516		
Starvation Cap Reductn	0				0	0	0	0		
Spillback Cap Reductn	0				0	0	0	0		
Storage Cap Reductn	0				0	0	0	0		
Reduced v/c Ratio	0.13				0.43	0.29	0.14	0.11		

Intersection Summary

Area Type:	Other
Cycle Length:	101
Actuated Cycle Length:	64.9
Natural Cycle:	40
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.43
Intersection Signal Delay:	8.3
Intersection Capacity Utilization	47.0%
Analysis Period (min)	15
Intersection LOS:	A
ICU Level of Service	A

Lanes, Volumes, Timings

1: Albany Post Rd & Tate Ave & Shell Drwy

03/23/2023

Splits and Phases: 1: Albany Post Rd & Tate Ave & Shell Drwy



Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕			↕			↕	
Traffic Vol, veh/h	0	0	0	1	0	0	0	429	1	0	321	4
Future Vol, veh/h	0	0	0	1	0	0	0	429	1	0	321	4
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	0	0	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	80	80	80	89	89	89	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	3	0
Mvmt Flow	0	0	0	1	0	0	0	482	1	0	401	5

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	887	890	483	407	0	0
Stage 1	483	483	-	-	-	-
Stage 2	404	407	-	-	-	-
Critical Hdwy	6.4	6.5	6.2	4.1	-	4.1
Critical Hdwy Stg 1	5.4	5.5	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	2.2	-	2.2
Pot Cap-1 Maneuver	317	284	588	1163	-	1090
Stage 1	625	556	-	-	-	-
Stage 2	679	601	-	-	-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	317	0	588	1163	-	1090
Mov Cap-2 Maneuver	317	0	-	-	-	-
Stage 1	625	0	-	-	-	-
Stage 2	679	0	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.4	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1163	-	-	317	1090	-	-
HCM Lane V/C Ratio	-	-	-	0.004	-	-	-
HCM Control Delay (s)	0	-	-	16.4	0	-	-
HCM Lane LOS	A	-	-	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	-	-

HCM 6th TWSC
 3: Albany Post Rd & Gallagher St/Commercial Drwvy

03/23/2023

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	0	50	7	0	5	68	419	11	4	314	6
Future Vol, veh/h	3	0	50	7	0	5	68	419	11	4	314	6
Conflicting Peds, #/hr	0	0	0	0	0	0	13	0	0	0	0	13
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	87	87	87	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0	1	1	0	0	3	0
Mvmt Flow	4	0	63	9	0	6	78	482	13	5	393	8

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1068	1071	410	1084	1069	489	414	0	0	495	0	0
Stage 1	420	420	-	645	645	-	-	-	-	-	-	-
Stage 2	648	651	-	439	424	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.11	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.209	-	-	2.2	-	-
Pot Cap-1 Maneuver	201	223	646	196	223	583	1150	-	-	1079	-	-
Stage 1	615	593	-	464	471	-	-	-	-	-	-	-
Stage 2	462	468	-	601	590	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	180	197	635	163	197	583	1131	-	-	1079	-	-
Mov Cap-2 Maneuver	180	197	-	163	197	-	-	-	-	-	-	-
Stage 1	547	579	-	420	426	-	-	-	-	-	-	-
Stage 2	414	424	-	539	576	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	12.3		21.5		1.1		0.1	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1131	-	-	556	233	1079	-	-
HCM Lane V/C Ratio	0.069	-	-	0.119	0.064	0.005	-	-
HCM Control Delay (s)	8.4	0	-	12.3	21.5	8.4	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.4	0.2	0	-	-

Appendix C

AMS Buchanan Traffic Impact Study

NYSDOT Crash Data

Crash Level Details

Case Number	Max Injury in Crash	Crash Severity	Access Control	Case Year	Collision Type
36926630		PROPERTY DAMAGE		999	2017 LEFT TURN (AGAINST OTHER CAR)
37314433		PROPERTY DAMAGE		888	2018 REAR END
37868901		PROPERTY DAMAGE		888	2018 OTHER
37876563		PROPERTY DAMAGE		888	2019 OTHER
38024908		PROPERTY DAMAGE		999	2019 OTHER
38092119		PROPERTY DAMAGE		999	2019 LEFT TURN (AGAINST OTHER CAR)
38241547		PROPERTY DAMAGE		999	2019 OTHER
38305327		PROPERTY DAMAGE		999	2020 LEFT TURN (AGAINST OTHER CAR)
38377501		PROPERTY DAMAGE		999	2020 RIGHT ANGLE
38544474		PROPERTY DAMAGE		999	2020 OTHER
38672231		PROPERTY DAMAGE		999	2021 OTHER
38743914		PROPERTY DAMAGE		999	2021 REAR END
38800156		PROPERTY DAMAGE		999	2021 RIGHT ANGLE
38834935		PROPERTY DAMAGE		999	2021 LEFT TURN (AGAINST OTHER CAR)
39162083		PROPERTY DAMAGE		999	2021 REAR END
39164648	A - SERIOUS INJURY	INJURY		888	2021 OTHER
39169187		PROPERTY DAMAGE		999	2021 OVERTAKING

Crash Level Details

Case Number	Crash Date	Crash Time	Crash Type	Light Conditions
36926630	2017-10-10T00:00:00	4:21 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT
37314433	2018-05-18T00:00:00	8:30 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT
37868901	2018-12-24T00:00:00	8:23 PM	COLLISION WITH DEER	DARK-ROAD LIGHTED
37876563	2019-03-25T00:00:00	11:59 PM	COLLISION WITH DEER	DARK-ROAD LIGHTED
38024908	2019-08-12T00:00:00	5:19 PM	COLLISION WITH BICYCLIST	DAYLIGHT
38092119	2019-09-26T00:00:00	7:25 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT
38241547	2019-12-20T00:00:00	6:43 PM	COLLISION WITH DEER	DARK-ROAD UNLIGHTED
38305327	2020-01-26T00:00:00	7:41 PM	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED
38377501	2020-03-19T00:00:00	6:45 AM	COLLISION WITH MOTOR VEHICLE	DAWN
38544474	2020-09-05T00:00:00	12:45 PM	COLLISION WITH ANIMAL	DAYLIGHT
38672231	2021-01-06T00:00:00	6:20 AM	COLLISION WITH DEER	DARK-ROAD LIGHTED
38743914	2021-02-11T00:00:00	11:00 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT
38800156	2021-03-30T00:00:00	6:56 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT
38834935	2021-04-28T00:00:00	6:25 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT
39162083	2021-08-29T00:00:00	1:10 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT
39164648	2021-11-27T00:00:00	11:33 AM	COLLISION WITH CULVERT/HEADWALL	DAYLIGHT
39169187	2021-12-23T00:00:00	3:38 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT

Crash Level Details

Case Number	Road Characteristics	Road Surface Conditions	Traffic Control	Traffic Way	Weather Conditions
36926630	STRAIGHT AND LEVEL	DRY	NO PASSING ZONE	NOT ENTERED	CLEAR
37314433	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY
37868901	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR
37876563	STRAIGHT/ GRADE	DRY	NONE	NOT ENTERED	CLEAR
38024908	STRAIGHT/ GRADE	DRY	NONE	NOT ENTERED	CLEAR
38092119	CURVE AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR
38241547	STRAIGHT/ GRADE	DRY	NONE	NOT ENTERED	CLEAR
38305327	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR
38377501	STRAIGHT/ GRADE	WET	NONE	NOT ENTERED	RAIN
38544474	CURVE AND GRADE	DRY	NONE	NOT ENTERED	CLEAR
38672231	STRAIGHT/ GRADE	DRY	NONE	NOT ENTERED	CLEAR
38743914	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLOUDY
38800156	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR
38834935	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY
39162083	CURVE AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY
39164648	STRAIGHT/ GRADE	DRY	NONE	NOT ENTERED	CLEAR
39169187	STRAIGHT/ GRADE	DRY	NONE	NOT ENTERED	CLEAR

Crash Level Details

Case Number	Commercial Vehicle Crash Indicator	DMV Insert Date	# of Fatalities	# of Injuries
36926630		0 1970-01-01T00:00:00		0
37314433		0 1970-01-01T00:00:00		0
37868901		0 1970-01-01T00:00:00		0
37876563		0 1970-01-01T00:00:00		0
38024908		0 1970-01-01T00:00:00		0
38092119		0 1970-01-01T00:00:00		0
38241547		0 1970-01-01T00:00:00		0
38305327		0 1970-01-01T00:00:00		0
38377501		0 1970-01-01T00:00:00		0
38544474		0 1970-01-01T00:00:00		0
38672231		0 1970-01-01T00:00:00		0
38743914		0 1970-01-01T00:00:00		0
38800156		0 1970-01-01T00:00:00		0
38834935		0 1970-01-01T00:00:00		0
39162083		0 1970-01-01T00:00:00		0
39164648		0 1970-01-01T00:00:00		1
39169187		0 1970-01-01T00:00:00		0

Crash Level Details

Case Number	# of Other Injuries	# of Serious Injuries	# of Vehicles	Police Department	Non Reportable	
36926630	0	0	0	2	15902	0
37314433	0	0	0	2	5941	0
37868901	0	0	0	1	5941	0
37876563	0	0	0	1	5900	0
38024908	0	0	0	1	5941	0
38092119	0	0	0	2	5941	0
38241547	0	0	0	1	5941	0
38305327	0	0	0	2	5941	0
38377501	0	0	0	2	5941	0
38544474	0	0	0	1	5941	0
38672231	0	0	0	1	5941	0
38743914	0	0	0	2	5941	1
38800156	0	0	0	2	5941	0
38834935	0	0	0	2	5941	0
39162083	0	0	0	2	5941	0
39164648	0	0	1	1	5941	0
39169187	0	0	0	2	5941	0

Crash Level Details

Case Number	Reporting Agency	Non-Public Way	X Coordinate	Y Coordinate
36926630	NYSP CORTLANDT	No	589023.2231	4568554.018
37314433	BUCHANAN VILLAGE PD	No	589023.52	4568525.75
37868901	BUCHANAN VILLAGE PD	No	589206.1863	4568145.103
37876563	PD WESTCHESTER COUNTY DPS	No	589186.5063	4568192.987
38024908	BUCHANAN VILLAGE PD	No	589236.68	4567997.62
38092119	BUCHANAN VILLAGE PD	No	589022.9611	4568540.98
38241547	BUCHANAN VILLAGE PD	No	589192.9474	4568179.175
38305327	BUCHANAN VILLAGE PD	No	589025.8244	4568510.685
38377501	BUCHANAN VILLAGE PD	No	589030.807	4568488.086
38544474	BUCHANAN VILLAGE PD	No	589204.0838	4568150.825
38672231	BUCHANAN VILLAGE PD	No	589221.9981	4568076.911
38743914	BUCHANAN VILLAGE PD	No	589022.9611	4568540.98
38800156	BUCHANAN VILLAGE PD	No	589022.9611	4568540.98
38834935	BUCHANAN VILLAGE PD	No	589023.52	4568525.75
39162083	BUCHANAN VILLAGE PD	No	589023.52	4568525.75
39164648	BUCHANAN VILLAGE PD	No	589236.68	4567997.62
39169187	BUCHANAN VILLAGE PD	No	589236.8075	4567996.911

Crash Level Details

Case Number	Intersection Indicator	Closest Cross Street	County	Direction From	Distance From
36926630		2 Tate Ave	Westchester		28
37314433		1 ALBANY POST RD	Westchester		0
37868901		2 CRAFT LN	Westchester		9
37876563		0 CRAFT LN	Westchester		61
38024908		1 LINDSEY AVE	Westchester		0
38092119		2 TATE AVE	Westchester		15
38241547		0 CRAFT LN	Westchester		46
38305327		2 TATE AVE	Westchester		15
38377501		0 Tate Ave	Westchester		38
38544474		2 CRAFT LN	Westchester		15
38672231		0 CRAFT LN	Westchester		61
38743914		2 TATE AVE	Westchester		15
38800156		2 TATE AVE	Westchester		15
38834935		1 TATE AVE	Westchester		0
39162083		1 TATE AVE	Westchester		0
39164648		1 LINDSEY AVE	Westchester		0
39169187		2 Lindsey Ave	Westchester		1

Crash Level Details

Case Number	Intersection ID	Municipality	On Street	Reference Marker	Access Control	Divided
36926630	9011400	Buchanan	ALBANY POST RD	9A87032247		
37314433	9011400	Buchanan	TATE AVE	9A87032246		
37868901	9011563	Buchanan	[Route] 9A	9A87032244		
37876563		Buchanan	ALBANY POST RD	9A87032244		
38024908	9011490	Buchanan	ALBANY POST RD	9A87032243		
38092119	9011400	Buchanan	ALBANY POST RD	9A87032247		
38241547		Buchanan	ALBANY POST RD	9A87032244		
38305327	9011400	Buchanan	ALBANY POST RD	9A87032246		
38377501		Buchanan	ALBANY POST RD	9A87032246		
38544474	9011563	Buchanan	ALBANY POST RD	9A87032244		
38672231		Buchanan	ALBANY POST RD	9A87032243		
38743914	9011400	Buchanan	ALBANY POST RD	9A87032247		
38800156	9011400	Buchanan	ALBANY POST RD	9A87032247		
38834935	9011400	Buchanan	ALBANY POST RD	9A87032246		
39162083	9011400	Buchanan	ALBANY POST RD	9A87032246		
39164648	9011490	Buchanan	ALBANY POST RD	9A87032243		
39169187	9011490	Buchanan	ALBANY POST RD	9A87032243		

Crash Level Details

Case Number	Functional Class	Maintenance Jurisdiction	Owning Jurisdiction	Road Name	Posted Speed
36926630	Unknown	Unknown	Unknown		
37314433	16-Urban Minor Arterial	NYSDOT	NYSDOT		30
37868901	16-Urban Minor Arterial	NYSDOT	NYSDOT		30
37876563	16-Urban Minor Arterial	NYSDOT	NYSDOT		30
38024908	16-Urban Minor Arterial	NYSDOT	NYSDOT		30
38092119	16-Urban Minor Arterial	NYSDOT	NYSDOT		30
38241547	16-Urban Minor Arterial	NYSDOT	NYSDOT		30
38305327	16-Urban Minor Arterial	NYSDOT	NYSDOT		30
38377501	16-Urban Minor Arterial	NYSDOT	NYSDOT		30
38544474	16-Urban Minor Arterial	NYSDOT	NYSDOT		30
38672231	16-Urban Minor Arterial	NYSDOT	NYSDOT		30
38743914	16-Urban Minor Arterial	NYSDOT	NYSDOT		30
38800156	16-Urban Minor Arterial	NYSDOT	NYSDOT		30
38834935	16-Urban Minor Arterial	NYSDOT	NYSDOT		30
39162083	16-Urban Minor Arterial	NYSDOT	NYSDOT		30
39164648	16-Urban Minor Arterial	NYSDOT	NYSDOT		30
39169187	16-Urban Minor Arterial	NYSDOT	NYSDOT		30

Crash Level Details

Case Number	Apparent Contributing Factor
36926630	V1:(FAILURE TO YIELD RIGHT OF WAY,ALCOHOL INVOLVEMENT) / V2:(NOT APPLICABLE,NOT APPLICABLE)
37314433	V1:(NOT APPLICABLE,NOT APPLICABLE) / V2:(DRIVER INATTENTION,DRIVER INEXPERIENCE)
37868901	V1:(ANIMAL'S ACTION,NOT APPLICABLE)
37876563	V1:(ANIMAL'S ACTION,NOT ENTERED)
38024908	V1:(NOT APPLICABLE,NOT APPLICABLE)
38092119	V1:(DRIVER INATTENTION,UNKNOWN) / V2:(DRIVER INATTENTION,UNKNOWN)
38241547	V1:(ANIMAL'S ACTION,NOT APPLICABLE)
38305327	V1:(NOT APPLICABLE,NOT APPLICABLE) / V2:(FAILURE TO YIELD RIGHT OF WAY,UNKNOWN)
38377501	V1:(DRIVER INATTENTION,PAVEMENT SLIPPERY) / V2:(UNKNOWN,UNKNOWN)
38544474	V1:(ANIMAL'S ACTION,ANIMAL'S ACTION)
38672231	V1:(ANIMAL'S ACTION,NOT APPLICABLE)
38743914	V1:(UNKNOWN,NOT APPLICABLE) / V2:(DRIVER INATTENTION,UNKNOWN)
38800156	V1:(FAILURE TO YIELD RIGHT OF WAY,FAILURE TO YIELD RIGHT OF WAY) / V2:(NOT APPLICABLE,NOT APPLICABLE)
38834935	V1:(FAILURE TO YIELD RIGHT OF WAY,FAILURE TO YIELD RIGHT OF WAY) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39162083	V1:(DRIVER INATTENTION,UNKNOWN) / V2:(UNKNOWN,UNKNOWN)
39164648	V1:(REACTION TO OTHER UNINVOLVED VEHICL,NOT APPLICABLE)
39169187	V1:(NOT APPLICABLE,NOT APPLICABLE) / V2:(PASSING OR LANE USAGE IMPROPERLY,NOT APPLICABLE)

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

36926630

Local Codes
SP3K577H11CS

AMENDED REPORT

DMV COPY

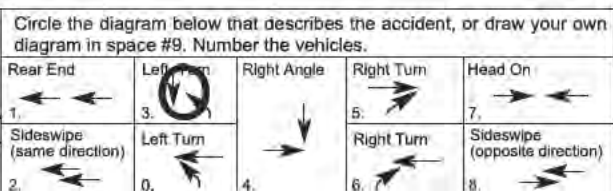
1	Accident Date			Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene <input type="checkbox"/>	Left Scene <input type="checkbox"/>	Police Photos <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
	Month	Day	Year								
	10	10	2017	Tues	1621	2	0	0	Accident Reconstructed <input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

VEHICLE 1 VEHICLE 2 BICYCLIST PEDESTRIAN OTHER PEDESTRIAN



5	Ticket/Arrest Number(s)	M2117H16PP	M2117H16DJ	M2117H162Q	Ticket/Arrest Number(s)
	Violation Section(s)	11921	12271	1140A	Violation Section(s)

6	VEHICLE 1 DAMAGE CODES	Box 1 - Point of Impact	3	1	3	2	VEHICLE 2 DAMAGE CODES	Box 1 - Point of Impact	12	1	12	2
		Box 2 - Most Damage						Box 2 - Most Damage				
7	VEHICLE 1 TOWING	Vehicle Towed:	By RON'S TOWING To RON'S TOWING				VEHICLE 2 TOWING	Vehicle Towed:	By SELICK'S TOWI To SELICK'S TOWIN			
		Enter up to three more Damage Codes	3	4	5	Enter up to three more Damage Codes		3	4	5		



ACCIDENT DIAGRAM

DIAGRAM IS PRINTED ON LAST PAGE

Cost of repairs to any one vehicle will be more than \$1000.
 Unknown/Unable to Determine Yes No

VEHICLE DAMAGE CODING:
 1-13. SEE DIAGRAM ON RIGHT.
 14. UNDERCARRIAGE 17. DEMOLISHED
 15. TRAILER 18. NO DAMAGE
 16. OVERTURNED 19. OTHER

Place Where Accident Occurred:
 County WEST City Village Town of BUCHANAN, VILLAGE OF
 Road on which accident occurred ALBANY POST RD (Route Number or Street Name)
 at 1) intersecting street _____ (Route Number or Street Name)
 or 2) 100 N S E W of tate ave (Milepost, Nearest intersecting Route Number or Street Name)
 Feet Miles

Accident Description/Officer's Notes
 V-2 was traveling south in attempts to turn right from Albany Post Rd. to Tate Ave. V-1 attempts to execute a left turn without yielding right of way to V-2. Subsequently, V-1 struck V-2. Tickets Issued: [Redacted] Driver of vehicle number (1) tickets: Ticket Number: M2117H16PP Violation: 11921 Ticket Number: M2117H16DJ Violation; 12271 Ticket Number: M2117H162Q Violation; 1140A Ticket Number: M2117H15KX Violation: 1163A;

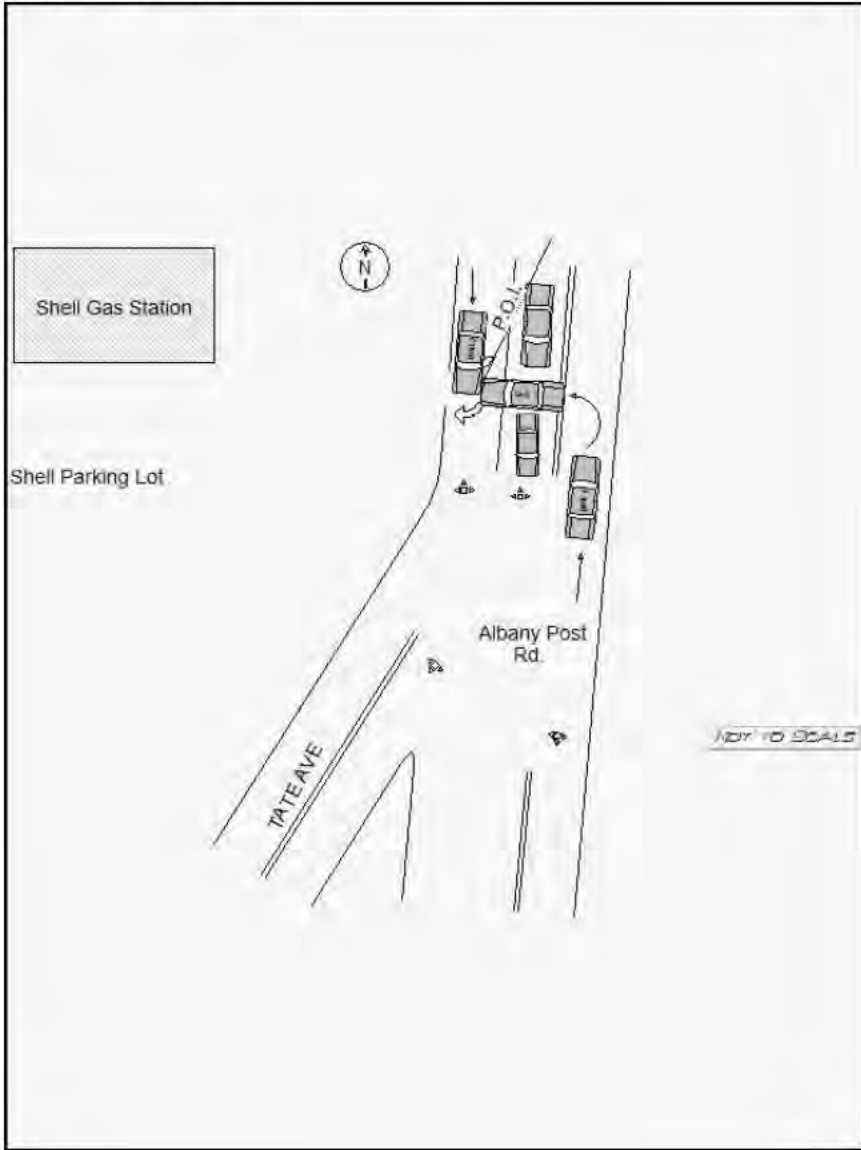
ALL INVOLVED	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
	A	01	1	4	1	55	1	-	-	-					[Redacted]
B	02	1	4	1	56	2	-	-	-					[Redacted]	
C															
D															
E															
F															

Officer's Rank and Signature TPR Print Name in Full ALEXIS CACERES	Badge/ID No. 3336	NCIC No. 15902	Precinct/Post Troop/Zone K3	Station/Beat/Sector 31	Reviewing Officer PFISTER, KERI	Date/Time Reviewed 2017/10/11 11:20
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USE COVER SHEET
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New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM

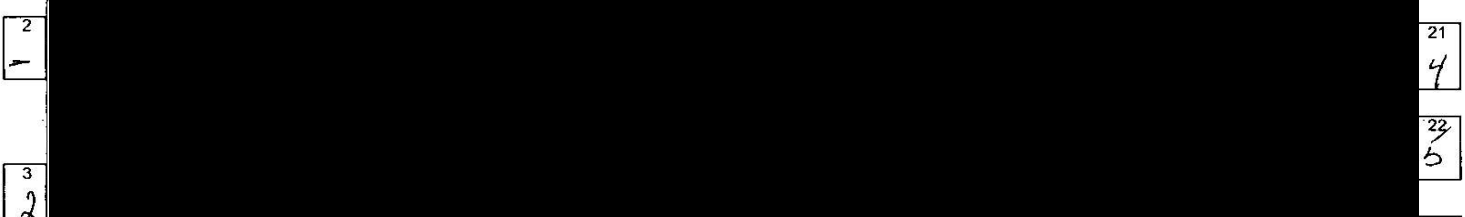


New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
MV-104A (9/17)

Page 1 of 1 Pages
Local Codes
32632

AMENDED REPORT

Accident Date Month <u>05</u> Day <u>18</u> Year <u>2018</u>	Day of Week <u>Fr</u>	Military Time <u>0830</u>	No. of Vehicles <u>2</u>	No. Injured <u>0</u>	No. Killed <u>0</u>	Not Investigated at Scene <input type="checkbox"/>	Left Scene <input type="checkbox"/>	Police Photos <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No			
VEHICLE 1						<input checked="" type="checkbox"/> VEHICLE 2			<input type="checkbox"/> BICYCLIST	<input type="checkbox"/> PEDESTRIAN	<input type="checkbox"/> OTHER PEDESTRIAN



Name - exactly as printed on registration
TOWN OF COLTIAUDT

Sex _____ Date of Birth _____
Month _____ Day _____ Year _____

Address (Include Number & Street)
1 Heady St

Apt. No. _____ Haz. Mat. Code Released

City or Town COLTIAUDT MANOR NY State NY Zip Code 10567

Plate Number PA 1676 State of Reg. NY Vehicle Year & Make 2016 JEEP Vehicle Type 16 Ins. Code 000

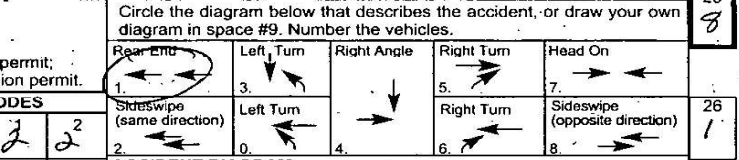
Ticket/Arrest Number(s) _____ Violation Section(s) _____

Check if involved vehicle is:
 more than 95 inches wide;
 more than 34 feet long;
 operated with an overweight permit;
 operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact	1	2
Box 2 - Most Damage	<u>8</u>	<u>8</u>

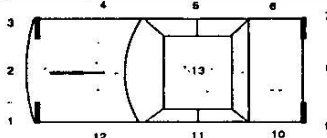
Enter up to three more Damage Codes: 3 _____ 4 _____ 5 _____



VEHICLE DAMAGE CODING:

1-13. SEE DIAGRAM ON RIGHT.

14. UNDERCARRIAGE 17. DEMOLISHED
15. TRAILER 18. NO DAMAGE
16. OVERTURNED 19. OTHER



Reference Marker _____ Coordinates (if available) _____
Latitude/Northing: _____
Longitude/Easting: _____

Place Where Accident Occurred:
County Westchester City Village Town of Buchanan
Road on which accident occurred TATE AVE (Route Number or Street Name)
at 1) intersecting street ALBANY POST RD (Route Number or Street Name)
or 2) _____ (Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes
V#1 STOPPED AT A TRAFFIC LIGHT, V#2 OPERATOR FAILED TO APPLY BRAKES FULLY CAUSING V#2 TO HIT REAR OF V#1

	8	9	10	11	12	13	14	15	16	17	18	BY	TO	Names of all involved	Date of Death Only
A	1	1	41	1	41	M	-	-	-	-	-	-	-		
B	2	1	41	1	19	F	-	-	-	-	-	-	-		
C															
D															
E															
F															

Officer's Rank and Signature PO Anthony Palmiello Badge/ID No. #1 NCIC No. 05941 Precinct/Post Troop/Zone _____ Station/Beat Sector _____ Reviewing Officer _____ Date/Time Reviewed 5/20/18

19 -
20 -
21 4
22 5
23 1
24 1
25 8
26 1
27 1
28 1
29 -
30 -
USE COVER SHEET
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New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
MV-104A (6/04)
DMV COPY

Page 1 of 1 Pages

Local Codes
35330

AMENDED REPORT

1	Accident Date Month 12 Day 24 Year 2018	Day of Week MON	Military Time 2023	No. of Vehicles 1	No. Injured 0	No. Killed 0	Not Investigated at Scene <input type="checkbox"/>	Left Scene <input type="checkbox"/>	Police Photos Accident Reconstructed <input type="checkbox"/> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
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2	VEHICLE 1	<input type="checkbox"/> VEHICLE 2	<input type="checkbox"/> BICYCLIST	<input type="checkbox"/> PEDESTRIAN	<input type="checkbox"/> OTHER PEDESTRIAN
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3	Name - exactly as printed on registration ALL COUNTY TRANSPORTATION	Sex C	Date of Birth Month 12 Day 24 Year 2018	Name - exactly as printed on registration ALL COUNTY TRANSPORTATION	Sex C	Date of Birth Month 12 Day 24 Year 2018
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4	Address (Include Number & Street) 2 JOHN WALKER BLVD ZOO	Apt. No.	Haz. Mat. Code	Released	Address (Include Number & Street) 2 JOHN WALKER BLVD ZOO	Apt. No.	Haz. Mat. Code	Released
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5	City or Town PEEKSKILL	State NY	Zip Code 10566	City or Town PEEKSKILL	State NY	Zip Code 10566
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6	Plate Number W20125C	State of Reg. NY	Vehicle Year & Make 2013 LINCOLN	Vehicle Type SUBN	Ins. Code 036	Plate Number	State of Reg.	Vehicle Year & Make	Vehicle Type	Ins. Code
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7	Ticket/Arrest Number(s) N/A	Violation Section(s) N/A	Ticket/Arrest Number(s)	Violation Section(s)
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8	Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.	Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.	Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.
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9	VEHICLE 1 DAMAGE CODES Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes	VEHICLE 2 DAMAGE CODES Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes	ACCIDENT DIAGRAM Rear End, Left Turn, Right Angle, Right Turn, Head On, Sideswipe (same direction), Left Turn, Right Turn, Sideswipe (opposite direction)
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10	Reference Marker 9A	Coordinates (if available) Latitude/Northing: 8703 Longitude/Easting: 2743	Place Where Accident Occurred: County WESTCHESTER <input type="checkbox"/> City <input type="checkbox"/> Village <input type="checkbox"/> Town of BUCHANAN Road on which accident occurred ALBANY POST RD S.R. 9A (Route Number or Street Name) at 1) intersecting street _____ (Route Number or Street Name) or 2) RD <input checked="" type="checkbox"/> E <input checked="" type="checkbox"/> W of CATHERINE ST CRAFT (Milepost, Nearest intersecting Route Number or Street Name)
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Accident Description/Officer's Notes
VI WAS TRAVELING SOUTH BOUND ON S.R. 9A WHEN A PEER RAN INTO THE ROADWAY COLLIDING WITH VI. NO INJURIES REPORTED ON SCENE.

8	9	10	11	12	13	14	15	16	17	18	BY	TO	Names of all involved	Date of Death Only
A														
B														
C														
D														
E														
F														

Officer's Rank and Signature PTL PO [Signature]	Badge/ID No. 4	NCIC No. 059410	Precinct/Post Troop/Zone	Station/Beat/ Sector	Reviewing Officer SC [Signature]	Date/Time Reviewed 12/25/18 1815
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USE COVER SHEET

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
MV-104A (9/17)

Page 1 of 1 Pages

Local Codes

33648

AMENDED REPORT

1	Accident Date Month: 03 Day: 25 Year: 2019	Day of Week MONDAY	Military Time 2359	No. of Vehicles 1	No. Injured 0	No. Killed 0	Not Investigated at Scene <input type="checkbox"/>	Left Scene <input type="checkbox"/>	Police Photos <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
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2	VEHICLE 1	<input type="checkbox"/> VEHICLE 2	<input type="checkbox"/> BICYCLIST	<input type="checkbox"/> PEDESTRIAN	<input type="checkbox"/> OTHER PEDESTRIAN
3	VEHICLE 2 - Driver License ID Number		State of Lic.		
4	Driver Name - exactly as printed on license		Apt. No.		
5	Address (Include Number & Street)		City or Town State Zip Code		
6	Date of Birth Month Day Year	Sex	Unlicensed <input type="checkbox"/>	No. of Occupants	Public Property Damaged <input type="checkbox"/>
7	Name - exactly as printed on registration		Sex	Date of Birth Month Day Year	
8	Address (Include Number & Street)		Apt. No.	Haz. Mat. Code	Released <input type="checkbox"/>
9	City or Town State Zip Code		Plate Number State of Reg. Vehicle Year & Make Vehicle Type Ins. Code		

10	Ticket/Arrest Number(s) N/A	Ticket/Arrest Number(s)
11	Violation Section(s) N/A	Violation Section(s)

12	Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.	Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.	Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.
13	VEHICLE 1 DAMAGE CODES Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes	VEHICLE 2 DAMAGE CODES Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes	ACCIDENT DIAGRAM
14	Vehicle By Towed: To NOT TOWED	Vehicle By Towed: To	Cost of repairs to any one vehicle will be more than \$1000. <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

15	Reference Marker 9A 8703 2244	Coordinates (if available) Latitude/Northing: Longitude/Easting:	Place Where Accident Occurred: County WESTCHESTER <input type="checkbox"/> City <input checked="" type="checkbox"/> Village <input type="checkbox"/> Town of BUCHANAN Road on which accident occurred ALBANY POST ROAD at 1) intersecting street or 2) 200 Feet Miles of CRAFT LANE (Milepost, Nearest intersecting Route Number or Street Name)
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Accident Description/Officer's Notes OPERATOR OF VI WAS TRAVELING IN A NORTHERLY DIRECTION ON STATE ROUTE 9A / ALBANY POST ROAD WHEN A DEER RAN OUT IN FRONT OF VI. VI STRUCK THE DEER CAUSING DAMAGE TO THE FRONT END OF THE VEHICLE. NO INJURIES REPORTED. VEHICLE WAS NOT TOWED.

ALL INVOLVED	8	9	10	11	12	13	14	15	16	17	18	BY	TO	Names of all involved	Date of Death Only
A	1	1	4	1	F	47									
B	1	3	4	1	F	60									
C															
D															
E															
F															

Officer's Rank and Signature Print Name in Full DET. CLERTSCHER	Badge/ID No. 5	NCIC No.	Precinct/Post Troop/Zone	Station/Beat/Sector	Reviewing Officer SCT	Date/Time Reviewed 3/28/19 1930
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New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

38024908

Local Codes
4W0CR19VLBJ9

AMENDED REPORT

DMV COPY

1 Accident Date: Month 08, Day 12, Year 2019. Day of Week: MONDA. Military Time: 1719. No. of Vehicles: 2. No. Injured: 0. No. Killed: 0. Not Investigated at Scene: . Accident Reconstructed: . Left Scene: . Police Photos: Yes No.

2 VEHICLE 1 VEHICLE 2 BICYCLIST PEDESTRIAN OTHER PEDESTRIAN

3 6 [Redacted Area]

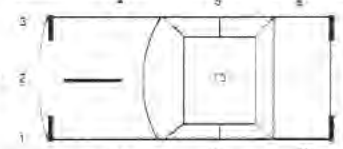
4 Name-exactly as printed on registration. Sex. Date of Birth: Month, Day, Year. Address (Include Number & Street). Apt. No. Haz. Mat. Code. Released: . City or Town. State. Zip Code. Plate Number. State of Reg. Vehicle Year & Make. Vehicle Type: BICY. Ins. Code.

5 Ticket/Arrest Number(s). Violation Section(s).

6 Check if involved vehicle is: more than 95 inches wide; more than 34 feet long; operated with an overweight permit; operated with an overdimension permit.

7 VEHICLE 1 DAMAGE CODES: Box 1 - Point of Impact, Box 2 - Most Damage. VEHICLE 2 DAMAGE CODES: Box 1 - Point of Impact, Box 2 - Most Damage. Enter up to three more Damage Codes.

Vehicle Towed: By, To.

VEHICLE DAMAGE CODING: 1-13. SEE DIAGRAM ON RIGHT. 14. UNDERCARRIAGE 17. DEMOLISHED. 15. TRAILER 18. NO DAMAGE. 16. OVERTURNED 19. OTHER.  ACCIDENT DIAGRAM: Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles. 9. DIAGRAM IS PRINTED ON LAST PAGE.

Place Where Accident Occurred: County WEST, City Village Town of BUCHANAN, VILLAGE OF. Road on which accident occurred ALBANY POST ROAD. at 1) intersecting street LINDSAY AVENUE. or 2) _____ of _____.

Accident Description/Officer's Notes: Operator of V1 reports traveling in a Northerly direction on Albany Post Road and taking a left turn onto Gallagher Street. The bicyclist reports traveling in a Northerly direction on Albany Post Road and turning onto Lindsey Avenue. V1 struck the bicyclist. No injuries reported. No vehicles towed. - WITNESS 1

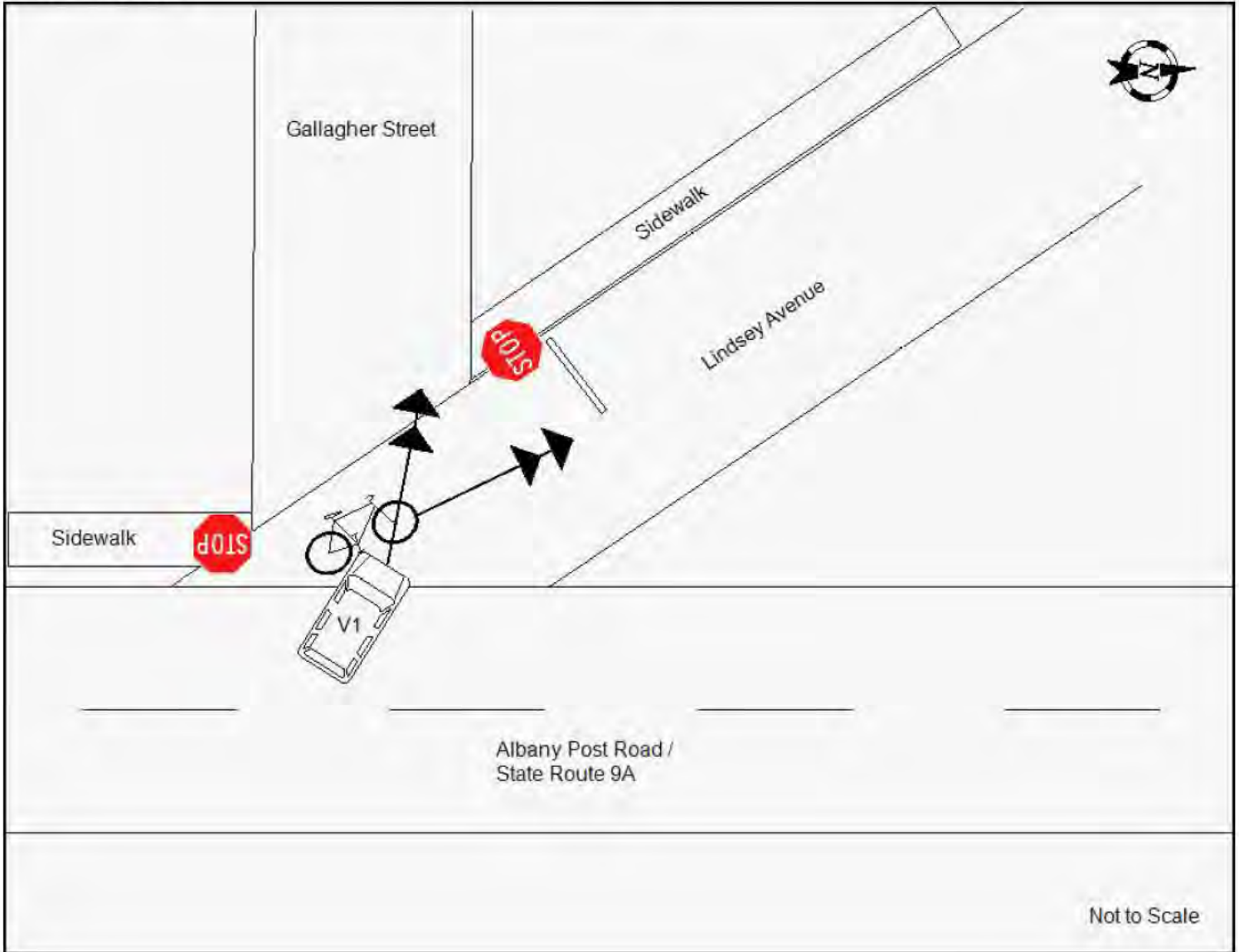
ALL INVOLVED table with columns: 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, BY, TO, 18, Names of all involved, Date of Death Only.

Officer's Rank and Signature: DET C LOERTSCHER. Badge/ID No.: 5. NCIC No.: 05941. Precinct/Post Troop/Zone. Station/Beat/Sector. Reviewing Officer: FARRELL, S. Date/Time Reviewed: 2019/08/15 08:27.

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USE COVER SHEET

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



Not to Scale

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

38092119

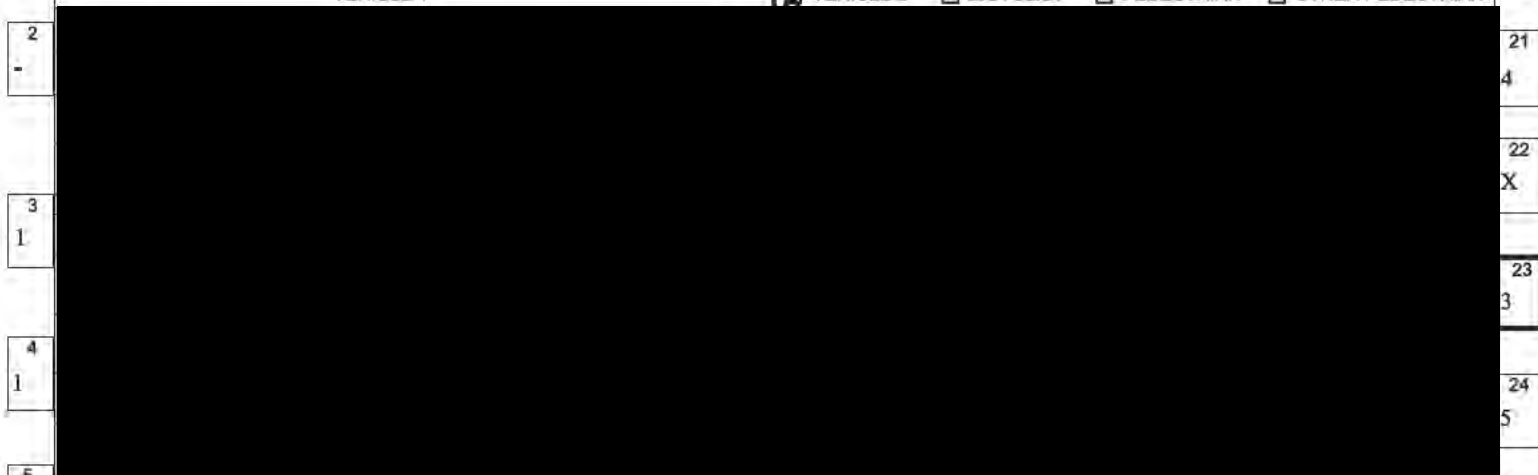
Local Codes
4W0BD1B1C168

AMENDED REPORT

DMV COPY

1 -	Accident Date			Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene <input type="checkbox"/>	Left Scene	Police Photos	20 X
	Month	Day	Year	THURSD	0725	2	0	0	Accident Reconstructed <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

VEHICLE 1 VEHICLE 2 BICYCLIST PEDESTRIAN OTHER PEDESTRIAN



5 4	Ticket/Arrest Number(s)	Ticket/Arrest Number(s)
	Violation Section(s)	Violation Section(s)

6 1	VEHICLE 1 DAMAGE CODES	VEHICLE 2 DAMAGE CODES	Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.				25 3																
			<table border="1"> <tr> <td>Rear End</td> <td>Left Turn</td> <td>Right Angle</td> <td>Right Turn</td> <td>Head On</td> </tr> <tr> <td>1. ← ←</td> <td>3. ↺</td> <td>↓</td> <td>5. ↘</td> <td>7. → →</td> </tr> <tr> <td>Sideswipe (same direction)</td> <td>Left Turn</td> <td></td> <td>Right Turn</td> <td>Sideswipe (opposite direction)</td> </tr> <tr> <td>2. ← ←</td> <td>0. ↺</td> <td>4. ↓</td> <td>6. ↘</td> <td>8. → →</td> </tr> </table>					Rear End	Left Turn	Right Angle	Right Turn	Head On	1. ← ←	3. ↺	↓	5. ↘	7. → →	Sideswipe (same direction)	Left Turn		Right Turn	Sideswipe (opposite direction)	2. ← ←
Rear End	Left Turn	Right Angle	Right Turn	Head On																			
1. ← ←	3. ↺	↓	5. ↘	7. → →																			
Sideswipe (same direction)	Left Turn		Right Turn	Sideswipe (opposite direction)																			
2. ← ←	0. ↺	4. ↓	6. ↘	8. → →																			
7 1	VEHICLE 1 DAMAGE CODES	VEHICLE 2 DAMAGE CODES	ACCIDENT DIAGRAM				26 1																
	Box 1 - Point of Impact	Box 1 - Point of Impact	<p>DIAGRAM IS PRINTED ON LAST PAGE</p>																				

VEHICLE DAMAGE CODING:	VEHICLE 1 DAMAGE CODES	VEHICLE 2 DAMAGE CODES	9.	27 1
1-13. SEE DIAGRAM ON RIGHT.	14. UNDERCARRIAGE	17. DEMOLISHED	<p>Cost of repairs to any one vehicle will be more than \$1000.</p> <input type="checkbox"/> Unknown/Unable to Determine <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
15. TRAILER	16. OVERTURNED	19. OTHER		28 1

Reference Marker	Coordinates (if available)	Place Where Accident Occurred:
	Latitude/Northing:	County <u>WEST</u> <input type="checkbox"/> City <input checked="" type="checkbox"/> Village <input type="checkbox"/> Town of <u>BUCHANAN, VILLAGE OF</u>
	Longitude/Easting:	Road on which accident occurred <u>3190 ALBANY POST RD</u> (Route Number or Street Name)
		at 1) intersecting street _____ (Route Number or Street Name)
		or 2) <u>50</u> <input checked="" type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W of <u>ate ave</u> (Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes
 V#1 Operator states while trying to make a left in to 3190 alban Post Rd he was waved across 2 lanes of traffic by a unknown motorist who left the scene causing him to drive in front of V#2. Operator of V#2 states V#1 attempting to enter 3190 Albany Post Rd drove across her travel lane directly in front of her.

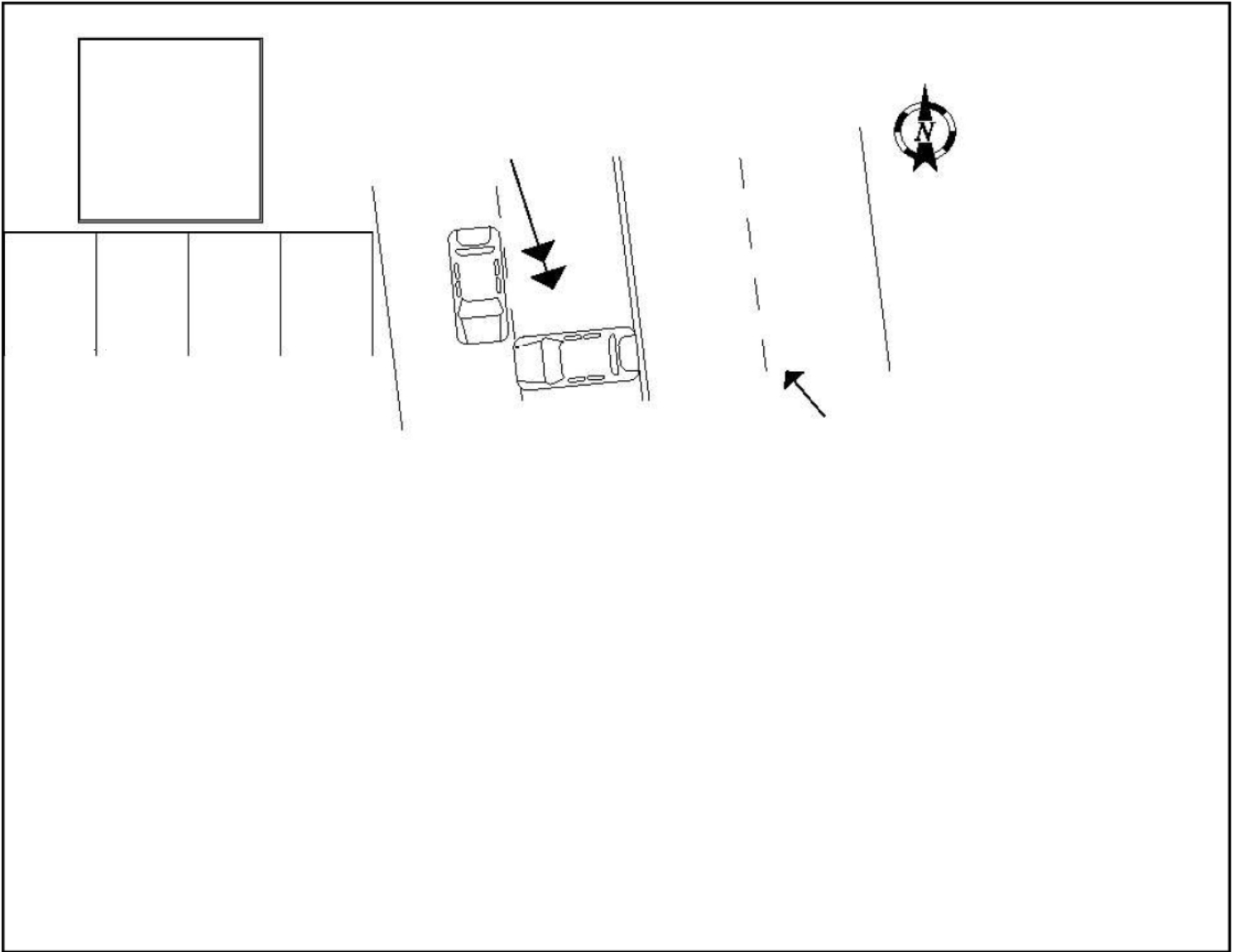
ALL INVOLVED	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
	A	01	1	4	1	61	1	-	-	-					
	B	02	1	4	1	66	2	-	-	-					
	C														
	D														
	E														

Officer's Rank and Signature	PO	Badge/ID No.	1	NCIC No.	05941	Precinct/Post Troop/Zone	K	Station/Beat/Sector		Reviewing Officer	FARRELL, S	Date/Time Reviewed	2019/09/27 06:53
Print Name in Full	A PALMIETTO												

USE COVER SHEET

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

38241547

Local Codes
4W0CR2BBGHP1

AMENDED REPORT

DMV COPY

19
61

1 Accident Date: Month 12, Day 20, Year 2019. Day of Week: FRIDAY. Military Time: 1843. No. of Vehicles: 1. No. Injured: 0. No. Killed: 0. Not Investigated at Scene: . Left Scene: . Police Photos: Yes, No. Accident Reconstructed: .

2 VEHICLE 1 VEHICLE 2 BICYCLIST PEDESTRIAN OTHER PEDESTRIAN

3 VEHICLE 2 - Driver License ID Number. State of Lic. [Redacted]

4 Driver Name - exactly as printed on license. Address (Include Number & Street). Apt. No. [Redacted]

5 City or Town. State. Zip Code. [Redacted]

6 Date of Birth: Month, Day, Year. Sex. Unlicensed: . No. of Occupants. Public Property Damaged: .

7 Name - exactly as printed on registration. Sex. Date of Birth: Month, Day, Year. [Redacted]

8 Address (Include Number & Street). Apt. No. Haz. Mat. Code. Released: . [Redacted]

9 City or Town. State. Zip Code. [Redacted]

10 Plate Number. State of Reg. Vehicle Year & Make. Vehicle Type. Ins. Code. [Redacted]

11 Ticket/Arrest Number(s). Violation Section(s). [Redacted]

12 Check if involved vehicle is: more than 95 inches wide; more than 34 feet long; operated with an overweight permit; operated with an overdimension permit.

13 VEHICLE 1 DAMAGE CODES. Box 1 - Point of Impact: 1, 2. Box 2 - Most Damage: 12, 12. Enter up to three more Damage Codes: 3, 4, 5.

14 VEHICLE 2 DAMAGE CODES. Box 1 - Point of Impact: 1, 2. Box 2 - Most Damage: 1, 2. Enter up to three more Damage Codes: 3, 4, 5.

15 Vehicle Towed: By To. [Redacted]

16 Vehicle Towed: By To. [Redacted]

17 VEHICLE DAMAGE CODING: 1-13. SEE DIAGRAM ON RIGHT. 14. UNDERCARRIAGE 17. DEMOLISHED 15. TRAILER 18. NO DAMAGE 16. OVERTURNED 19. OTHER

18 Reference Marker. Coordinates (if available). Latitude/Northing: 9 A. Longitude/Easting: 8 7 0 3, 2 2 4 3.

19 Place Where Accident Occurred: County WEST. City Village Town of BUCHANAN, VILLAGE OF. Road on which accident occurred ALBANY POST ROAD. at 1) intersecting street. (Route Number or Street Name)

20 or 2) 150 Feet Miles. N S E W of CRAFT LANE. (Milepost, Nearest intersecting Route Number or Street Name)

21 Accident Description/Officer's Notes: V1 SOUTHBOUND ON STATE ROUTE 9A. DEER ENTERS ROADWAY FROM EAST AND TRAVELS INTO PATH OF V1. V1 STRIKES DEER CAUSING DAMAGE TO VEHICLE.

22 ALL INVOLVED. Table with columns: 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, BY, TO, 18, Names of all involved, Date of Death Only.

23 Officer's Rank and Signature: PO DAVID REGG. Badge/ID No. 2. NCIC No. 05941. Precinct/Post Troop/Zone. Station/Beat/Sector. Reviewing Officer: FARRELL, S. Date/Time Reviewed: 2019/12/23 09:34.

24 Diagram area with text: DIAGRAM IS PRINTED ON LAST PAGE. ACCIDENT DIAGRAM. Cost of repairs to any one vehicle will be more than \$1000. Unknown/Unable to Determine Yes No.

25 Diagram area with text: 9. [Redacted]

26 Diagram area with text: 9. [Redacted]

27 Diagram area with text: 9. [Redacted]

28 Diagram area with text: 9. [Redacted]

29 Diagram area with text: 9. [Redacted]

30 Diagram area with text: 9. [Redacted]

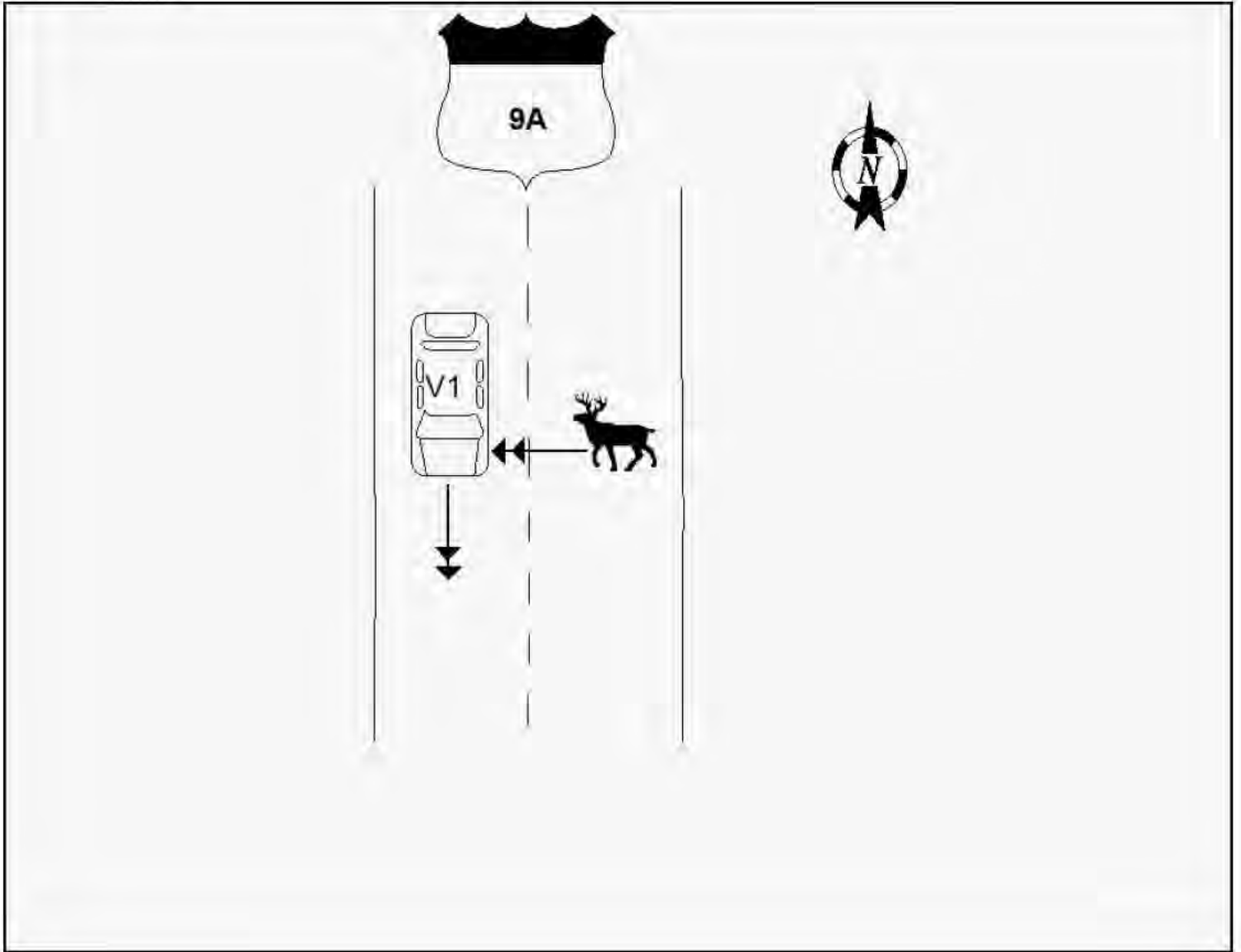
31 Diagram area with text: 9. [Redacted]

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New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

38305327

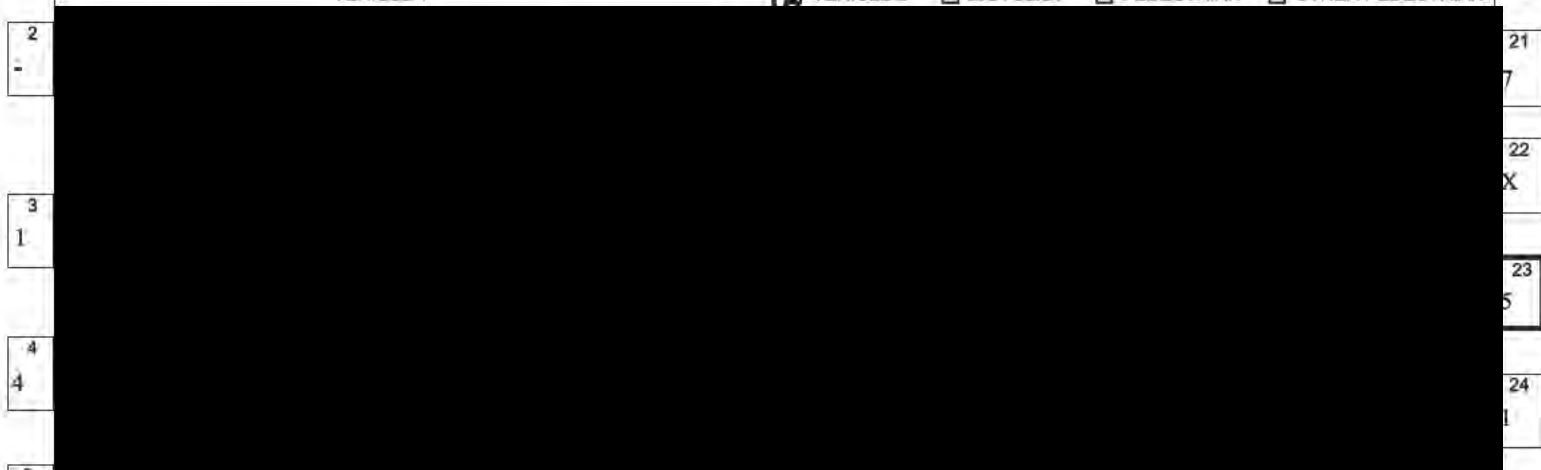
Local Codes
4W0CR1BGF1HG

AMENDED REPORT

DMV COPY

1 Accident Date: Month 01, Day 26, Year 2020. Day of Week: SUNDAY. Military Time: 1941. No. of Vehicles: 2. No. Injured: 0. No. Killed: 0. Not Investigated at Scene: . Left Scene: . Police Photos: Yes No. Accident Reconstructed: .

VEHICLE 1 VEHICLE 2 BICYCLIST PEDESTRIAN OTHER PEDESTRIAN



5 Ticket/Arrest Number(s): Violation Section(s):

6 Check if involved vehicle is: more than 95 inches wide; more than 34 feet long; operated with an overweight permit; operated with an overdimension permit.

7 VEHICLE 1 DAMAGE CODES: Box 1 - Point of Impact, Box 2 - Most Damage. VEHICLE 2 DAMAGE CODES: Box 1 - Point of Impact, Box 2 - Most Damage. Enter up to three more Damage Codes.

Vehicle By SELICKS Towed To SELICKS

VEHICLE DAMAGE CODING: 1-13. SEE DIAGRAM ON RIGHT. 14. UNDERCARRIAGE 17. DEMOLISHED 15. TRAILER 18. NO DAMAGE 16. OVERTURNED 19. OTHER

Place Where Accident Occurred: County WEST, City Village Town of BUCHANAN, VILLAGE OF. Road on which accident occurred 3190 ALBANY POST RD. at 1) intersecting street. or 2) 50 Feet Miles of tate ave.

Accident Description/Officer's Notes: Driver 1 traveling SB 9a. Driver 2 traveling NB 9a and attempting to make left turn into driveway of 3190 Albany post rd. Collision occurred ifo 3190 Albany post rd.

Table with columns: ALL INVOLVED (A-F), 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, BY, TO, 18, Names of all involved, Date of Death Only.

Officer's Rank and Signature: PO R. BUDDE. Badge/ID No. 7. NCIC No. 05941. Precinct/Post Troop/Zone. Station/Beat/Sector. Reviewing Officer: FARRELL, S. Date/Time Reviewed: 2020/01/31 08:00.

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

38377501

Local Codes
4W0BD1BNBJJV

AMENDED REPORT

DMV COPY

1 -	Accident Date			Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene <input type="checkbox"/>	Left Scene	Police Photos
	Month	Day	Year	THURSD	0645	2	0	0	Accident Reconstructed <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

VEHICLE 1 VEHICLE 2 BICYCLIST PEDESTRIAN OTHER PEDESTRIAN

2 -	[REDACTED]										
3 1	[REDACTED]										

4 2	Name—exactly as printed on registration easing ll c gabrielli truck L								Sex C	
Address (Include Number & Street) 2300 US RTE 130								Apt. No.	Haz. Mat. Code -	Released <input type="checkbox"/>
City or Town DAYTON						State NJ	Zip Code 08810			
Plate Number AT163T			State of Reg. NJ	Vehicle Year & Make 2009 KW	Vehicle Type UN/T	Ins. Code				

5 2	Ticket/Arrest Number(s)					Ticket/Arrest Number(s)				
Violation Section(s)					Violation Section(s)					

6 2	Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.			Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.			Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.				
	VEHICLE 1 DAMAGE CODES Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes			VEHICLE 2 DAMAGE CODES Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes							

7 3	Vehicle Towed: By SELICKS AUTO To SELICKS AUTO			Vehicle Towed: To			ACCIDENT DIAGRAM DIAGRAM IS PRINTED ON LAST PAGE				
VEHICLE DAMAGE CODING: 1-13. SEE DIAGRAM ON RIGHT. 14. UNDERCARRIAGE 17. DEMOLISHED 15. TRAILER 18. NO DAMAGE 16. OVERTURNED 19. OTHER						Cost of repairs to any one vehicle will be more than \$1000. <input type="checkbox"/> Unknown/Unable to Determine <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No					

Reference Marker		Coordinates (if available)		Place Where Accident Occurred: County WEST <input type="checkbox"/> City <input checked="" type="checkbox"/> Village <input type="checkbox"/> Town of BUCHANAN, VILLAGE OF Road on which accident occurred ALBANY POST RD at 1) intersecting street _____ (Route Number or Street Name) or 2) 1000 _____ <input type="checkbox"/> N <input checked="" type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W of bleakley ave Feet Miles (Milepost, Nearest intersecting Route Number or Street Name)							
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Accident Description/Officer's Notes Operator of V#1 [REDACTED] made a left turn in to 3199 albany Post Rd directly in front of V#2 operated by [REDACTED]											
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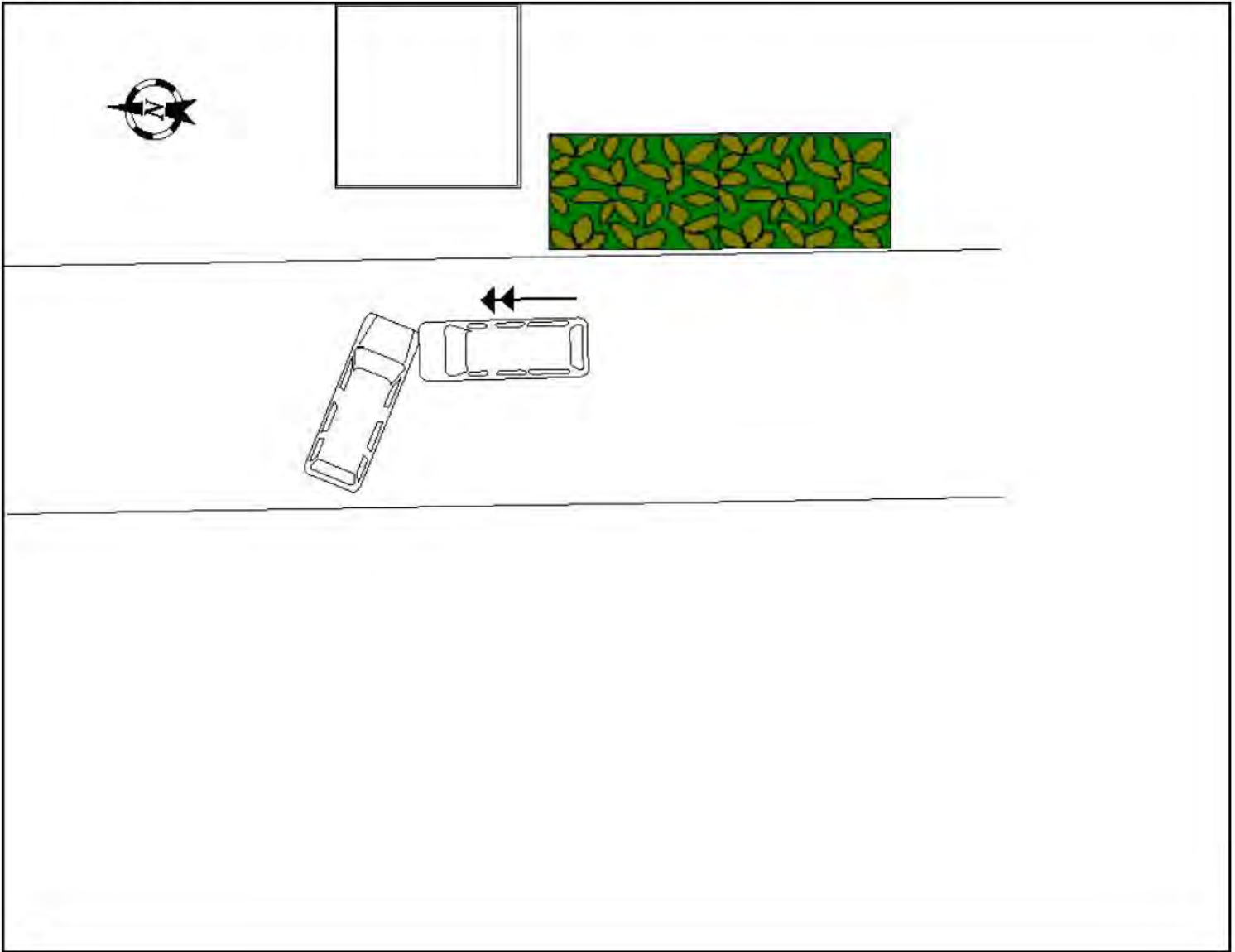
ALL INVOLVED	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
	A	01	1	4	1	51	1	-	-	-				[REDACTED]	
	B	02	1	4	1	55	1	-	-	-				[REDACTED]	
	C														
	D														
	E														

Officer's Rank and Signature PO Print Name in Full A PALMIETTO			Badge/ID No. 1	NCIC No. 05941	Precinct/Post Troop/Zone	Station/Beat/Sector	Reviewing Officer FARRELL, S	Date/Time Reviewed 2020/03/23 14:30
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USE COVER SHEET
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New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

38544474

Local Codes
4W0BD1C85Q07

AMENDED REPORT

DMV COPY

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USE
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SHEET
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1	Accident Date		Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene <input type="checkbox"/>	Left Scene <input type="checkbox"/>	Police Photos <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
	Month	Day									Year

VEHICLE 1 VEHICLE 2 BICYCLIST PEDESTRIAN OTHER PEDESTRIAN

2	VEHICLE 2 - Driver License ID Number										State of Lic.	
	Driver Name - exactly as printed on license										Apt. No.	
	Address (Include Number & Street)										City or Town	State

3	Date of Birth			Sex	Unlicensed <input type="checkbox"/>	No. of Occupants	Public Property Damaged <input type="checkbox"/>
	Month	Day	Year				

4	Name - exactly as printed on registration					Sex	Date of Birth		
	Address (Include Number & Street)						Apt. No.	Haz. Mat. Code	Released <input type="checkbox"/>

5	City or Town					State	Zip Code		
	Plate Number						State of Reg.	Vehicle Year & Make	

5	Ticket/Arrest Number(s)					Ticket/Arrest Number(s)				
	Violation Section(s)					Violation Section(s)				

6	Check if involved vehicle is:					Check if involved vehicle is:					Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.				
	<input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.					<input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.					Rear End, Left Turn, Right Angle, Right Turn, Head On, Sideswipe (same direction), Left Turn, Right Turn, Sideswipe (opposite direction)				

7	VEHICLE 1 DAMAGE CODES					VEHICLE 2 DAMAGE CODES					ACIDENT DIAGRAM				
	Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes					Box 1 - Point of Impact Box 2 - Most Damage Enter up to three more Damage Codes					1-13. SEE DIAGRAM ON RIGHT. 14. UNDERCARRIAGE 17. DEMOLISHED 15. TRAILER 18. NO DAMAGE 16. OVERTURNED 19. OTHER				

7	Vehicle Towed					Vehicle Towed					DIAGRAM IS PRINTED ON LAST PAGE				
	Vehicle By Towed To Vehicle By Towed To					Vehicle By Towed To Vehicle By Towed To					Cost of repairs to any one vehicle will be more than \$1000. <input type="checkbox"/> Unknown/Unable to Determine <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No				

Reference Marker															Coordinates (if available)														
9 A															Latitude/Northing:														
8 7 0 3															Longitude/Easting:														
2 2 4 2																													

Place Where Accident Occurred:
 County WEST City Village Town of BUCHANAN, VILLAGE OF
 Road on which accident occurred ALBANY POST ROAD (Route Number or Street Name)
 at 1) intersecting street _____ (Route Number or Street Name)
 or 2) 50 N S E W of Craft LN (Milepost, Nearest intersecting Route Number or Street Name)
 Feet Miles

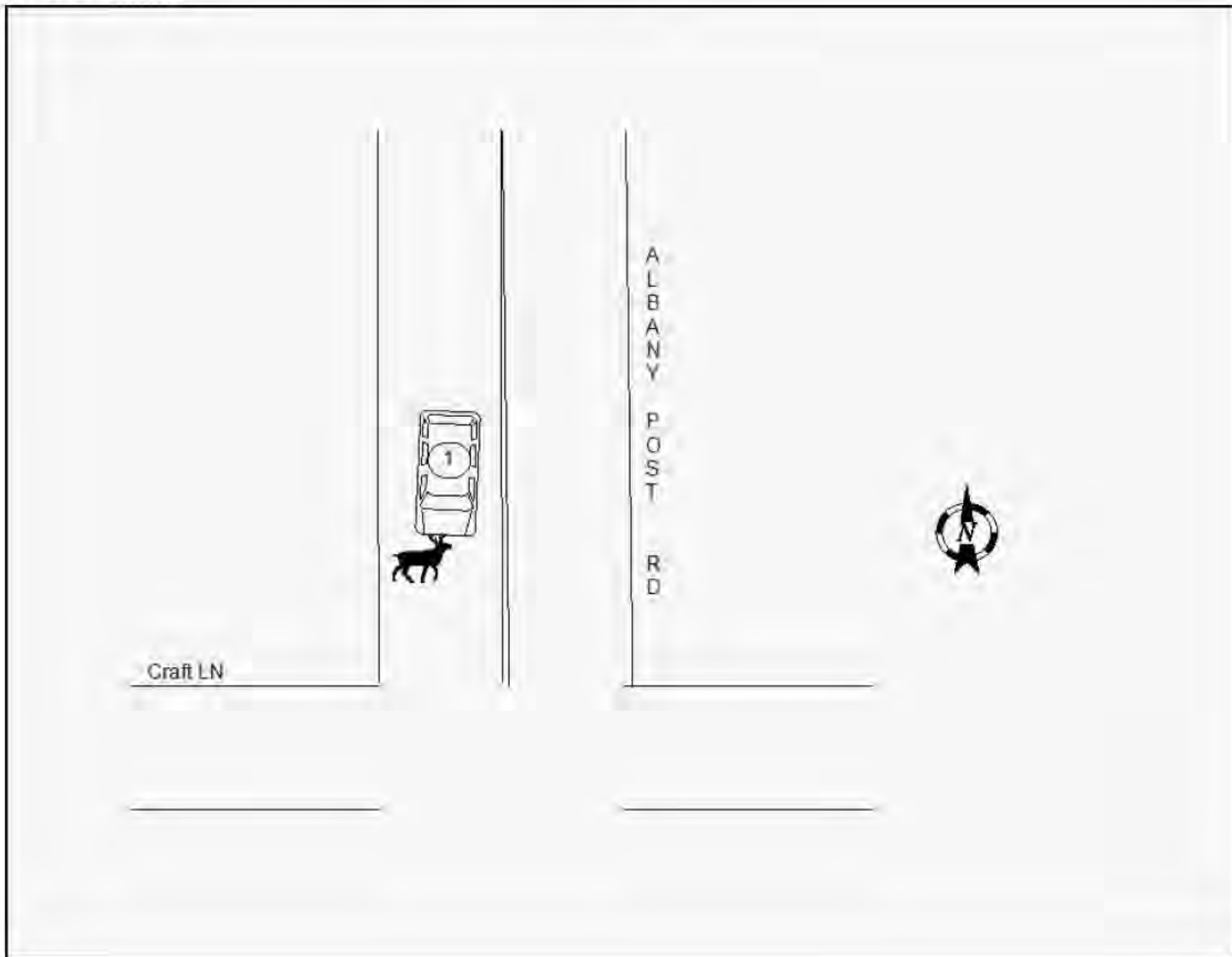
Accident Description/Officer's Notes
 Vehicle 1 [redacted] traveling south bound on Albany Post Road, when a deer ran out in front of the vehicle causing the vehicle to collide with the deer. No injuries reported.

ALL INVOLVED	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
	A	01	1	X	1	42	2	-	-	-					[redacted]
B	01	3	4	1	11	1	-	-	-					[redacted]	
C	01	6	4	1	10	1	-	-	-					[redacted]	
D															
E															
F															

Officer's Rank and Signature SGT	Badge/ID No. 6	NCIC No. 05941	Precinct/Post Troop/Zone BUCH	Station/Beat/Sector FARRELL, S	Reviewing Officer	Date/Time Reviewed 2020/09/08 15:59
Print Name in Full S FARRELL						

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

38672231

Local Codes
4W0CR1CP8G6S

AMENDED REPORT

DMV COPY

19
61

1	Accident Date		Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene <input type="checkbox"/>	Left Scene	Police Photos	20
	Month	Day	Year					Accident Reconstructed <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

2	VEHICLE 1					<input type="checkbox"/> VEHICLE 2		<input type="checkbox"/> BICYCLIST		<input type="checkbox"/> PEDESTRIAN		<input type="checkbox"/> OTHER PEDESTRIAN		21
	VEHICLE 2 - Driver License ID Number					State of Lic.		Driver Name - exactly as printed on license					Apt. No.	
3	Address (Include Number & Street)					City or Town		State		Zip Code		Date of Birth		22
	Sex					Unlicensed <input type="checkbox"/>		No. of Occupants		Public Property Damaged <input type="checkbox"/>		Name - exactly as printed on registration		
4	Sex					Date of Birth		Apt. No.		Haz. Mat. Code		Released <input type="checkbox"/>		23
	City or Town					State		Zip Code		Plate Number		State of Reg.		
5	Vehicle Year & Make					Vehicle Type		Ins. Code		Ticket/Arrest Number(s)		Violation Section(s)		24
	Ticket/Arrest Number(s)					Violation Section(s)		Plate Number		State of Reg.		Vehicle Year & Make		

6	Check if involved vehicle is:					Check if involved vehicle is:					Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.					25
	<input type="checkbox"/> more than 95 inches wide;					<input type="checkbox"/> more than 34 feet long;					Rear End					
7	<input type="checkbox"/> operated with an overweight permit;					<input type="checkbox"/> operated with an overweight permit;					Left Turn					27
	<input type="checkbox"/> operated with an overdimension permit.					<input type="checkbox"/> operated with an overdimension permit.					Right Angle					

8	VEHICLE 1 DAMAGE CODES					VEHICLE 2 DAMAGE CODES					Sideswipe (same direction)					28
	Box 1 - Point of Impact					Box 1 - Point of Impact					Left Turn					
9	Box 2 - Most Damage					Box 2 - Most Damage					Right Turn					29
	Enter up to three more Damage Codes					Enter up to three more Damage Codes					Sideswipe (opposite direction)					

10	Vehicle By Towed: To					Vehicle By Towed: To					ACCIDENT DIAGRAM					30
	VEHICLE DAMAGE CODING:					VEHICLE DAMAGE CODING:					DIAGRAM IS PRINTED ON LAST PAGE					

11	Reference Marker					Coordinates (if available)					Place Where Accident Occurred:					31
	9 A					Latitude/Northing:					County WEST					
12	8 7 0 3					Longitude/Easting:					City <input type="checkbox"/> Village <input type="checkbox"/> Town of BUCHANAN, VILLAGE OF					32
	2 2 4 2					Road on which accident occurred ALBANY POST ROAD					at 1) intersecting street					

13	Accident Description/Officer's Notes					or 2) 200 Feet Miles					N <input type="checkbox"/> S <input checked="" type="checkbox"/> E <input type="checkbox"/> W of CRAFT LANE					33
	V1 OPERATOR TRAVELING NB ON 9A. V1 OPERATOR STATES A DEER RAN INTO ROADWAY AND WAS UNABLE TO STOP IN TIME STRIKING DEER CAUSING DAMAGE TO VEHICLE. DEER PRESENT ON SIDE OF ROADWAY.					Cost of repairs to any one vehicle will be more than \$1000.					<input type="checkbox"/> Unknown/Unable to Determine <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No					

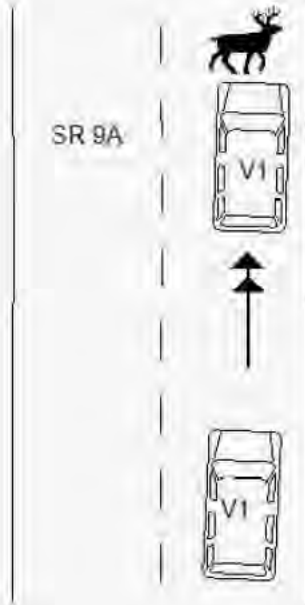
ALL INVOLVED	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
	A	01	1	4	1	42	1	-	-	-					
B															
C															
D															
E															
F															

Officer's Rank and Signature PO DAVID REGG					Badge/ID No. 2		NCIC No. 05941		Precinct/Post Troop/Zone		Station/Beat/Sector		Reviewing Officer FARRELL, S		Date/Time Reviewed 2021/01/07 12:17	
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USE COVER SHEET
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New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

38743914

Local Codes
4W0BD1CT7DB8

AMENDED REPORT

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1	Accident Date	Month: 02	Day: 11	Year: 2021	Day of Week: THURSD	Military Time: 1100	No. of Vehicles: 2	No. Injured: 0	No. Killed: 0	Not Investigated at Scene <input type="checkbox"/>	Left Scene <input checked="" type="checkbox"/>	Police Photos <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	19 X
		Accident Reconstructed <input type="checkbox"/>										20	

	VEHICLE 1	<input checked="" type="checkbox"/> VEHICLE 2	<input type="checkbox"/> BICYCLIST	<input type="checkbox"/> PEDESTRIAN	<input type="checkbox"/> OTHER PEDESTRIAN	21
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2	VEHICLE 1 - Driver License ID Number	State of Lic.	21	
	Driver Name - exactly as printed on license: LSA		4	
	Address (Include Number & Street)	Apt. No.	22	
	City or Town	State	Zip Code	X

3	Date of Birth	Sex: U	Unlicensed: <input type="checkbox"/>	No. of Occupants: 1	Public Property Damaged: <input type="checkbox"/>	23
	Name - exactly as printed on registration	Sex	Date of Birth	Month	Day	Year
	Address (Include Number & Street)	Apt. No.	Haz. Mat. Code	Released: <input type="checkbox"/>		

4	City or Town	State	Zip Code	24	
	Plate Number: UNKNOWN	State of Reg.	Vehicle Year & Make	Vehicle Type	Ins. Code

5	Ticket/Arrest Number(s)	Ticket/Arrest Number(s)	25
	Violation Section(s)	Violation Section(s)	1

6	Check if involved vehicle is:	Check if involved vehicle is:	Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.	25																				
	<input type="checkbox"/> more than 95 inches wide;	<input type="checkbox"/> more than 95 inches wide;	<table border="1"> <tr> <td>Rear End</td> <td>Left Turn</td> <td>Right Angle</td> <td>Right Turn</td> <td>Head On</td> </tr> <tr> <td>1. </td> <td>3. </td> <td>4. </td> <td>5. </td> <td>7. </td> </tr> <tr> <td>Sideswipe (same direction)</td> <td>Left Turn</td> <td>Right Turn</td> <td>Sideswipe (opposite direction)</td> <td></td> </tr> <tr> <td>2. </td> <td>0. </td> <td>6. </td> <td>8. </td> <td></td> </tr> </table>	Rear End	Left Turn	Right Angle	Right Turn	Head On	1.	3.	4.	5.	7.	Sideswipe (same direction)	Left Turn	Right Turn	Sideswipe (opposite direction)		2.	0.	6.	8.		26
Rear End	Left Turn	Right Angle	Right Turn	Head On																				
1.	3.	4.	5.	7.																				
Sideswipe (same direction)	Left Turn	Right Turn	Sideswipe (opposite direction)																					
2.	0.	6.	8.																					

7	VEHICLE 1 DAMAGE CODES	VEHICLE 2 DAMAGE CODES	ACCIDENT DIAGRAM	27
	Box 1 - Point of Impact	Box 1 - Point of Impact		1
	Box 2 - Most Damage	Box 2 - Most Damage		
	Enter up to three more Damage Codes	Enter up to three more Damage Codes		
	Vehicle Towed: To	Vehicle Towed: To		

	VEHICLE DAMAGE CODING:	1-13. SEE DIAGRAM ON RIGHT.	DIAGRAM IS PRINTED ON LAST PAGE	28
	14. UNDERCARRIAGE	17. DEMOLISHED		1
	15. TRAILER	18. NO DAMAGE		
	16. OVERTURNED	19. OTHER		

	Reference Marker	Coordinates (if available)	Place Where Accident Occurred:	29
		Latitude/Northing:	County: WEST	
		Longitude/Easting:	City <input type="checkbox"/> Village <input checked="" type="checkbox"/> Town <input type="checkbox"/> of: BUCHANAN, VILLAGE OF	
			Road on which accident occurred: 3190 ALBANY POST RD	
			at 1) intersecting street: (Route Number or Street Name)	
			or 2) 50 Feet Miles <input checked="" type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W of late ave	
			(Milepost, Nearest intersecting Route Number or Street Name)	

	Accident Description/Officer's Notes	30
	operator of vehicle #2 states while stopped in traffic waiting to turn left in to 3190 Albany Post Rd a small silver color car hit the rear of her vehicle and left the scene.	

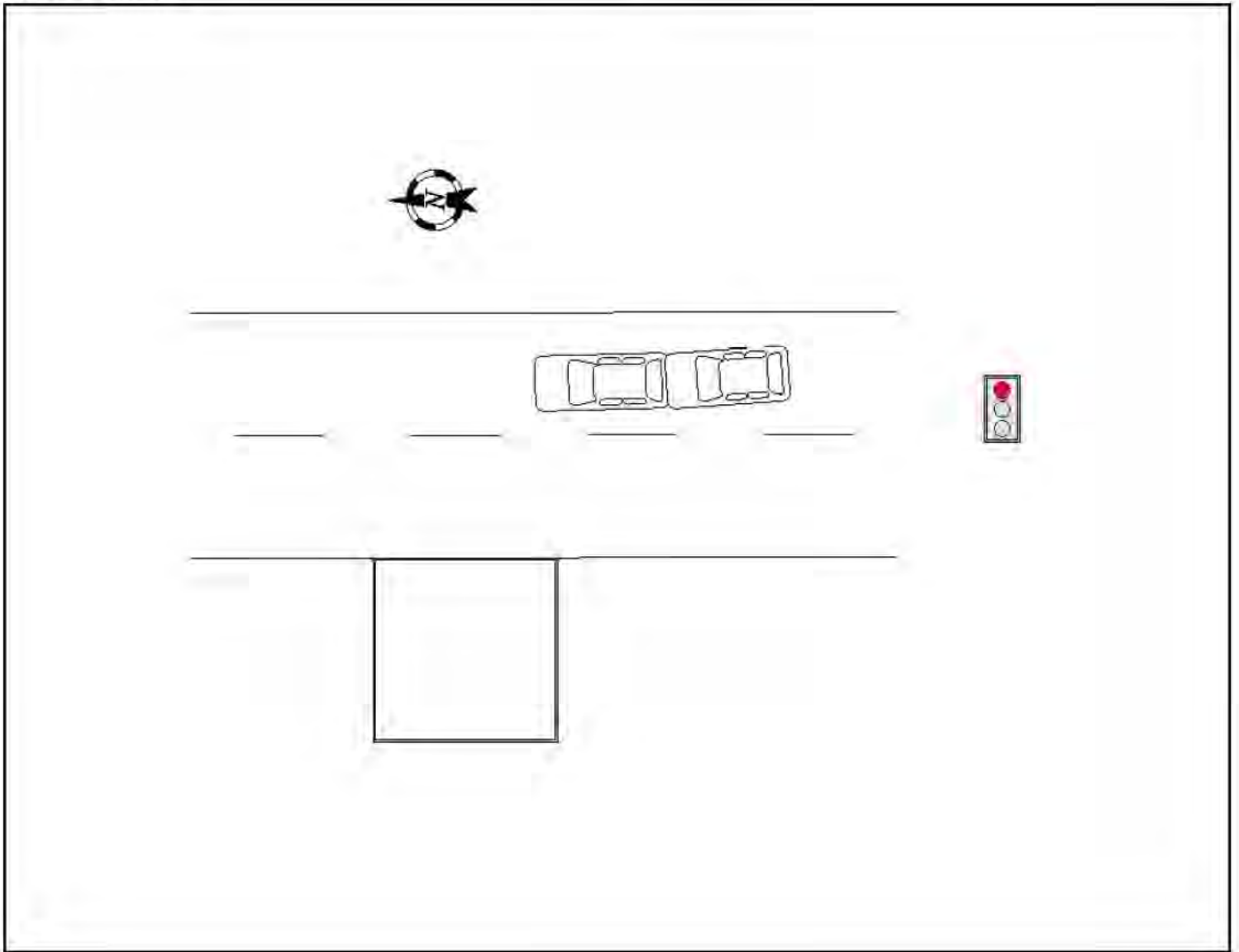
	ALL INVOLVED	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	I	X	X	45	U	-	-	-						LSA	
B	02	I	A	I	46	2	-	-	-							
C																
D																
E																
F																

Officer's Rank and Signature	PO	Badge/ID No.	1	NCIC No.	05941	Precinct/Post Troop/Zone	Station/Beat/Sector	Reviewing Officer	FARRELL, S	Date/Time Reviewed	2021/02/12 14:10
Print Name in Full	A PALMIETTO										

USE COVER SHEET
N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

38800156

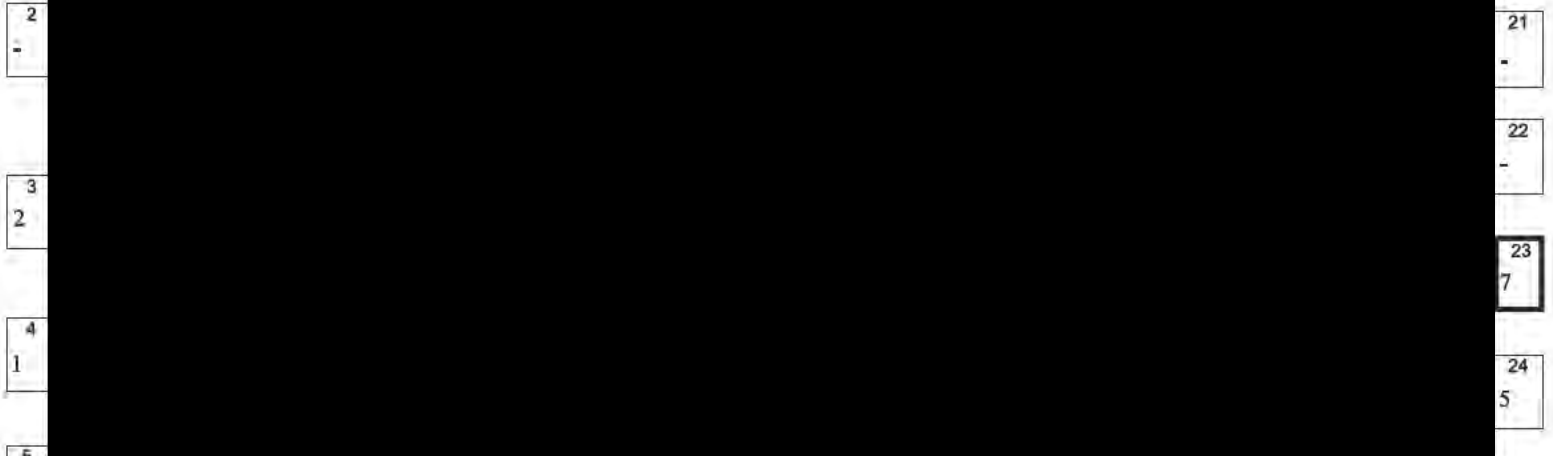
Local Codes
4W0CR2D05Q06

AMENDED REPORT

DMV COPY

1	Accident Date		Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene <input type="checkbox"/>	Left Scene	Police Photos
	Month	Day	Year					Accident Reconstructed <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
	03	30	2021	TUESDA	1856	2	0	0		

VEHICLE 1 VEHICLE 2 BICYCLIST PEDESTRIAN OTHER PEDESTRIAN



5	Ticket/Arrest Number(s)	Ticket/Arrest Number(s)
	Violation Section(s)	Violation Section(s)

6	VEHICLE 1 DAMAGE CODES	Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.	VEHICLE 2 DAMAGE CODES	Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.	Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.							
					Box 1 - Point of Impact Box 2 - Most Damage	Box 1 - Point of Impact Box 2 - Most Damage	Rear End 1. ← ← ←	Left Turn 3. ↙ ↘	Right Angle 4. ↻	Right Turn 5. → ↘	Head On 7. → ←	Sideswipe (same direction) 2. ← ← ←

7	Enter up to three more Damage Codes	3	4	5	Enter up to three more Damage Codes	3	4	5	ACCIDENT DIAGRAM DIAGRAM IS PRINTED ON LAST PAGE Cost of repairs to any one vehicle will be more than \$1000. <input type="checkbox"/> Unknown/Unable to Determine <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Vehicle Towed: By To	Vehicle Towed: By To		VEHICLE DAMAGE CODING: 1-13. SEE DIAGRAM ON RIGHT. 14. UNDERCARRIAGE 17. DEMOLISHED 15. TRAILER 18. NO DAMAGE 16. OVERTURNED 19. OTHER					

Reference Marker	Coordinates (if available)	Place Where Accident Occurred:	
	Latitude/Northing:	County WEST	<input type="checkbox"/> City <input checked="" type="checkbox"/> Village <input type="checkbox"/> Town of BUCHANAN, VILLAGE OF
	Longitude/Easting:	Road on which accident occurred ALBANY POST ROAD	
		at 1) intersecting street _____ (Route Number or Street Name)	
		or 2) 50 _____ <input checked="" type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W of _____ tate avenue (Milepost, Nearest intersecting Route Number or Street Name)	

Accident Description/Officer's Notes
Driver 1 reported that he was travelling north on Albany Post Road and was waiting to turn west into the Shell gas station. Driver 1 stated that the southbound traffic was stopped for the traffic light, and one of the vehicles waved him through the line of traffic. Driver 1 failed to observe that there was a turning lane for the southbound traffic. Driver 1 failed to see vehicle 2 traveling in the turning lane, subsequently causing a collision with vehicle 2. Damage on vehicle 1 was on the passenger side front door & front quarter panel. Vehicle 2 had damage to the front bumper. Both vehicles were able to be driven from the scene. No injuries reported on scene.

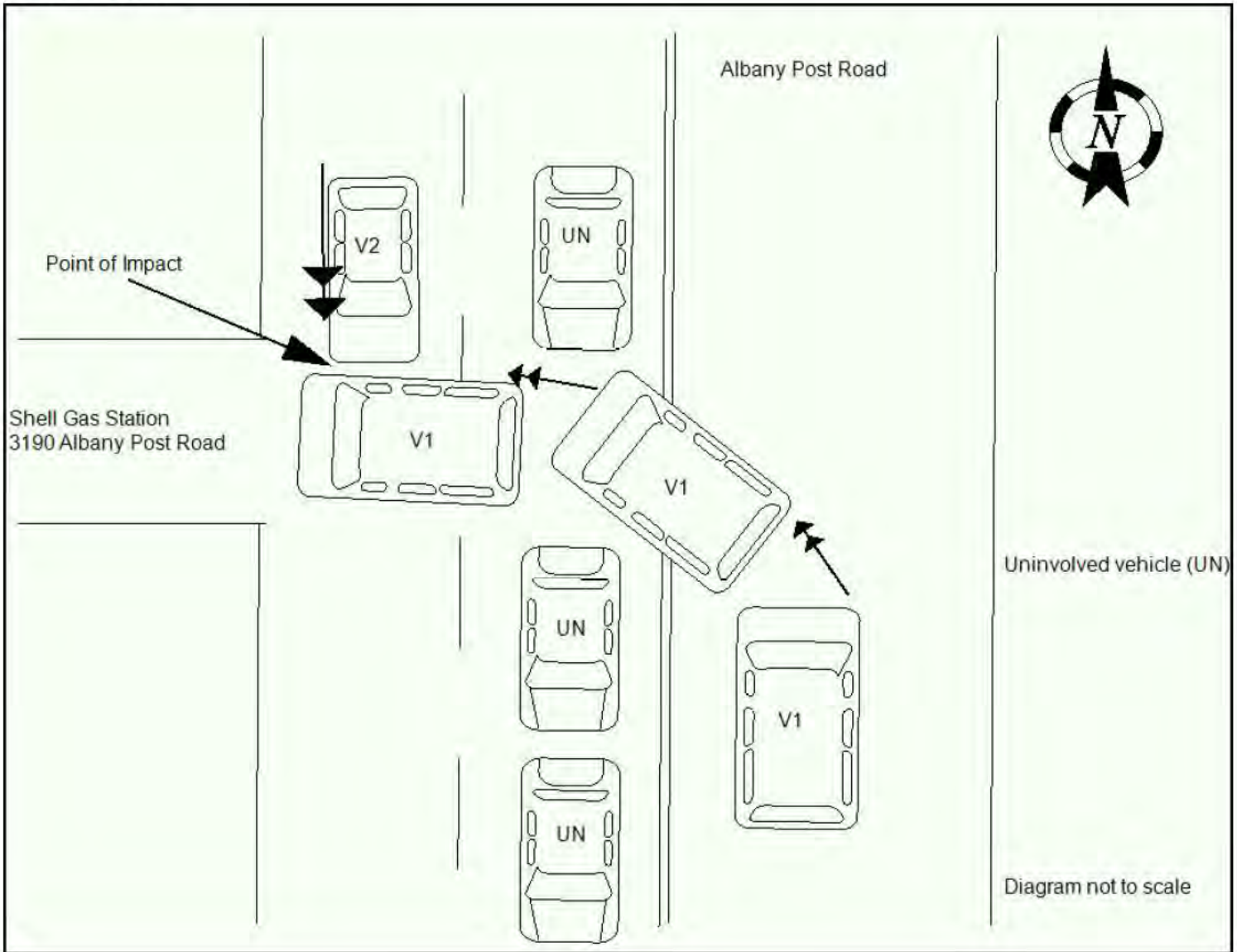
ALL INVOLVED	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
	A	01	1	4	1	47	1	-	-	-					
	B	02	1	4	1	54	2	-	-	-					
	C														
	D														
	E														

Officer's Rank and Signature	PO	Badge/ID No.	4	NCIC No.	05941	Precinct/Post Troop/Zone	Station/Beat/Sector	Reviewing Officer	FARRELL, S	Date/Time Reviewed	2021/04/01 13:57
Print Name in Full	J TIERNAN										

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USE COVER SHEET
N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



Uninvolved vehicle (UN)

Diagram not to scale

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

38834935

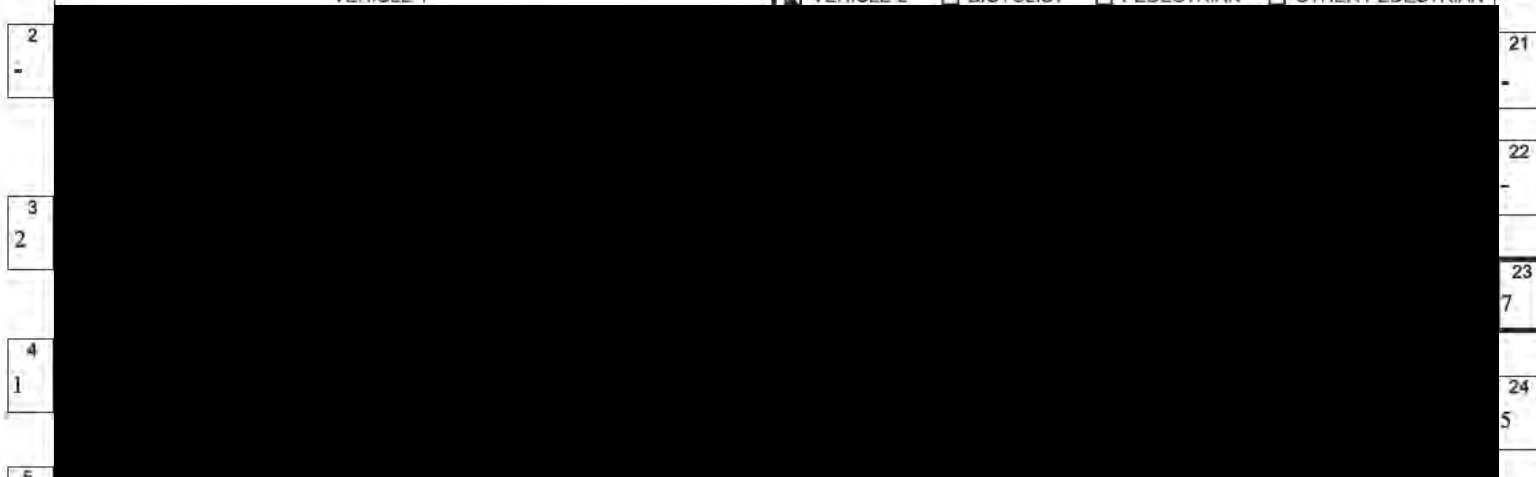
Local Codes
4W0CR2D38GJS

AMENDED REPORT

DMV COPY

1	Accident Date			Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene <input type="checkbox"/>	Left Scene	Police Photos
	Month	Day	Year	WEDNES	1825	2	0	0	Accident Reconstructed <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

VEHICLE 1 VEHICLE 2 BICYCLIST PEDESTRIAN OTHER PEDESTRIAN



5	Ticket/Arrest Number(s)	Ticket/Arrest Number(s)
1	Violation Section(s)	Violation Section(s)

6	VEHICLE 1 DAMAGE CODES	VEHICLE 2 DAMAGE CODES	Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.			
			1	2	3	4

7	VEHICLE DAMAGE CODING: 1-13. SEE DIAGRAM ON RIGHT. 14. UNDERCARRIAGE 17. DEMOLISHED 15. TRAILER 18. NO DAMAGE 16. OVERTURNED 19. OTHER	Diagram showing vehicle damage layout with numbered points 1-13.	DIAGRAM IS PRINTED ON LAST PAGE
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Reference Marker	Coordinates (if available)	Place Where Accident Occurred:
	Latitude/Northing:	County WEST <input type="checkbox"/> City <input checked="" type="checkbox"/> Village <input type="checkbox"/> Town of BUCHANAN, VILLAGE OF
	Longitude/Easting:	Road on which accident occurred ALBANY POST ROAD (Route Number or Street Name)
		at 1) intersecting street TATE AVENUE (Route Number or Street Name)
		or 2) _____ of _____ (Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes
Upon investigation it was found that Driver 1 was traveling northbound on Albany Post Road when he attempted to turn left (west) into the Shell parking lot. Driver 1 failed to see that only one southbound traffic lane had a red light, and that the turning lane for Tate Avenue had a green arrow. Driver 1 pulled through the stopped traffic lane and then struck Vehicle 2 that was traveling southbound toward Tate Avenue. No injuries reported at the scene.

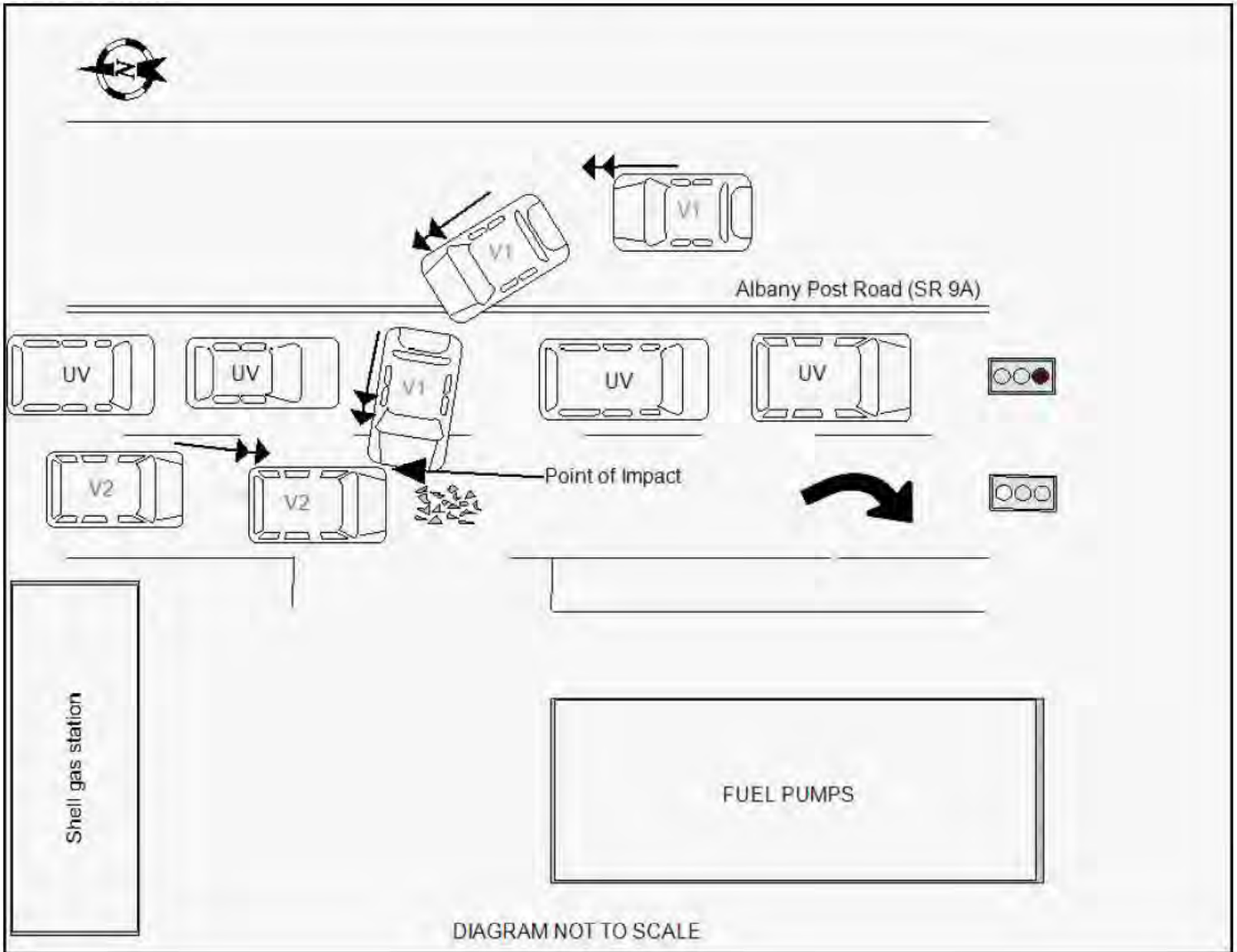
ALL INVOLVED	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	60	1	-	-	-						
B	01	3	4	1	55	1	-	-	-						
C	02	1	4	1	45	1	-	-	-						
D	02	3	4	1	15	2	-	-	-						
E	02	4	4	1	11	1	-	-	-						
F															

Officer's Rank and Signature Print Name in Full PO J TIERNAN	Badge/ID No. 4	NCIC No. 05941	Precinct/Post Troop/Zone	Station/Beat/ Sector	Reviewing Officer FARRELL, S	Date/Time Reviewed 2021/04/29 10:03
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USE COVER SHEET
N

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

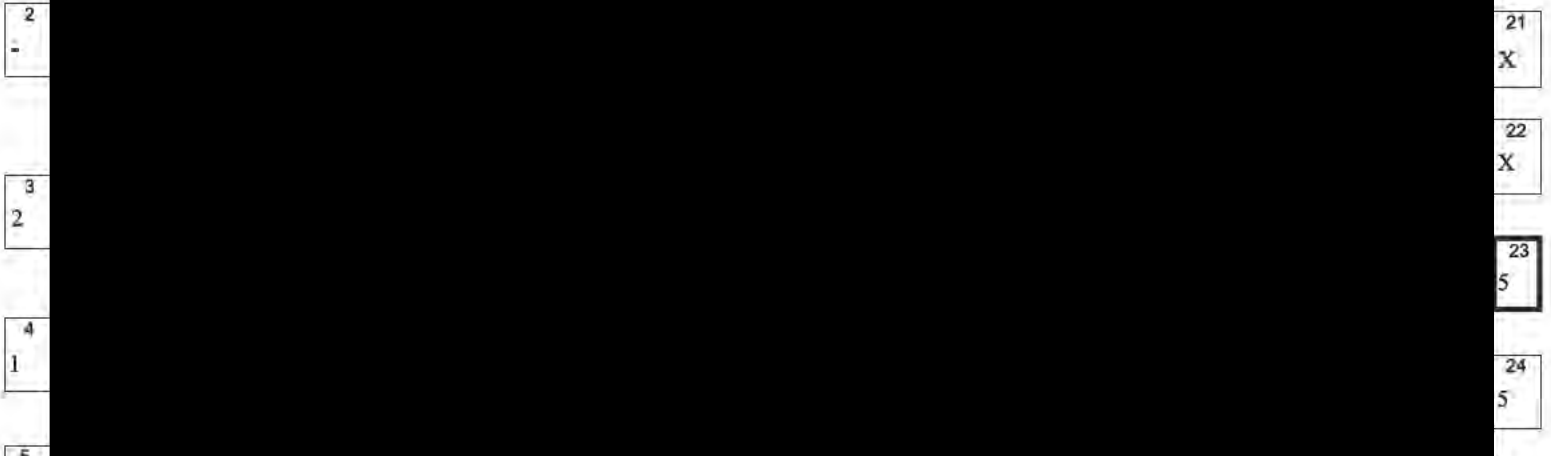
39162083

Local Codes
0WS1DJCFWW

AMENDED REPORT

DMV COPY

1 -	Accident Date			Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene <input type="checkbox"/>	Left Scene	Police Photos	20 X
	Month	Day	Year						Accident Reconstructed <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
VEHICLE 1						<input checked="" type="checkbox"/> VEHICLE 2 <input type="checkbox"/> BICYCLIST <input type="checkbox"/> PEDESTRIAN <input type="checkbox"/> OTHER PEDESTRIAN						



5 4	Ticket/Arrest Number(s)	Ticket/Arrest Number(s)	25 1
	Violation Section(s)	Violation Section(s)	

6 1	VEHICLE 1 DAMAGE CODES	VEHICLE 2 DAMAGE CODES	Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.				26 6						
			<table border="1"> <tr> <td>1. Rear End</td> <td>3. Left Turn</td> <td>Right Angle</td> <td>Right Turn</td> <td>Head On</td> </tr> <tr> <td>2. Sideswipe (same direction)</td> <td>0. Left Turn</td> <td></td> <td>Right Turn</td> <td>Sideswipe (opposite direction)</td> </tr> </table>					1. Rear End	3. Left Turn	Right Angle	Right Turn	Head On	2. Sideswipe (same direction)
1. Rear End	3. Left Turn	Right Angle	Right Turn	Head On									
2. Sideswipe (same direction)	0. Left Turn		Right Turn	Sideswipe (opposite direction)									
7 2	Box 1 - Point of Impact	Box 2 - Most Damage	Enter up to three more Damage Codes	Vehicle Towed: By DON'S TOWING To DON'S TOWING	Vehicle Towed: To	27 1							
	1	2	3 4 5										

VEHICLE DAMAGE CODING:
1-13. SEE DIAGRAM ON RIGHT.
14. UNDERCARRIAGE 17. DEMOLISHED
15. TRAILER 18. NO DAMAGE
16. OVERTURNED 19. OTHER

DIAGRAM IS PRINTED ON LAST PAGE

Cost of repairs to any one vehicle will be more than \$1000.
 Unknown/Unable to Determine Yes No

Reference Marker Coordinates (if available)

Latitude/Northing: _____

Longitude/Easting: _____

Place Where Accident Occurred:
County WEST City Village Town of BUCHANAN, VILLAGE OF
Road on which accident occurred ALBANY POST RD (Route Number or Street Name)
at 1) intersecting street TATE AVE (Route Number or Street Name)
or 2) _____ N S E W of _____ (Milepost, Nearest intersecting Route Number or Street Name)

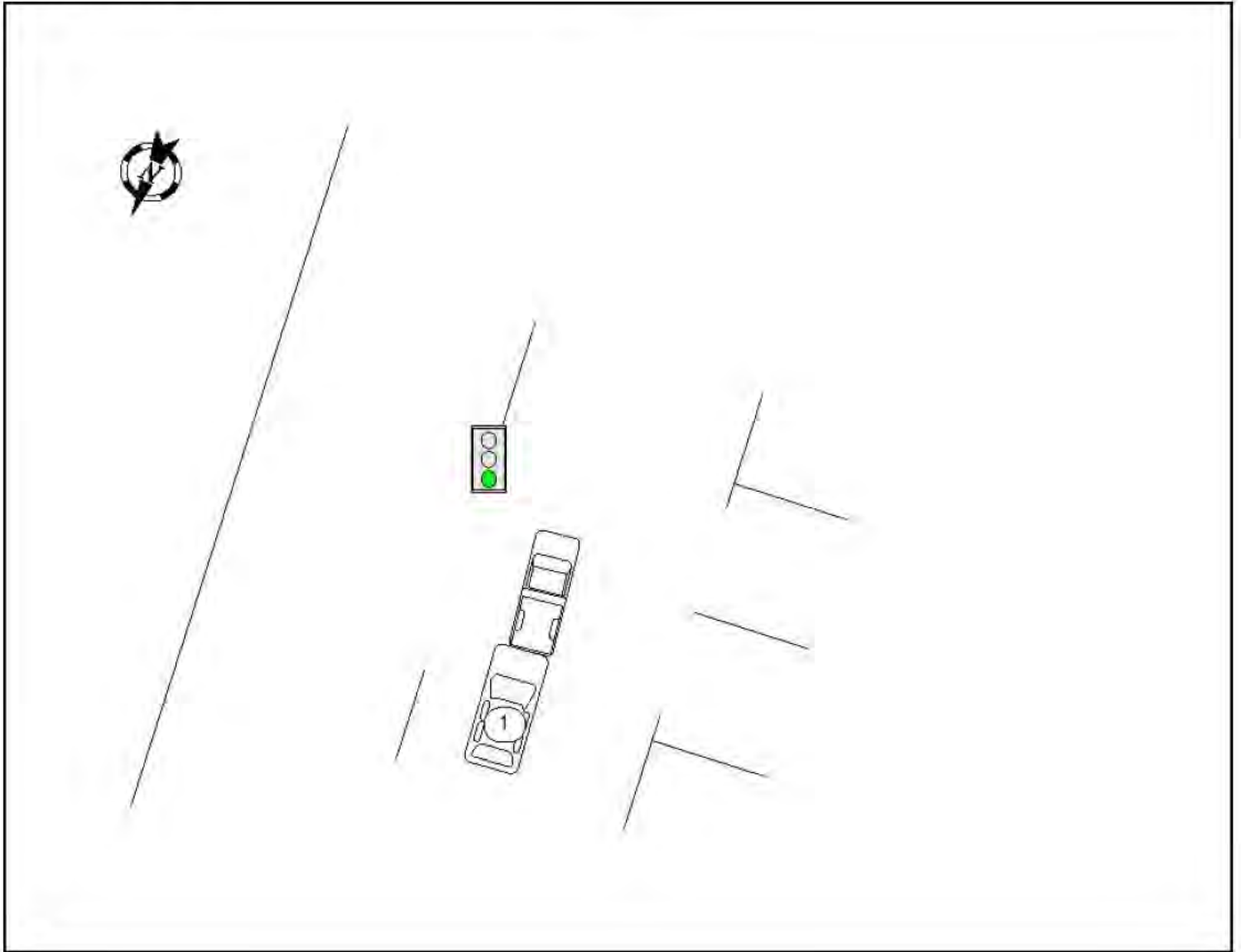
Accident Description/Officer's Notes
Operator of V#1 states she saw a green light and failed to stop for V#2 which was starting in traffic. V#1 rear ended V#2.

ALL INVOLVED	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
	A	01	1	4	1	23	2	-	-	-					
	B	02	1	4	1	27	1	-	-	-					
	C														
	D														
	E														

Officer's Rank and Signature SGT	Badge/ID No. 1	NCIC No. 05941	Precinct/Post Troop/Zone	Station/Beat/Sector	Reviewing Officer FARRELL, S	Date/Time Reviewed 2021/08/30 11:26
Print Name in Full A PALMIETTO						

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

39164648

Local Codes
0WS1DW0HBM

AMENDED REPORT

DMV COPY

1 Accident Date: Month 11, Day 27, Year 2021. Day of Week: SATURD. Military Time: 1133. No. of Vehicles: 1. No. Injured: 1. No. Killed: 0. Not Investigated at Scene: . Left Scene: . Police Photos: Yes No. Accident Reconstructed: .

2 VEHICLE 1. VEHICLE 2 - Driver License ID Number. Driver Name - exactly as printed on license. Address (Include Number & Street). Apt. No. City or Town. State. Zip Code. Date of Birth. Sex. Unlicensed: . No. of Occupants. Public Property Damaged: . Name - exactly as printed on registration. Sex. Date of Birth. Address (Include Number & Street). Apt. No. Haz. Mat. Code. Released: . City or Town. State. Zip Code. Plate Number. State of Reg. Vehicle Year & Make. Vehicle Type. Ins. Code.

3 Ticket/Arrest Number(s). Violation Section(s).

4 Check if involved vehicle is: more than 95 inches wide; more than 34 feet long; operated with an overweight permit; operated with an overdimension permit. VEHICLE 1 DAMAGE CODES. VEHICLE 2 DAMAGE CODES. ACCIDENT DIAGRAM. Diagram is printed on last page.

5 Vehicle Towed: By SELICKS To SELICKS. VEHICLE DAMAGE CODING: 1-13. SEE DIAGRAM ON RIGHT. 14. UNDERCARRIAGE 17. DEMOLISHED 15. TRAILER 18. NO DAMAGE 16. OVERTURNED 19. OTHER. Cost of repairs to any one vehicle will be more than \$1000. Unknown/Unable to Determine Yes No.

6 Reference Marker. Coordinates (if available). Latitude/Northing. Longitude/Easting. Place Where Accident Occurred: County WEST. City Village Town of BUCHANAN, VILLAGE OF. Road on which accident occurred ALBANY POST ROAD. at 1) intersecting street LINDSEY AVE. (Route Number or Street Name). or 2) _____ of _____ (Milepost, Nearest intersecting Route Number or Street Name).

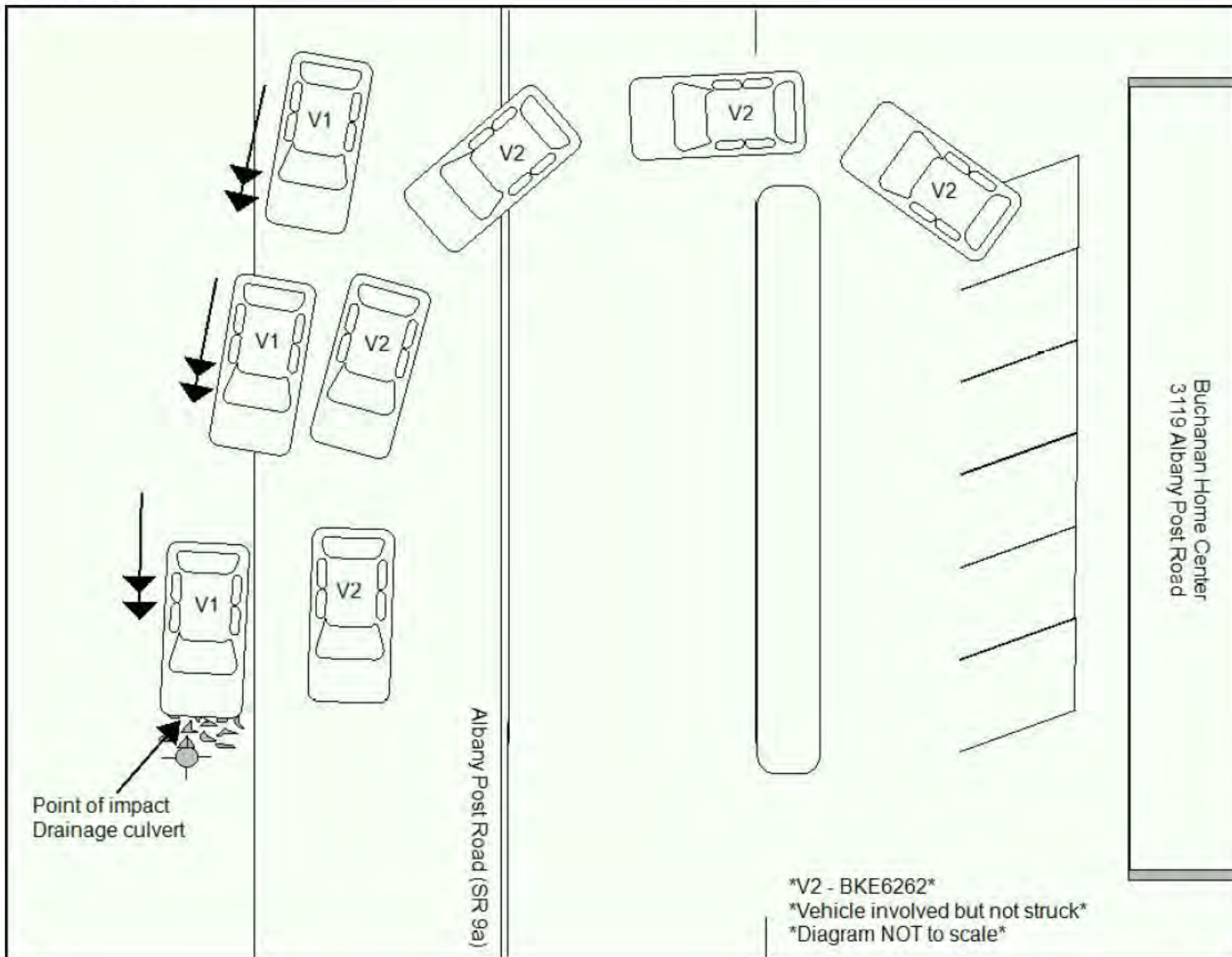
7 Accident Description/Officer's Notes: Upon investigation it was found that V1 was traveling Southbound on Albany Post Road, when V2, NYS Reg. Farmers Insurance code 411, exited the Buchanan Home Center parking lot south onto Albany Post Road. V1 swerved onto the shoulder to avoid a collision, however did not slow down and struck a drainage culvert. Airbags deployed on V1, Heaven Angel was evaluated by EMS and transported to Hudson Valley Hospital for further evaluation. Video of the incident was captured on CCTV at Buchanan Home Center. - WITNESS 1

ALL INVOLVED. Table with columns: 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, BY, TO, 18, Names of all involved, Date of Death Only. Row A: 01, I, 9, 1, 19, 2, 4, 3, 6, cvac, 5908, [Redacted], [Redacted].

8 Officer's Rank and Signature: SGT A PALMIETTO. Badge/ID No.: 1. NCIC No.: 05941. Precinct/Post Troop/Zone. Station/Beal Sector. Reviewing Officer: FARRELL, S. Date/Time Reviewed: 2021/12/07 11:48.

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT

MV-104A (6/04)

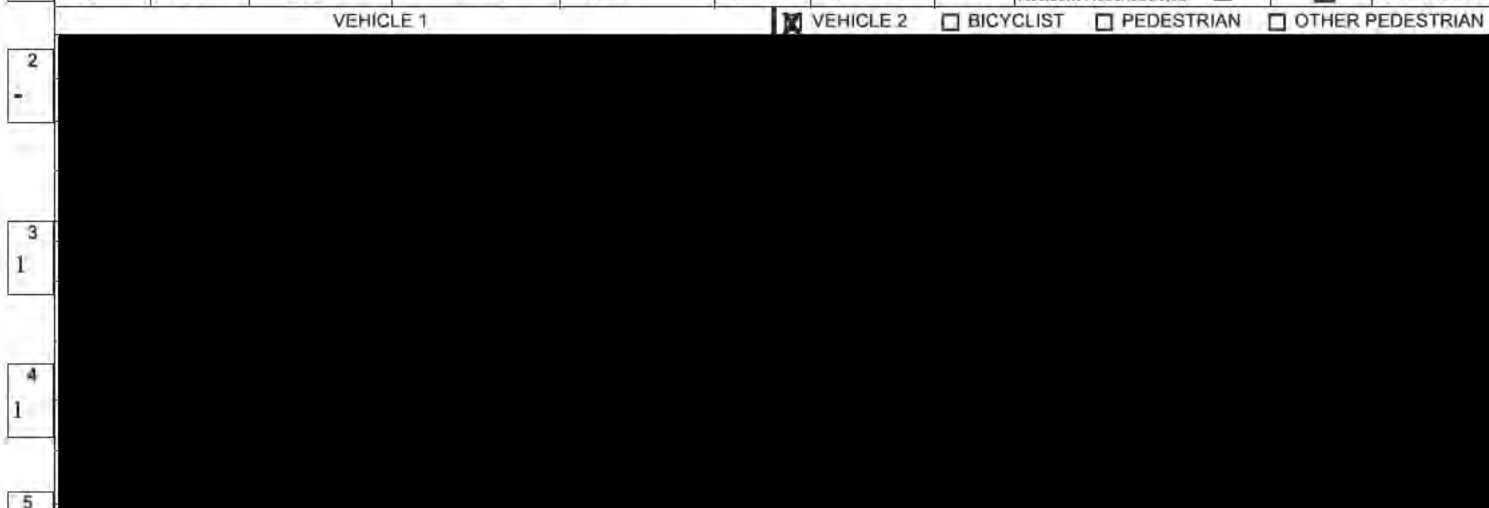
39169187

Local Codes
4W0CR2DXQX17

AMENDED REPORT

DMV COPY

Accident Date Month 12 Day 23 Year 2021			Day of Week THURSD	Military Time 1538	No. of Vehicles 2	No. Injured 0	No. Killed 0	Not Investigated at Scene <input type="checkbox"/>	Left Scene <input type="checkbox"/>	Police Photos <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
VEHICLE 1					<input checked="" type="checkbox"/> VEHICLE 2		<input type="checkbox"/> BICYCLIST		<input type="checkbox"/> PEDESTRIAN		<input type="checkbox"/> OTHER PEDESTRIAN	



Ticket/Arrest Number(s)	Ticket/Arrest Number(s)
Violation Section(s)	Violation Section(s)

Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.	Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.	Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.
VEHICLE 1 DAMAGE CODES Box 1 - Point of Impact: 4, 1, 4 Box 2 - Most Damage: 3, 4, 5	VEHICLE 2 DAMAGE CODES Box 1 - Point of Impact: 10, 1, 10 Box 2 - Most Damage: 3, 4, 5	Rear End, Left Turn, Right Angle, Right Turn, Head On, Sideswipe, Left Turn, Right Turn, Sideswipe (opposite direction). ACCIDENT DIAGRAM
Vehicle Towed: By To	Vehicle Towed: By To	DIAGRAM IS PRINTED ON LAST PAGE

VEHICLE DAMAGE CODING:
 1-13. SEE DIAGRAM ON RIGHT.
 14. UNDERCARRIAGE 17. DEMOLISHED
 15. TRAILER 18. NO DAMAGE
 16. OVERTURNED 19. OTHER

Reference Marker Coordinates (if available)
 Latitude/Northing:
 Longitude/Easting:

Place Where Accident Occurred:
 County WEST City Village Town of BUCHANAN, VILLAGE OF
 Road on which accident occurred ALBANY POST ROAD
 at 1) intersecting street GALLAGHER STREET (Route Number or Street Name)
 or 2) _____ of _____ (Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes
 Vehicle one (1) was traveling in a Northerly direction on Albany Post Road and was about to turn right into the Buchanan Home Store parking lot. Vehicle two (2) was traveling in a Northerly direction behind Vehicle one (1). Vehicle two (2) then passed Vehicle one (1) on the right resulting in a property damage auto accident. Operator of vehicle two (2) reports vehicle one (1) had its left turn signal on and appeared to be turning left only to change direction at the last minute. No injuries reported. No vehicles towed.

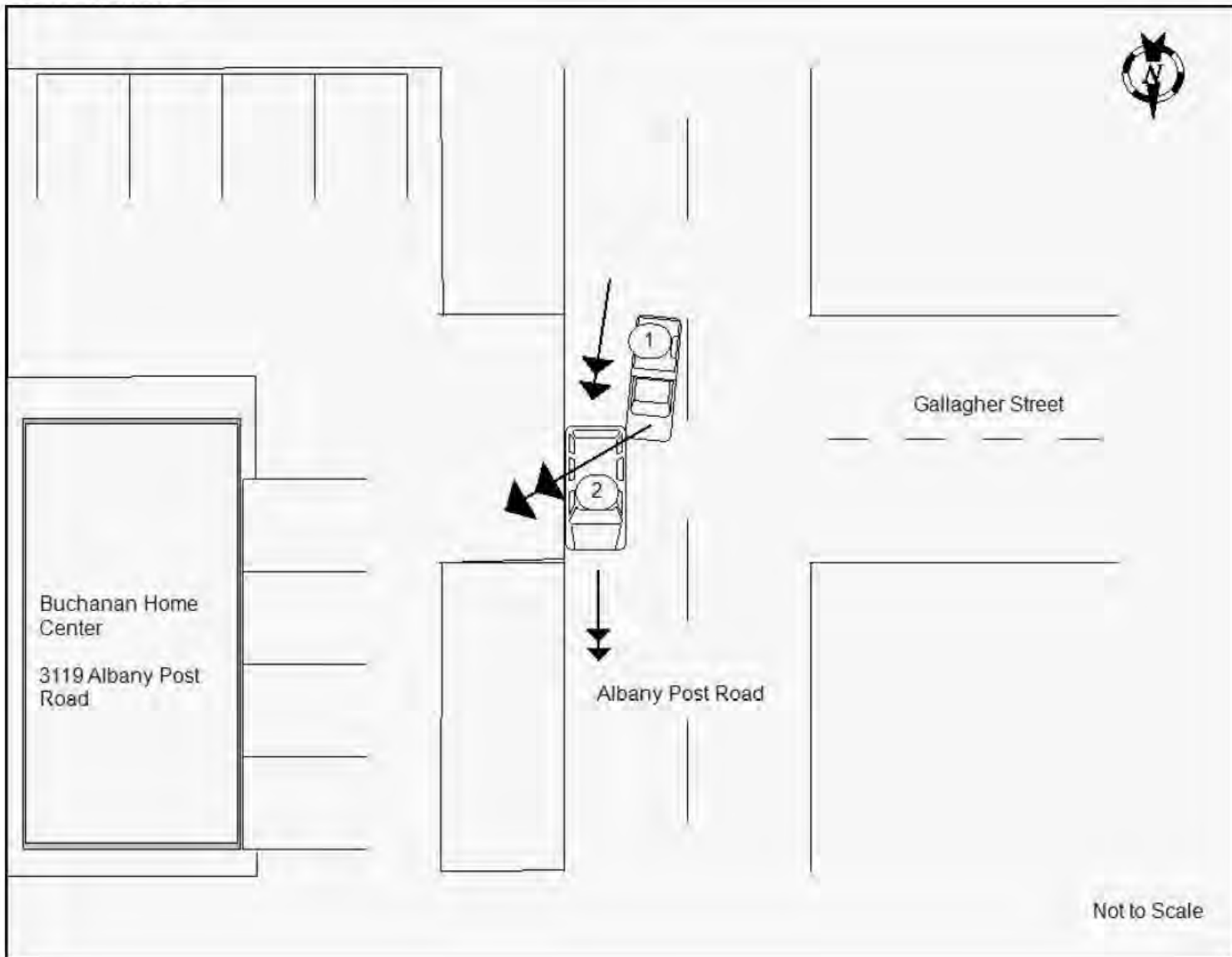
ALL INVOLVED	8	9	10	11	12	13	14	15	16	17	BY	TO	18	Names of all involved	Date of Death Only
A	01	1	4	1	34	1	-	-	-						
B	02	1	4	1	40	2	-	-	-						
C															
D															
E															
F															

Officer's Rank and Signature DET Print Name in Full C LOERTSCHER	Badge/ID No. 5	NCIC No. 05941	Precinct/Post Troop/Zone	Station/Beal Sector	Reviewing Officer FARRELL, S	Date/Time Reviewed 2021/12/27 09:56
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USE COVER SHEET
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New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
Accident Diagram

ACCIDENT DIAGRAM



Appendix D

AMS Buchanan Traffic Impact Study

No Build Conditions Synchro Reports

Lanes, Volumes, Timings
 1: Albany Post Rd & Tate Ave & Shell Drvwy

03/23/2023



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	SEL	SER	SER2
Lane Configurations									
Traffic Volume (vph)	119	1	0	295	421	58	14	18	7
Future Volume (vph)	119	1	0	295	421	58	14	18	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	13	13	13	12	16	16	16
Storage Length (ft)	0	0	25			65	0	25	
Storage Lanes	1	0	0			1	1	0	
Taper Length (ft)	25		25				25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00					0.98	0.98		
Frt	0.999					0.850	0.913		
Flt Protected	0.953						0.983		
Satd. Flow (prot)	1855	0	0	1963	1888	1455	1756	0	0
Flt Permitted	0.953						0.983		
Satd. Flow (perm)	1855	0	0	1963	1888	1424	1756	0	0
Right Turn on Red		Yes							Yes
Satd. Flow (RTOR)	86						86		
Link Speed (mph)	30			30	30		30		
Link Distance (ft)	229			1380	269		210		
Travel Time (s)	5.2			31.4	6.1		4.8		
Confl. Peds. (#/hr)		2	10			2		2	2
Peak Hour Factor	0.80	0.80	0.89	0.89	0.88	0.88	0.81	0.81	0.81
Heavy Vehicles (%)	4%	0%	8%	0%	4%	11%	14%	6%	0%
Adj. Flow (vph)	149	1	0	331	478	66	17	22	9
Shared Lane Traffic (%)									
Lane Group Flow (vph)	150	0	0	331	478	66	48	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right	Left	Right	Right
Median Width(ft)	14			0	0		16		
Link Offset(ft)	0			0	0		0		
Crosswalk Width(ft)	16			16	16		16		
Two way Left Turn Lane									
Headway Factor	0.92	0.92	0.96	0.96	0.96	1.00	0.85	0.85	0.85
Turning Speed (mph)	15	9	15			9	15	9	9
Number of Detectors	1		1	2	2	1	1		
Detector Template	Left		Left	Thru	Thru	Right	Left		
Leading Detector (ft)	20		20	100	100	20	20		
Trailing Detector (ft)	0		0	0	0	0	0		
Detector 1 Position(ft)	0		0	0	0	0	0		
Detector 1 Size(ft)	20		20	6	6	20	20		
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel									
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0	0.0		
Detector 2 Position(ft)				94	94				
Detector 2 Size(ft)				6	6				
Detector 2 Type				Cl+Ex	Cl+Ex				
Detector 2 Channel									

Lanes, Volumes, Timings
 1: Albany Post Rd & Tate Ave & Shell Drvwy

03/23/2023



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	SEL	SER	SER2
Detector 2 Extend (s)				0.0	0.0				
Turn Type	Prot			NA	NA	pm+ov	Prot		
Protected Phases	3			1	1	3	4		
Permitted Phases			1			1			
Detector Phase	3		1	1	1	3	4		
Switch Phase									
Minimum Initial (s)	2.0		5.0	5.0	5.0	2.0	3.0		
Minimum Split (s)	7.0		11.0	11.0	11.0	7.0	8.0		
Total Split (s)	35.0		46.0	46.0	46.0	35.0	20.0		
Total Split (%)	34.7%		45.5%	45.5%	45.5%	34.7%	19.8%		
Maximum Green (s)	30.0		40.0	40.0	40.0	30.0	15.0		
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0	4.0		
All-Red Time (s)	1.0		2.0	2.0	2.0	1.0	1.0		
Lost Time Adjust (s)	0.0			0.0	0.0	0.0	0.0		
Total Lost Time (s)	5.0			6.0	6.0	5.0	5.0		
Lead/Lag	Lead					Lead	Lag		
Lead-Lag Optimize?	Yes					Yes	Yes		
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0	3.0		
Recall Mode	None		Max	Max	Max	None	None		
Act Effct Green (s)	8.0			40.5	40.5	49.6	5.7		
Actuated g/C Ratio	0.12			0.62	0.62	0.76	0.09		
v/c Ratio	0.50			0.27	0.41	0.06	0.21		
Control Delay	19.8			8.0	9.3	2.0	5.1		
Queue Delay	0.0			0.0	0.0	0.0	0.0		
Total Delay	19.8			8.0	9.3	2.0	5.1		
LOS	B			A	A	A	A		
Approach Delay	19.8			8.0	8.4		5.1		
Approach LOS	B			A	A		A		
Queue Length 50th (ft)	26			65	104	5	0		
Queue Length 95th (ft)	62			124	188	11	8		
Internal Link Dist (ft)	149			1300	189		130		
Turn Bay Length (ft)						65			
Base Capacity (vph)	905			1212	1166	1328	472		
Starvation Cap Reductn	0			0	0	0	0		
Spillback Cap Reductn	0			0	0	0	0		
Storage Cap Reductn	0			0	0	0	0		
Reduced v/c Ratio	0.17			0.27	0.41	0.05	0.10		

Intersection Summary

Area Type:	Other
Cycle Length:	101
Actuated Cycle Length:	65.6
Natural Cycle:	40
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.50
Intersection Signal Delay:	9.7
Intersection Capacity Utilization	45.5%
Analysis Period (min)	15
Intersection LOS:	A
ICU Level of Service	A

Lanes, Volumes, Timings

1: Albany Post Rd & Tate Ave & Shell Drwy

03/23/2023

Splits and Phases: 1: Albany Post Rd & Tate Ave & Shell Drwy



HCM 6th TWSC
2: Albany Post Rd & Craft Ln

03/23/2023

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↕			↕			↕		
Traffic Vol, veh/h	0	0	0	0	0	0	0	270	9	0	463	2
Future Vol, veh/h	0	0	0	0	0	0	0	270	9	0	463	2
Conflicting Peds, #/hr	0	0	0	0	0	0	2	0	0	0	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	91	91	91	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	10	0	0	4	0
Mvmt Flow	0	0	0	0	0	0	0	297	10	0	503	2

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	806	809	302	507	0	0
Stage 1	302	302	-	-	-	-
Stage 2	504	507	-	-	-	-
Critical Hdwy	6.4	6.5	6.2	4.1	-	4.1
Critical Hdwy Stg 1	5.4	5.5	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	2.2	-	2.2
Pot Cap-1 Maneuver	354	317	742	1068	-	1265
Stage 1	755	668	-	-	-	-
Stage 2	611	543	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	354	0	742	1068	-	1265
Mov Cap-2 Maneuver	354	0	-	-	-	-
Stage 1	755	0	-	-	-	-
Stage 2	611	0	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1068	-	-	-	1265	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	0	-	-
HCM Lane LOS	A	-	-	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	0	-	-

HCM 6th TWSC
 3: Albany Post Rd & Gallagher St/Commercial Drwvy

03/23/2023

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	0	73	1	0	2	28	261	3	0	474	1
Future Vol, veh/h	7	0	73	1	0	2	28	261	3	0	474	1
Conflicting Peds, #/hr	0	0	0	0	0	0	6	0	0	0	0	6
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	80	80	80	91	91	91	90	90	90
Heavy Vehicles, %	0	0	4	0	0	50	14	10	0	0	5	0
Mvmt Flow	8	0	83	1	0	3	31	287	3	0	527	1

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	886	886	534	920	885	289	534	0	0	290	0	0
Stage 1	534	534	-	351	351	-	-	-	-	-	-	-
Stage 2	352	352	-	569	534	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.24	7.1	6.5	6.7	4.24	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.336	3.5	4	3.75	2.326	-	-	2.2	-	-
Pot Cap-1 Maneuver	267	286	542	254	286	649	976	-	-	1283	-	-
Stage 1	534	528	-	670	636	-	-	-	-	-	-	-
Stage 2	669	635	-	511	528	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	256	273	538	209	273	649	969	-	-	1283	-	-
Mov Cap-2 Maneuver	256	273	-	209	273	-	-	-	-	-	-	-
Stage 1	510	524	-	645	612	-	-	-	-	-	-	-
Stage 2	641	611	-	432	524	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14	14.5	0.8	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	969	-	-	491	381	1283	-	-
HCM Lane V/C Ratio	0.032	-	-	0.185	0.01	-	-	-
HCM Control Delay (s)	8.8	0	-	14	14.5	0	-	-
HCM Lane LOS	A	A	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.7	0	0	-	-

Lanes, Volumes, Timings
1: Albany Post Rd & Tate Ave & Shell Drvwy

03/23/2023



Lane Group	EBL	EBR	NBL2	NBL	NBT	SBT	SBR	SEL	SER	SER2
Lane Configurations										
Traffic Volume (vph)	114	3	1	0	487	296	173	32	15	5
Future Volume (vph)	114	3	1	0	487	296	173	32	15	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	13	13	13	13	12	16	16	16
Storage Length (ft)	0	0		25			65	0	25	
Storage Lanes	1	0		0			1	1	0	
Taper Length (ft)	25			25				25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor					1.00		0.98	0.99		
Frt	0.997						0.850	0.948		
Flt Protected	0.953							0.970		
Satd. Flow (prot)	1926	0	0	0	1963	1906	1599	1927	0	0
Flt Permitted	0.953							0.970		
Satd. Flow (perm)	1926	0	0	0	1963	1906	1566	1927	0	0
Right Turn on Red		Yes								Yes
Satd. Flow (RTOR)	86							86		
Link Speed (mph)	30				30	30		30		
Link Distance (ft)	229				1380	269		210		
Travel Time (s)	5.2				31.4	6.1		4.8		
Confl. Peds. (#/hr)			1	6			1			1
Peak Hour Factor	0.91	0.91	0.83	0.83	0.83	0.84	0.84	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	0%	0%	3%	1%	0%	0%	20%
Adj. Flow (vph)	125	3	1	0	587	352	206	34	16	5
Shared Lane Traffic (%)										
Lane Group Flow (vph)	128	0	0	0	588	352	206	55	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Left	Right	Left	Right	Right
Median Width(ft)	14				0	0		16		
Link Offset(ft)	0				0	0		0		
Crosswalk Width(ft)	16				16	16		16		
Two way Left Turn Lane										
Headway Factor	0.92	0.92	0.96	0.96	0.96	0.96	1.00	0.85	0.85	0.85
Turning Speed (mph)	15	9	15	15			9	15	9	9
Number of Detectors	1		1	1	2	2	1	1		
Detector Template	Left		Left	Left	Thru	Thru	Right	Left		
Leading Detector (ft)	20		20	20	100	100	20	20		
Trailing Detector (ft)	0		0	0	0	0	0	0		
Detector 1 Position(ft)	0		0	0	0	0	0	0		
Detector 1 Size(ft)	20		20	20	6	6	20	20		
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel										
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Detector 2 Position(ft)					94	94				
Detector 2 Size(ft)					6	6				
Detector 2 Type					Cl+Ex	Cl+Ex				
Detector 2 Channel										

Lanes, Volumes, Timings
 1: Albany Post Rd & Tate Ave & Shell Drvwy

03/23/2023



Lane Group	EBL	EBR	NBL2	NBL	NBT	SBT	SBR	SEL	SER	SER2
Detector 2 Extend (s)					0.0	0.0				
Turn Type	Prot		Perm		NA	NA	pm+ov	Prot		
Protected Phases	3				1	1	3	4		
Permitted Phases			1	1			1			
Detector Phase	3		1	1	1	1	3	4		
Switch Phase										
Minimum Initial (s)	2.0		5.0	5.0	5.0	5.0	2.0	3.0		
Minimum Split (s)	7.0		11.0	11.0	11.0	11.0	7.0	8.0		
Total Split (s)	35.0		46.0	46.0	46.0	46.0	35.0	20.0		
Total Split (%)	34.7%		45.5%	45.5%	45.5%	45.5%	34.7%	19.8%		
Maximum Green (s)	30.0		40.0	40.0	40.0	40.0	30.0	15.0		
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0	4.0	4.0		
All-Red Time (s)	1.0		2.0	2.0	2.0	2.0	1.0	1.0		
Lost Time Adjust (s)	0.0				0.0	0.0	0.0	0.0		
Total Lost Time (s)	5.0				6.0	6.0	5.0	5.0		
Lead/Lag	Lead						Lead	Lag		
Lead-Lag Optimize?	Yes						Yes	Yes		
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0	3.0	3.0		
Recall Mode	None		Max	Max	Max	Max	None	None		
Act Effct Green (s)	7.4				40.4	40.4	48.8	5.7		
Actuated g/C Ratio	0.11				0.62	0.62	0.75	0.09		
v/c Ratio	0.43				0.48	0.30	0.17	0.22		
Control Delay	17.1				9.7	7.9	2.3	6.0		
Queue Delay	0.0				0.0	0.0	0.0	0.0		
Total Delay	17.1				9.7	7.9	2.3	6.0		
LOS	B				A	A	A	A		
Approach Delay	17.1				9.7	5.8		6.0		
Approach LOS	B				A	A		A		
Queue Length 50th (ft)	17				131	67	16	0		
Queue Length 95th (ft)	62				212	119	28	18		
Internal Link Dist (ft)	149				1300	189		130		
Turn Bay Length (ft)							65			
Base Capacity (vph)	945				1222	1187	1459	516		
Starvation Cap Reductn	0				0	0	0	0		
Spillback Cap Reductn	0				0	0	0	0		
Storage Cap Reductn	0				0	0	0	0		
Reduced v/c Ratio	0.14				0.48	0.30	0.14	0.11		

Intersection Summary	
Area Type:	Other
Cycle Length:	101
Actuated Cycle Length:	64.9
Natural Cycle:	40
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.48
Intersection Signal Delay:	8.6
Intersection LOS:	A
Intersection Capacity Utilization:	49.6%
ICU Level of Service:	A
Analysis Period (min):	15

Lanes, Volumes, Timings

1: Albany Post Rd & Tate Ave & Shell Drwy

03/23/2023

Splits and Phases: 1: Albany Post Rd & Tate Ave & Shell Drwy



HCM 6th TWSC
2: Albany Post Rd & Craft Ln

03/23/2023

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕			↕			↕	
Traffic Vol, veh/h	0	0	0	1	0	0	0	476	1	0	331	4
Future Vol, veh/h	0	0	0	1	0	0	0	476	1	0	331	4
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	0	0	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	80	80	80	89	89	89	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	3	0
Mvmt Flow	0	0	0	1	0	0	0	535	1	0	414	5

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	953	956	536
Stage 1	536	536	-
Stage 2	417	420	-
Critical Hdwy	6.4	6.5	6.2
Critical Hdwy Stg 1	5.4	5.5	-
Critical Hdwy Stg 2	5.4	5.5	-
Follow-up Hdwy	3.5	4	3.3
Pot Cap-1 Maneuver	290	260	549
Stage 1	591	527	-
Stage 2	669	593	-
Platoon blocked, %			
Mov Cap-1 Maneuver	290	0	549
Mov Cap-2 Maneuver	290	0	-
Stage 1	591	0	-
Stage 2	669	0	-

Approach	WB	NB	SB
HCM Control Delay, s	17.5	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1150	-	-	290	1042	-	-
HCM Lane V/C Ratio	-	-	-	0.004	-	-	-
HCM Control Delay (s)	0	-	-	17.5	0	-	-
HCM Lane LOS	A	-	-	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	-	-

HCM 6th TWSC
 3: Albany Post Rd & Gallagher St/Commercial Drwvy

03/23/2023

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	0	51	7	0	5	69	466	11	4	324	6
Future Vol, veh/h	3	0	51	7	0	5	69	466	11	4	324	6
Conflicting Peds, #/hr	0	0	0	0	0	0	13	0	0	0	0	13
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	87	87	87	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0	1	1	0	0	3	0
Mvmt Flow	4	0	64	9	0	6	79	536	13	5	405	8

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1136	1139	422	1152	1137	543	426	0	0	549	0	0
Stage 1	432	432	-	701	701	-	-	-	-	-	-	-
Stage 2	704	707	-	451	436	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.11	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.209	-	-	2.2	-	-
Pot Cap-1 Maneuver	181	203	636	176	203	544	1139	-	-	1031	-	-
Stage 1	606	586	-	433	444	-	-	-	-	-	-	-
Stage 2	431	441	-	592	583	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	161	178	626	145	178	544	1120	-	-	1031	-	-
Mov Cap-2 Maneuver	161	178	-	145	178	-	-	-	-	-	-	-
Stage 1	535	573	-	389	399	-	-	-	-	-	-	-
Stage 2	383	396	-	529	570	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	12.6		23.6		1.1		0.1	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1120	-	-	539	209	1031	-	-
HCM Lane V/C Ratio	0.071	-	-	0.125	0.072	0.005	-	-
HCM Control Delay (s)	8.5	0	-	12.6	23.6	8.5	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.4	0.2	0	-	-

Appendix E

AMS Buchanan Traffic Impact Study

Build Conditions Synchro Reports

Lanes, Volumes, Timings
1: Albany Post Rd & Tate Ave & Shell Drvwy

03/23/2023



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	SEL	SER	SER2
Lane Configurations									
Traffic Volume (vph)	119	1	0	318	429	58	14	18	7
Future Volume (vph)	119	1	0	318	429	58	14	18	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	13	13	13	12	16	16	16
Storage Length (ft)	0	0	25			65	0	25	
Storage Lanes	1	0	0			1	1	0	
Taper Length (ft)	25		25				25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00					0.98	0.98		
Frt	0.999					0.850	0.913		
Flt Protected	0.953						0.983		
Satd. Flow (prot)	1855	0	0	1963	1888	1455	1756	0	0
Flt Permitted	0.953						0.983		
Satd. Flow (perm)	1855	0	0	1963	1888	1424	1756	0	0
Right Turn on Red		Yes							Yes
Satd. Flow (RTOR)	86						86		
Link Speed (mph)	30			30	30		30		
Link Distance (ft)	229			1380	269		210		
Travel Time (s)	5.2			31.4	6.1		4.8		
Confl. Peds. (#/hr)		2	10			2		2	2
Peak Hour Factor	0.80	0.80	0.89	0.89	0.88	0.88	0.81	0.81	0.81
Heavy Vehicles (%)	4%	0%	8%	0%	4%	11%	14%	6%	0%
Adj. Flow (vph)	149	1	0	357	488	66	17	22	9
Shared Lane Traffic (%)									
Lane Group Flow (vph)	150	0	0	357	488	66	48	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right	Left	Right	Right
Median Width(ft)	14			0	0		16		
Link Offset(ft)	0			0	0		0		
Crosswalk Width(ft)	16			16	16		16		
Two way Left Turn Lane									
Headway Factor	0.92	0.92	0.96	0.96	0.96	1.00	0.85	0.85	0.85
Turning Speed (mph)	15	9	15			9	15	9	9
Number of Detectors	1		1	2	2	1	1		
Detector Template	Left		Left	Thru	Thru	Right	Left		
Leading Detector (ft)	20		20	100	100	20	20		
Trailing Detector (ft)	0		0	0	0	0	0		
Detector 1 Position(ft)	0		0	0	0	0	0		
Detector 1 Size(ft)	20		20	6	6	20	20		
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel									
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0	0.0		
Detector 2 Position(ft)				94	94				
Detector 2 Size(ft)				6	6				
Detector 2 Type				Cl+Ex	Cl+Ex				
Detector 2 Channel									

Lanes, Volumes, Timings
 1: Albany Post Rd & Tate Ave & Shell Drvwy

03/23/2023



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	SEL	SER	SER2
Detector 2 Extend (s)				0.0	0.0				
Turn Type	Prot			NA	NA	pm+ov	Prot		
Protected Phases	3			1	1	3	4		
Permitted Phases			1			1			
Detector Phase	3		1	1	1	3	4		
Switch Phase									
Minimum Initial (s)	2.0		5.0	5.0	5.0	2.0	3.0		
Minimum Split (s)	7.0		11.0	11.0	11.0	7.0	8.0		
Total Split (s)	35.0		46.0	46.0	46.0	35.0	20.0		
Total Split (%)	34.7%		45.5%	45.5%	45.5%	34.7%	19.8%		
Maximum Green (s)	30.0		40.0	40.0	40.0	30.0	15.0		
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0	4.0		
All-Red Time (s)	1.0		2.0	2.0	2.0	1.0	1.0		
Lost Time Adjust (s)	0.0			0.0	0.0	0.0	0.0		
Total Lost Time (s)	5.0			6.0	6.0	5.0	5.0		
Lead/Lag	Lead					Lead	Lag		
Lead-Lag Optimize?	Yes					Yes	Yes		
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0	3.0		
Recall Mode	None		Max	Max	Max	None	None		
Act Effct Green (s)	8.0			40.5	40.5	49.6	5.7		
Actuated g/C Ratio	0.12			0.62	0.62	0.76	0.09		
v/c Ratio	0.50			0.29	0.42	0.06	0.21		
Control Delay	19.8			8.2	9.4	2.0	5.1		
Queue Delay	0.0			0.0	0.0	0.0	0.0		
Total Delay	19.8			8.2	9.4	2.0	5.1		
LOS	B			A	A	A	A		
Approach Delay	19.8			8.2	8.5		5.1		
Approach LOS	B			A	A		A		
Queue Length 50th (ft)	26			71	107	5	0		
Queue Length 95th (ft)	62			134	194	11	8		
Internal Link Dist (ft)	149			1300	189		130		
Turn Bay Length (ft)						65			
Base Capacity (vph)	905			1212	1166	1328	472		
Starvation Cap Reductn	0			0	0	0	0		
Spillback Cap Reductn	0			0	0	0	0		
Storage Cap Reductn	0			0	0	0	0		
Reduced v/c Ratio	0.17			0.29	0.42	0.05	0.10		

Intersection Summary	
Area Type:	Other
Cycle Length:	101
Actuated Cycle Length:	65.6
Natural Cycle:	40
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.50
Intersection Signal Delay:	9.8
Intersection Capacity Utilization	45.9%
Analysis Period (min)	15
	Intersection LOS: A
	ICU Level of Service A

Lanes, Volumes, Timings

1: Albany Post Rd & Tate Ave & Shell Drwy

03/23/2023

Splits and Phases: 1: Albany Post Rd & Tate Ave & Shell Drwy

 Ø1	 Ø3	 Ø4
46 s	35 s	20 s

HCM 6th TWSC
2: Albany Post Rd & Craft Ln

03/23/2023

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↕			↕			↕		
Traffic Vol, veh/h	0	0	0	16	0	23	0	270	6	8	463	2
Future Vol, veh/h	0	0	0	16	0	23	0	270	6	8	463	2
Conflicting Peds, #/hr	0	0	0	0	0	0	2	0	0	0	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	91	91	91	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	10	0	0	4	0
Mvmt Flow	0	0	0	17	0	25	0	297	7	9	503	2

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	823	826	301	507	0	0
Stage 1	301	301	-	-	-	-
Stage 2	522	525	-	-	-	-
Critical Hdwy	6.4	6.5	6.2	4.1	-	4.1
Critical Hdwy Stg 1	5.4	5.5	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	2.2	-	2.2
Pot Cap-1 Maneuver	346	310	743	1068	-	1268
Stage 1	755	669	-	-	-	-
Stage 2	599	533	-	-	-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	343	0	743	1068	-	1268
Mov Cap-2 Maneuver	343	0	-	-	-	-
Stage 1	755	0	-	-	-	-
Stage 2	593	0	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.8	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1068	-	-	503	1268	-	-
HCM Lane V/C Ratio	-	-	-	0.084	0.007	-	-
HCM Control Delay (s)	0	-	-	12.8	7.9	0	-
HCM Lane LOS	A	-	-	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0	-	-

HCM 6th TWSC
 3: Albany Post Rd & Gallagher St/Commercial Drwvy

03/23/2023

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	7	0	73	1	0	2	28	267	3	0	490	1
Future Vol, veh/h	7	0	73	1	0	2	28	267	3	0	490	1
Conflicting Peds, #/hr	0	0	0	0	0	0	6	0	0	0	0	6
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	80	80	80	91	91	91	90	90	90
Heavy Vehicles, %	0	0	4	0	0	50	14	10	0	0	5	0
Mvmt Flow	8	0	83	1	0	3	31	293	3	0	544	1

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	909	909	551	943	908	295	551	0	0	296	0	0
Stage 1	551	551	-	357	357	-	-	-	-	-	-	-
Stage 2	358	358	-	586	551	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.24	7.1	6.5	6.7	4.24	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.336	3.5	4	3.75	2.326	-	-	2.2	-	-
Pot Cap-1 Maneuver	258	277	530	245	277	644	961	-	-	1277	-	-
Stage 1	522	519	-	665	632	-	-	-	-	-	-	-
Stage 2	664	631	-	500	519	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	247	264	526	200	264	644	954	-	-	1277	-	-
Mov Cap-2 Maneuver	247	264	-	200	264	-	-	-	-	-	-	-
Stage 1	498	515	-	639	607	-	-	-	-	-	-	-
Stage 2	636	606	-	421	515	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	14.3		14.8		0.8		0	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	954	-	-	479	370	1277	-	-
HCM Lane V/C Ratio	0.032	-	-	0.19	0.01	-	-	-
HCM Control Delay (s)	8.9	0	-	14.3	14.8	0	-	-
HCM Lane LOS	A	A	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.7	0	0	-	-

HCM 6th TWSC
5: Future Driveway & Craft Ln

03/23/2023

Intersection						
Int Delay, s/veh	6.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	14	0	0	39	0
Future Vol, veh/h	0	14	0	0	39	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	15	0	0	42	0

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	15	0	9
Stage 1	-	-	-	-	8
Stage 2	-	-	-	-	1
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1603	-	1011
Stage 1	-	-	-	-	1015
Stage 2	-	-	-	-	1022
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1603	-	1011
Mov Cap-2 Maneuver	-	-	-	-	1011
Stage 1	-	-	-	-	1015
Stage 2	-	-	-	-	1022

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1011	-	-	1603	-
HCM Lane V/C Ratio	0.042	-	-	-	-
HCM Control Delay (s)	8.7	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Lanes, Volumes, Timings
 1: Albany Post Rd & Tate Ave & Shell Drvwy

03/23/2023



Lane Group	EBL	EBR	NBL2	NBL	NBT	SBT	SBR	SEL	SER	SER2
Lane Configurations										
Traffic Volume (vph)	114	3	1	0	502	319	173	32	15	5
Future Volume (vph)	114	3	1	0	502	319	173	32	15	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	13	13	13	13	12	16	16	16
Storage Length (ft)	0	0		25			65	0	25	
Storage Lanes	1	0		0			1	1	0	
Taper Length (ft)	25			25				25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor					1.00		0.98	0.99		
Frt	0.997						0.850	0.948		
Flt Protected	0.953							0.970		
Satd. Flow (prot)	1926	0	0	0	1963	1906	1599	1927	0	0
Flt Permitted	0.953							0.970		
Satd. Flow (perm)	1926	0	0	0	1963	1906	1566	1927	0	0
Right Turn on Red		Yes								Yes
Satd. Flow (RTOR)	86							86		
Link Speed (mph)	30				30	30		30		
Link Distance (ft)	229				1380	269		210		
Travel Time (s)	5.2				31.4	6.1		4.8		
Confl. Peds. (#/hr)			1	6			1			1
Peak Hour Factor	0.91	0.91	0.83	0.83	0.83	0.84	0.84	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	0%	0%	3%	1%	0%	0%	20%
Adj. Flow (vph)	125	3	1	0	605	380	206	34	16	5
Shared Lane Traffic (%)										
Lane Group Flow (vph)	128	0	0	0	606	380	206	55	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Left	Right	Left	Right	Right
Median Width(ft)	14				0	0		16		
Link Offset(ft)	0				0	0		0		
Crosswalk Width(ft)	16				16	16		16		
Two way Left Turn Lane										
Headway Factor	0.92	0.92	0.96	0.96	0.96	0.96	1.00	0.85	0.85	0.85
Turning Speed (mph)	15	9	15	15			9	15	9	9
Number of Detectors	1		1	1	2	2	1	1		
Detector Template	Left		Left	Left	Thru	Thru	Right	Left		
Leading Detector (ft)	20		20	20	100	100	20	20		
Trailing Detector (ft)	0		0	0	0	0	0	0		
Detector 1 Position(ft)	0		0	0	0	0	0	0		
Detector 1 Size(ft)	20		20	20	6	6	20	20		
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel										
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Detector 2 Position(ft)					94	94				
Detector 2 Size(ft)					6	6				
Detector 2 Type					Cl+Ex	Cl+Ex				
Detector 2 Channel										

Lanes, Volumes, Timings
 1: Albany Post Rd & Tate Ave & Shell Drvwy

03/23/2023



Lane Group	EBL	EBR	NBL2	NBL	NBT	SBT	SBR	SEL	SER	SER2
Detector 2 Extend (s)					0.0	0.0				
Turn Type	Prot		Perm		NA	NA	pm+ov	Prot		
Protected Phases	3				1	1	3	4		
Permitted Phases			1	1			1			
Detector Phase	3		1	1	1	1	3	4		
Switch Phase										
Minimum Initial (s)	2.0		5.0	5.0	5.0	5.0	2.0	3.0		
Minimum Split (s)	7.0		11.0	11.0	11.0	11.0	7.0	8.0		
Total Split (s)	35.0		46.0	46.0	46.0	46.0	35.0	20.0		
Total Split (%)	34.7%		45.5%	45.5%	45.5%	45.5%	34.7%	19.8%		
Maximum Green (s)	30.0		40.0	40.0	40.0	40.0	30.0	15.0		
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0	4.0	4.0		
All-Red Time (s)	1.0		2.0	2.0	2.0	2.0	1.0	1.0		
Lost Time Adjust (s)	0.0				0.0	0.0	0.0	0.0		
Total Lost Time (s)	5.0				6.0	6.0	5.0	5.0		
Lead/Lag	Lead						Lead	Lag		
Lead-Lag Optimize?	Yes						Yes	Yes		
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0	3.0	3.0		
Recall Mode	None		Max	Max	Max	Max	None	None		
Act Effct Green (s)	7.4				40.4	40.4	48.8	5.7		
Actuated g/C Ratio	0.11				0.62	0.62	0.75	0.09		
v/c Ratio	0.43				0.50	0.32	0.17	0.22		
Control Delay	17.1				9.9	8.1	2.3	6.0		
Queue Delay	0.0				0.0	0.0	0.0	0.0		
Total Delay	17.1				9.9	8.1	2.3	6.0		
LOS	B				A	A	A	A		
Approach Delay	17.1				9.9	6.0		6.0		
Approach LOS	B				A	A		A		
Queue Length 50th (ft)	17				137	74	16	0		
Queue Length 95th (ft)	62				221	129	28	18		
Internal Link Dist (ft)	149				1300	189		130		
Turn Bay Length (ft)							65			
Base Capacity (vph)	945				1222	1187	1459	516		
Starvation Cap Reductn	0				0	0	0	0		
Spillback Cap Reductn	0				0	0	0	0		
Storage Cap Reductn	0				0	0	0	0		
Reduced v/c Ratio	0.14				0.50	0.32	0.14	0.11		

Intersection Summary

Area Type:	Other
Cycle Length:	101
Actuated Cycle Length:	64.9
Natural Cycle:	45
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.50
Intersection Signal Delay:	8.8
Intersection Capacity Utilization:	50.4%
Analysis Period (min):	15
Intersection LOS:	A
ICU Level of Service:	A

Lanes, Volumes, Timings

1: Albany Post Rd & Tate Ave & Shell Drwy

03/23/2023

Splits and Phases: 1: Albany Post Rd & Tate Ave & Shell Drwy



HCM 6th TWSC
2: Albany Post Rd & Craft Ln

03/23/2023

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↕			↕			↕		
Traffic Vol, veh/h	0	0	0	10	0	15	0	476	16	23	331	4
Future Vol, veh/h	0	0	0	10	0	15	0	476	16	23	331	4
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	0	0	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	80	80	80	89	89	89	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	3	0
Mvmt Flow	0	0	0	13	0	19	0	535	18	29	414	5

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1019	1022	544	420	0	553
Stage 1	544	544	-	-	-	-
Stage 2	475	478	-	-	-	-
Critical Hdwy	6.4	6.5	6.2	4.1	-	4.1
Critical Hdwy Stg 1	5.4	5.5	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	2.2	-	2.2
Pot Cap-1 Maneuver	265	238	543	1150	-	1027
Stage 1	586	522	-	-	-	-
Stage 2	630	559	-	-	-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	255	0	543	1150	-	1027
Mov Cap-2 Maneuver	255	0	-	-	-	-
Stage 1	586	0	-	-	-	-
Stage 2	607	0	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.5	0	0.6
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	NBRWBLn1	SBL	SBT	SBR
Capacity (veh/h)	1150	-	-	374	1027	-
HCM Lane V/C Ratio	-	-	-	0.084	0.028	-
HCM Control Delay (s)	0	-	-	15.5	8.6	0
HCM Lane LOS	A	-	-	C	A	A
HCM 95th %tile Q(veh)	0	-	-	0.3	0.1	-

HCM 6th TWSC
 3: Albany Post Rd & Gallagher St/Commercial Drwvy

03/23/2023

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	0	51	7	0	5	69	481	11	4	334	6
Future Vol, veh/h	3	0	51	7	0	5	69	481	11	4	334	6
Conflicting Peds, #/hr	0	0	0	0	0	0	13	0	0	0	0	13
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	87	87	87	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0	1	1	0	0	3	0
Mvmt Flow	4	0	64	9	0	6	79	553	13	5	418	8

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1166	1169	435	1182	1167	560	439	0	0	566	0	0
Stage 1	445	445	-	718	718	-	-	-	-	-	-	-
Stage 2	721	724	-	464	449	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.11	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.209	-	-	2.2	-	-
Pot Cap-1 Maneuver	172	195	625	168	195	532	1126	-	-	1016	-	-
Stage 1	596	578	-	423	436	-	-	-	-	-	-	-
Stage 2	422	433	-	582	576	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	153	171	615	138	171	532	1107	-	-	1016	-	-
Mov Cap-2 Maneuver	153	171	-	138	171	-	-	-	-	-	-	-
Stage 1	525	565	-	379	391	-	-	-	-	-	-	-
Stage 2	374	388	-	519	563	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	12.8		24.5		1		0.1	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1107	-	-	527	200	1016	-	-
HCM Lane V/C Ratio	0.072	-	-	0.128	0.075	0.005	-	-
HCM Control Delay (s)	8.5	0	-	12.8	24.5	8.6	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.4	0.2	0	-	-

HCM 6th TWSC
5: Future Driveway & Craft Ln

03/23/2023

Intersection						
Int Delay, s/veh	3.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1	39	0	1	25	0
Future Vol, veh/h	1	39	0	1	25	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	42	0	1	27	0

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	43	0	23
Stage 1	-	-	-	-	22
Stage 2	-	-	-	-	1
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1566	-	993
Stage 1	-	-	-	-	1001
Stage 2	-	-	-	-	1022
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1566	-	993
Mov Cap-2 Maneuver	-	-	-	-	993
Stage 1	-	-	-	-	1001
Stage 2	-	-	-	-	1022

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	993	-	-	1566	-
HCM Lane V/C Ratio	0.027	-	-	-	-
HCM Control Delay (s)	8.7	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Appendix F

AMS Buchanan Traffic Impact Study

Warrant Analysis

TRAFFIC SIGNAL WARRANTS

WARRANT 3 - PEAK HOUR VEHICULAR VOLUME

This signal warrant shall be applied only in unusual cases, such as office complexes, manufacturing plants, industrial complexes, or high-occupancy vehicle facilities that attract or discharge large numbers of vehicles over a short time period.

Applicable: Yes No
 Satisfied: Yes No

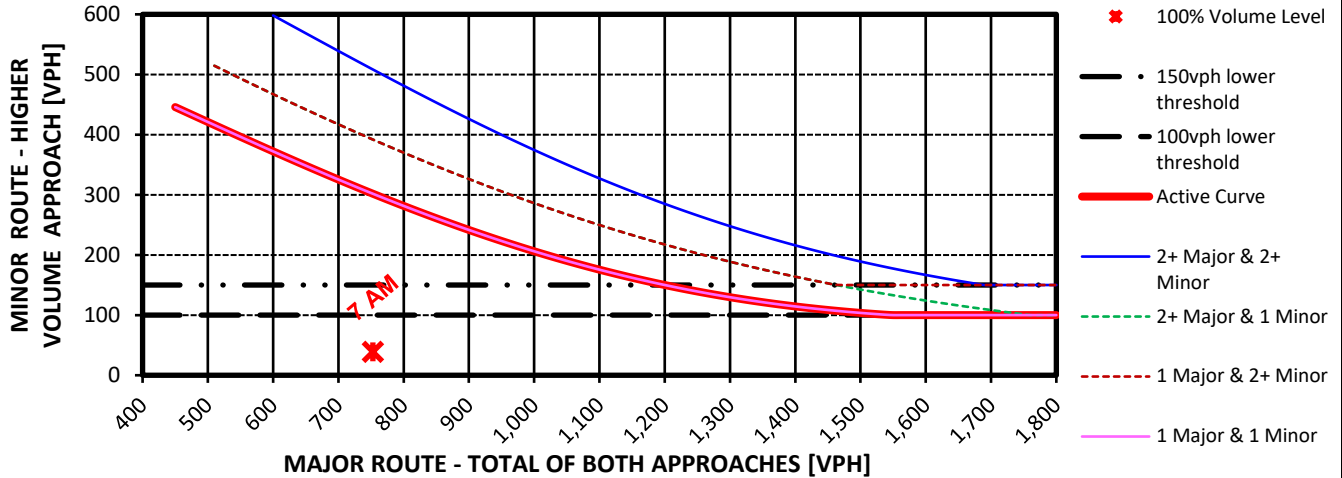
Signalization shall be considered if a point lies above the appropriate line or the Delay criteria is met.

Unusual case(s) justifying this Warrant:

Signal Warrant Test

Peak Hour Data		
Peak Hour	Major Route	Minor Route
7 AM	753	39

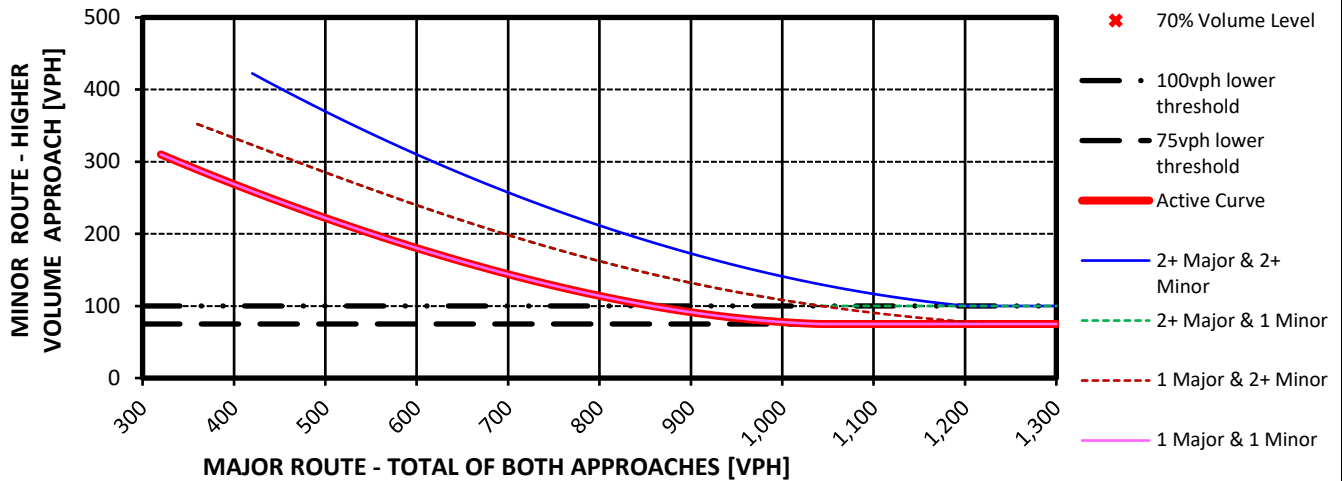
FIGURE W-3: Criteria for "100%" Volume Level



* Note: 150 vph applies as the lower threshold volume for a minor route approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor route approach with one lane.

FIGURE W-3: Criteria for "70%" Volume Level

(Community less-than 10,000 population or speeds greater-than 70 km/hr [40 mph] on Major Street)



* Note: 100 vph applies as the lower threshold volume for a minor route approach with two or more lanes and 75 vph applies as the lower threshold volume threshold for a minor route approach with one lane.

DELAY CRITERIA	1. Delay on Minor Approach (vehicle-hours)				2. Volume on Minor Approach (veh/hr)				3. Total Entering Volume (veh/hr)						
	Approaches		Lanes		Approaches		Lanes		Number of Approaches						
	Delay Criteria:		Delay:		Volume Criteria:		Volume:		No. of Approaches		Volume Criteria				
	1		2		1		2		3		4 or more				
4.0		5.0		100		150		3		4					
1.4				39				650		800					
792								792							
Fullfilled?		Yes		X		NO		Fullfilled?		X		Yes		NO	

Table 9-24. Suggested Left-Turn Lane Guidelines Based on Results from Benefit-Cost Evaluations for Unsignalized Intersections on Arterials in Urban Areas (16)

Left-Turn Lane Peak-Hour Volume (veh/h)	Three-Leg Intersection, Major-Road Volume (veh/h/ln) that Warrants a Left-Turn Lane	Four-Leg Intersection, Major-Road Volume (veh/h/ln) that Warrants a Left-Turn Lane
5	450	50
10	300	50
15	250	50
20	200	50
25	200	50
30	150	50
35	150	50
40	150	50
45	150	< 50
50 or More	100	< 50

Note: These guidelines apply where the major road is uncontrolled and the minor-road approaches are stop- or yield-controlled. Both the left-turn peak-hour volume and the major-road volume warrants should be met as shown in Figure 9-35.

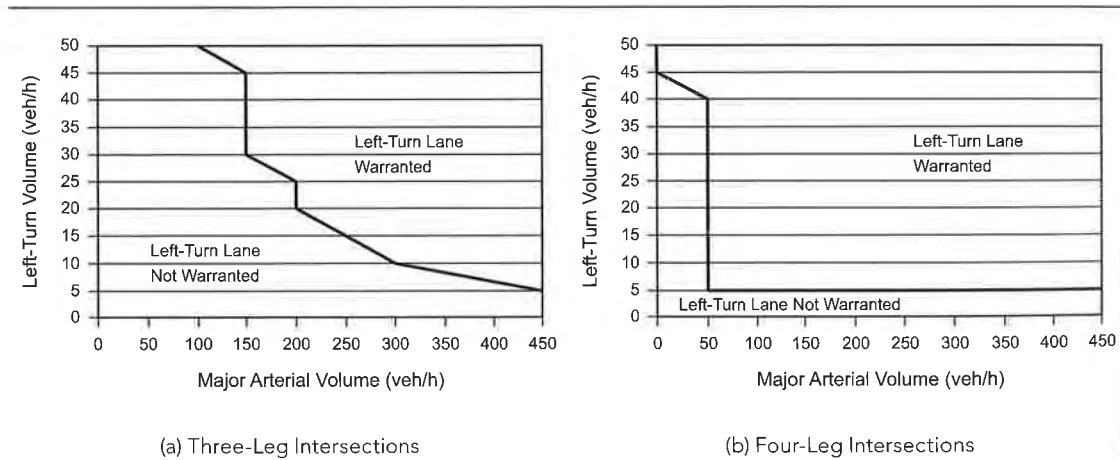


Figure 9-35. Suggested Left-Turn Lane Warrants Based on Results from Benefit-Cost Evaluations for Intersections on Arterials in Urban Areas (16)

Left Turn Lane Warrant Analysis

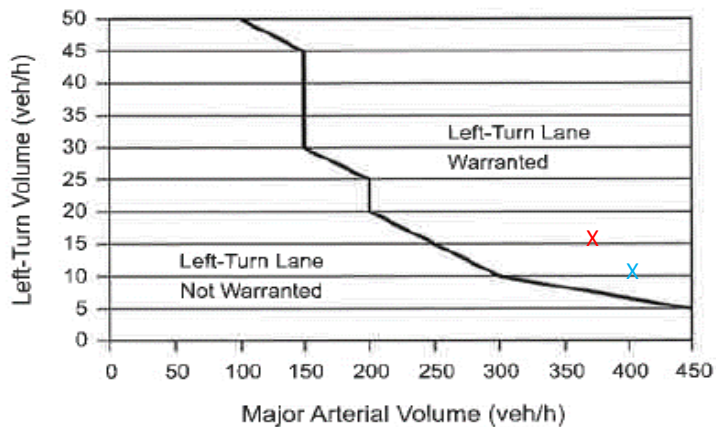
Project: AMS Buchanan

Source: AASHTO A Policy on Geometric Design of Highways and Streets, 7th Edition (Green Book), Figure 9-35

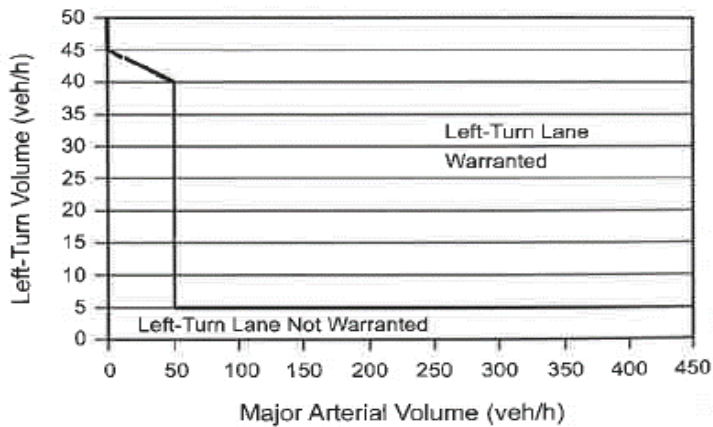
AM Peak Hour X

PM Peak Hour X

Location: Albany Post Road & Craft Lane - WBL

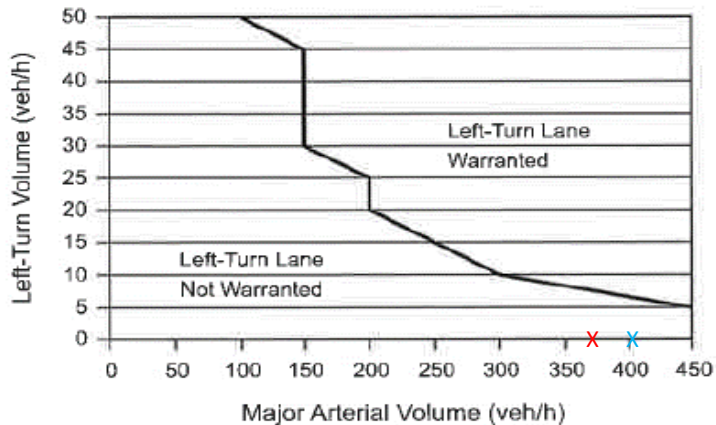


(a) Three-Leg Intersections

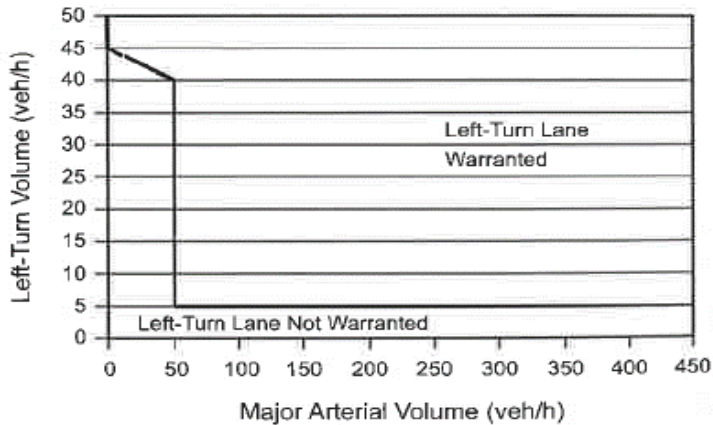


(b) Four-Leg Intersections

Location: Albany Post Road & Craft Lane - NBL

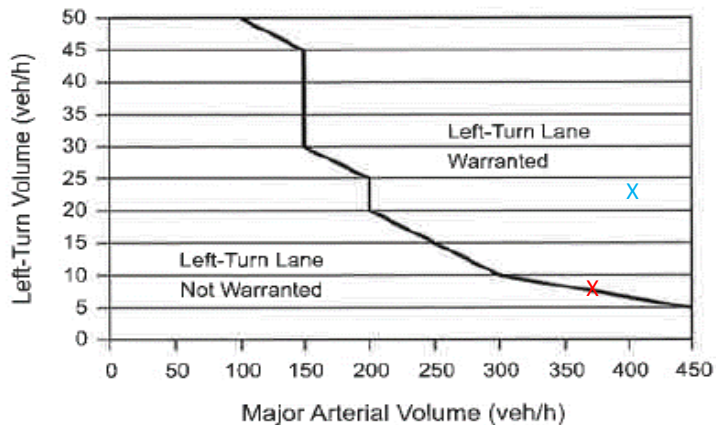


(a) Three-Leg Intersections

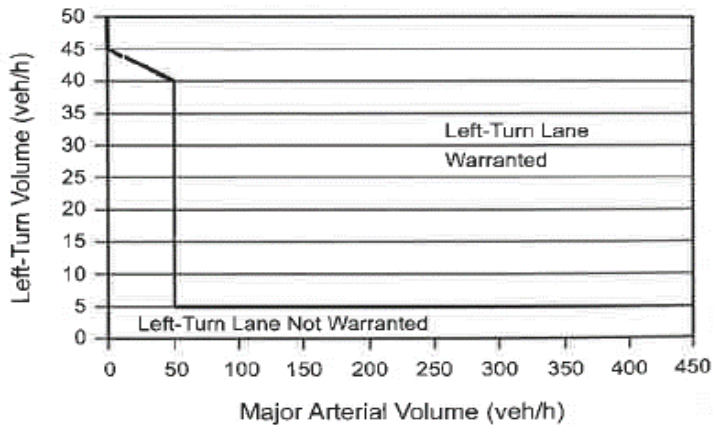


(b) Four-Leg Intersections

Location: Albany Post Road & Craft Lane - SBL



(a) Three-Leg Intersections



(b) Four-Leg Intersections

Left Turn Lane Warrant Analysis

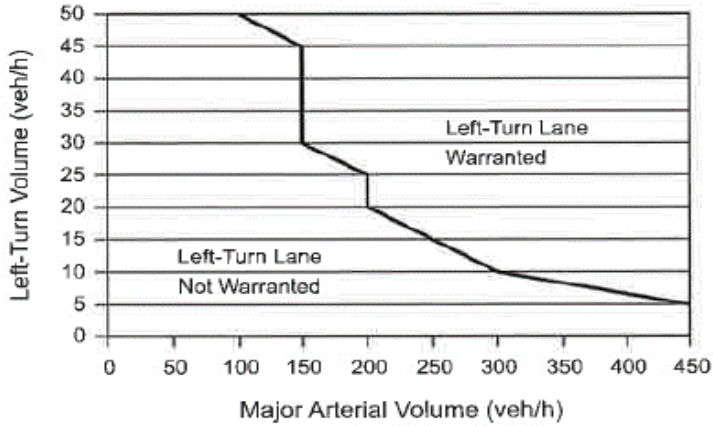
Project: AMS Buchanan

Source: AASHTO A Policy on Geometric Design of Highways and Streets, 7th Edition (Green Book), Figure 9-35

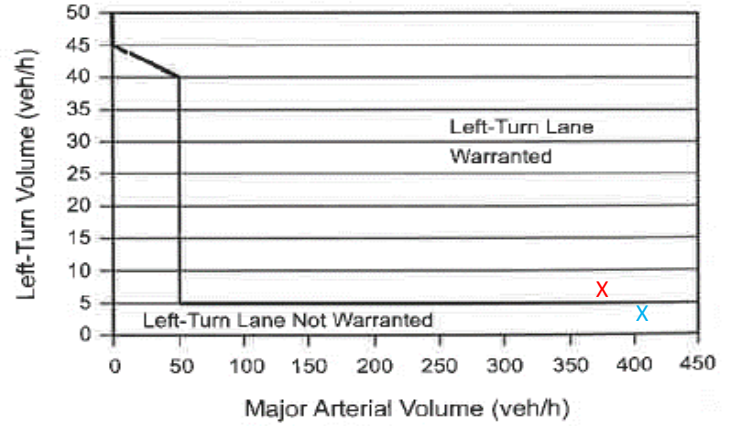
AM Peak Hour X

PM Peak Hour X

Location: Albany Post Road & Lindsey Avenue - EBL

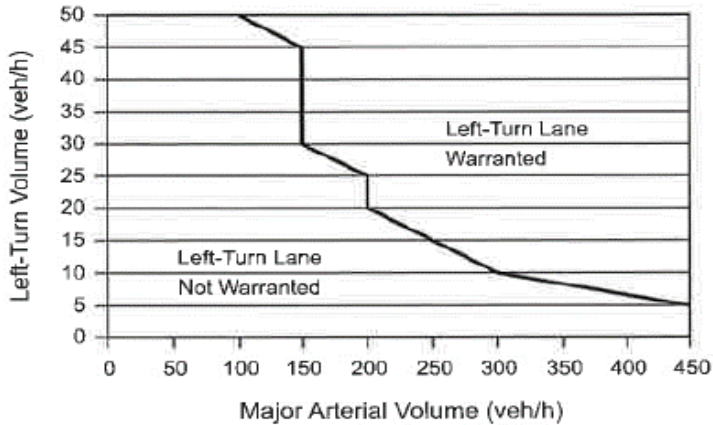


(a) Three-Leg Intersections

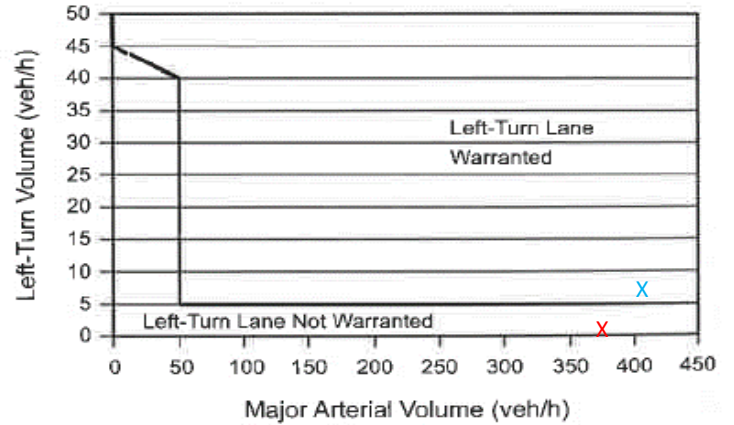


(b) Four-Leg Intersections

Location: Albany Post Road & Lindsey Avenue - WBL

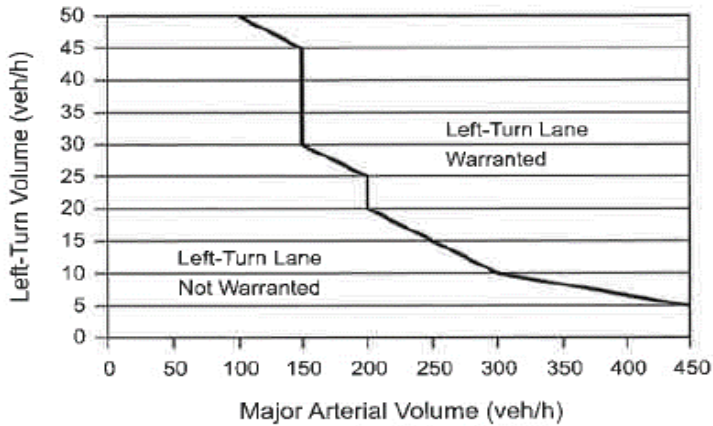


(a) Three-Leg Intersections

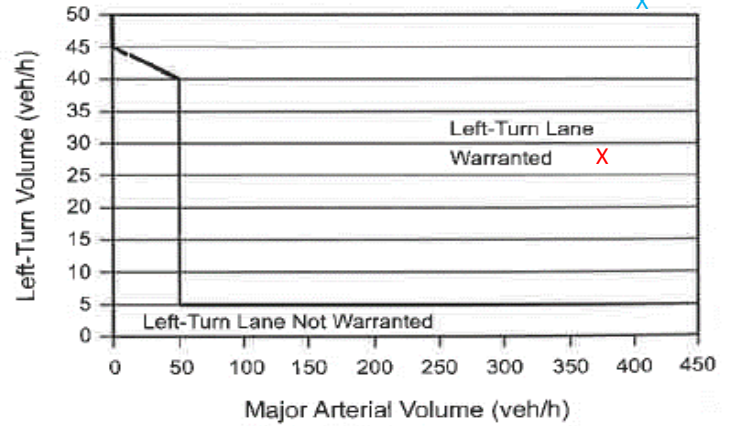


(b) Four-Leg Intersections

Location: Albany Post Road & Lindsey Avenue - NBL



(a) Three-Leg Intersections



(b) Four-Leg Intersections

Left Turn Lane Warrant Analysis

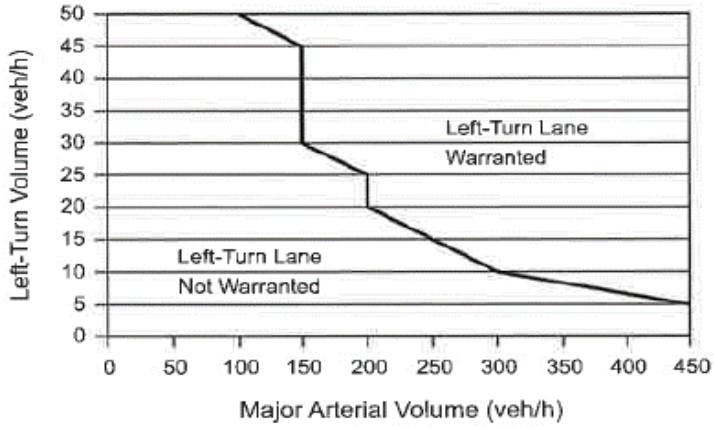
Project: AMS Buchanan

Source: AASHTO A Policy on Geometric Design of Highways and Streets, 7th Edition (Green Book), Figure 9-35

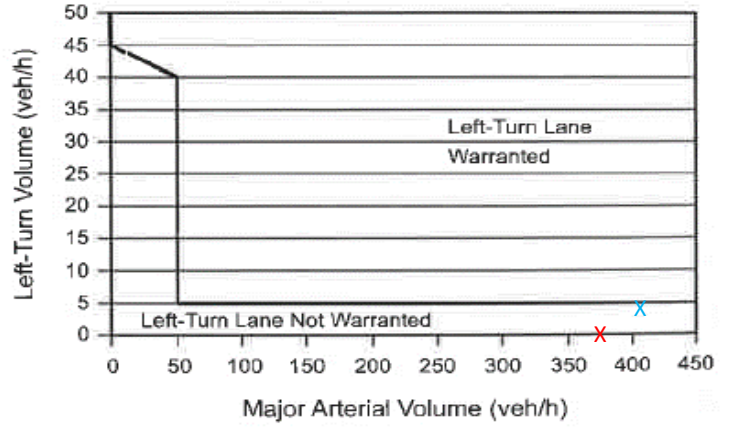
AM Peak Hour X

PM Peak Hour X

Location: Albany Post Road & Lindsey Avenue - SBL



(a) Three-Leg Intersections



(b) Four-Leg Intersections