



APPENDIX C

TRAFFIC IMPACT STUDY MAIN STREET PLANNED DEVELOPMENT DISTRICT FOR THE ISLANDIA VILLAGE CENTER

VILLAGE OF ISLANDIA, NEW YORK

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INTRODUCTION

Purpose of Report

This Traffic Impact Study contains the results of a traffic engineering examination of the proposed development of the Islandia Village Center. The development, as depicted on the current Proposed Site Plan, will consist of 150 units of residential condominiums, 15,000 square feet of retail space, 16,922 square feet of office space, two high-turnover (sit-down) restaurants (7,000 square feet each), a business hotel and an Embassy hotel. The 150 residential condominium units will all be located in one building within which will also be a fitness center, community space and an indoor/outdoor pool all of which will only be accessible by residents. The proposed business hotel will be 3 stories and contain 100 rooms. The proposed Embassy hotel will be 7 stories and contain 175 rooms, a 4,884 square foot conference/banquet room, and a small restaurant. The proposed mixed use development is to be located within the Village of Islandia, in Suffolk County, New York. This report has been prepared to assess the traffic impact of the proposed development with particular emphasis on its impact on the surrounding street and highway network.

Location

The proposed development is located on the southwest corner of the intersection of Long Island Motor Parkway (Suffolk County Road 67) and Veterans Memorial Highway (New York State Route 454) in the Village of Islandia, New York.

Figure 1, Area Map, indicates the location of the Village of Islandia in the New York Metropolitan area. The project site is shown in Figure 2, Location Map, while Figure 3, Site Map, presents the boundaries of the property and the adjacent roadway network.

The site is currently vacant.

Map of the
COUNTY OF SUFFOLK
LONG ISLAND, NEW YORK



LONG ISLAND SOUND

ISLIP

ATLANTIC OCEAN

GREAT SOUTH BAY

VILLAGE OF ISLANDIA

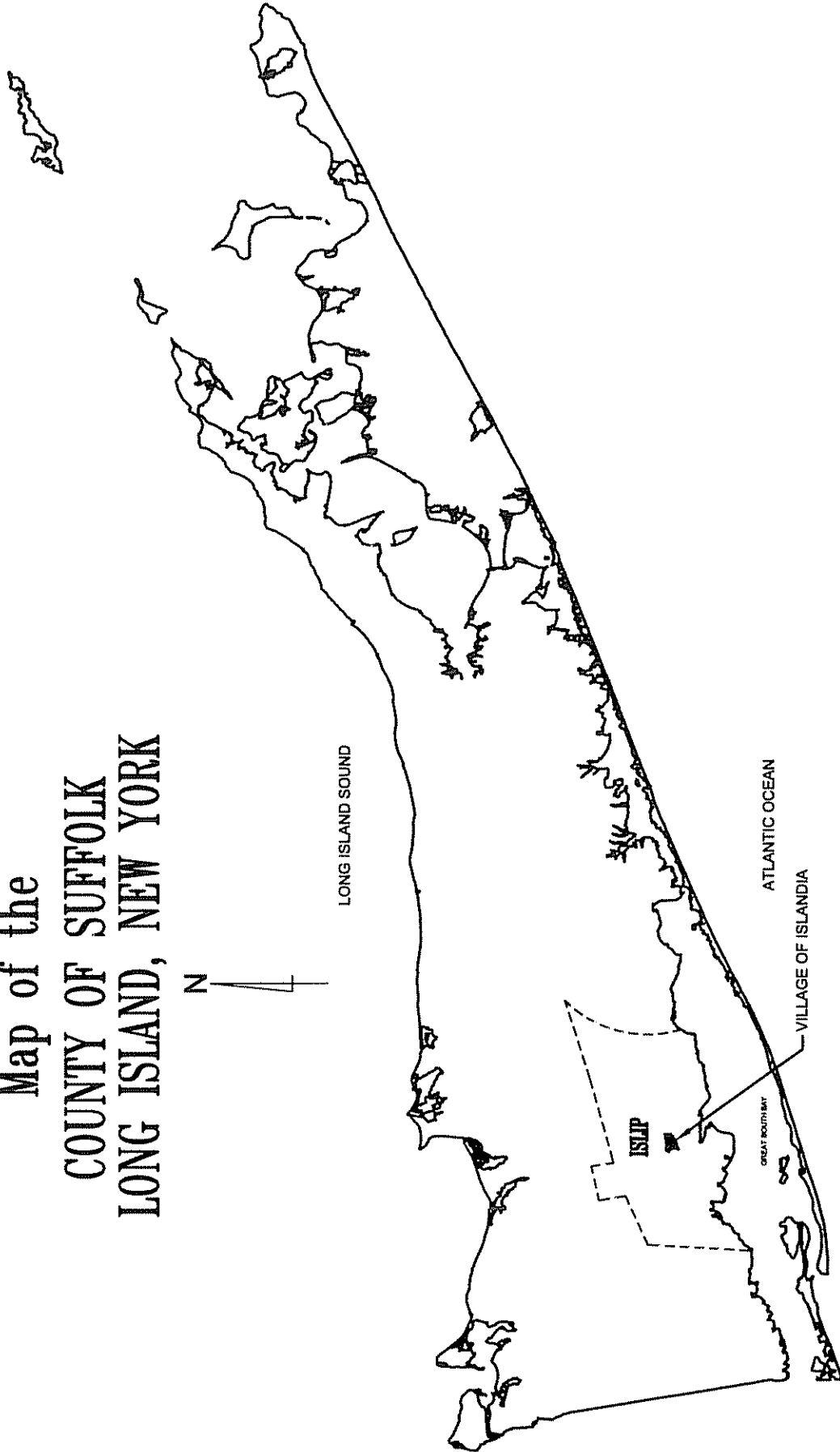


FIGURE 1

AREA MAP

 DUNN ENGINEERING ASSOCIATES, P.C.

SCALE
1" = 9.7 MILES±

DATE
MARCH 2008

PAGE
3

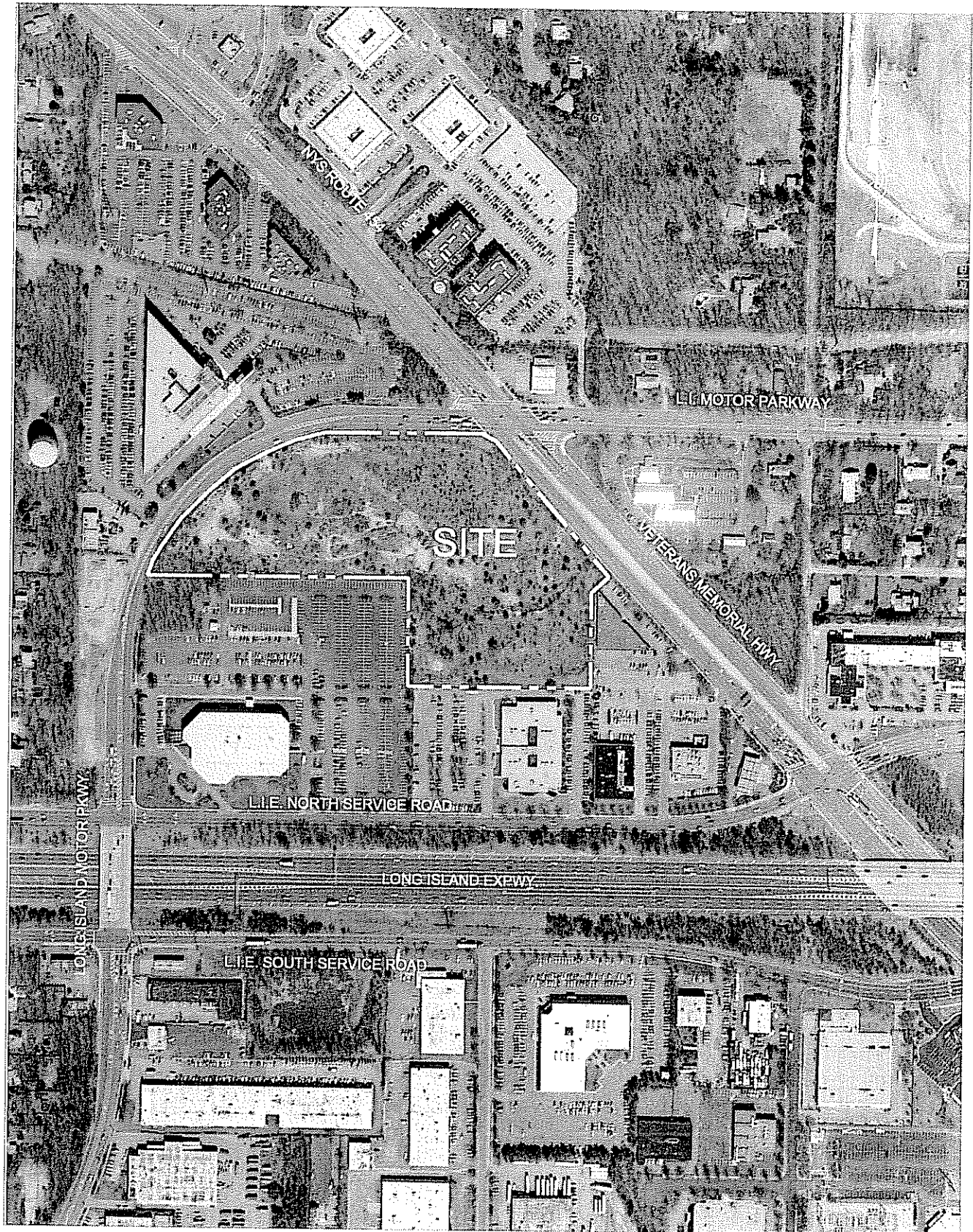


FIGURE 2
LOCATION MAP
SCALE: 1"=400'
1"= 121.9 METERS

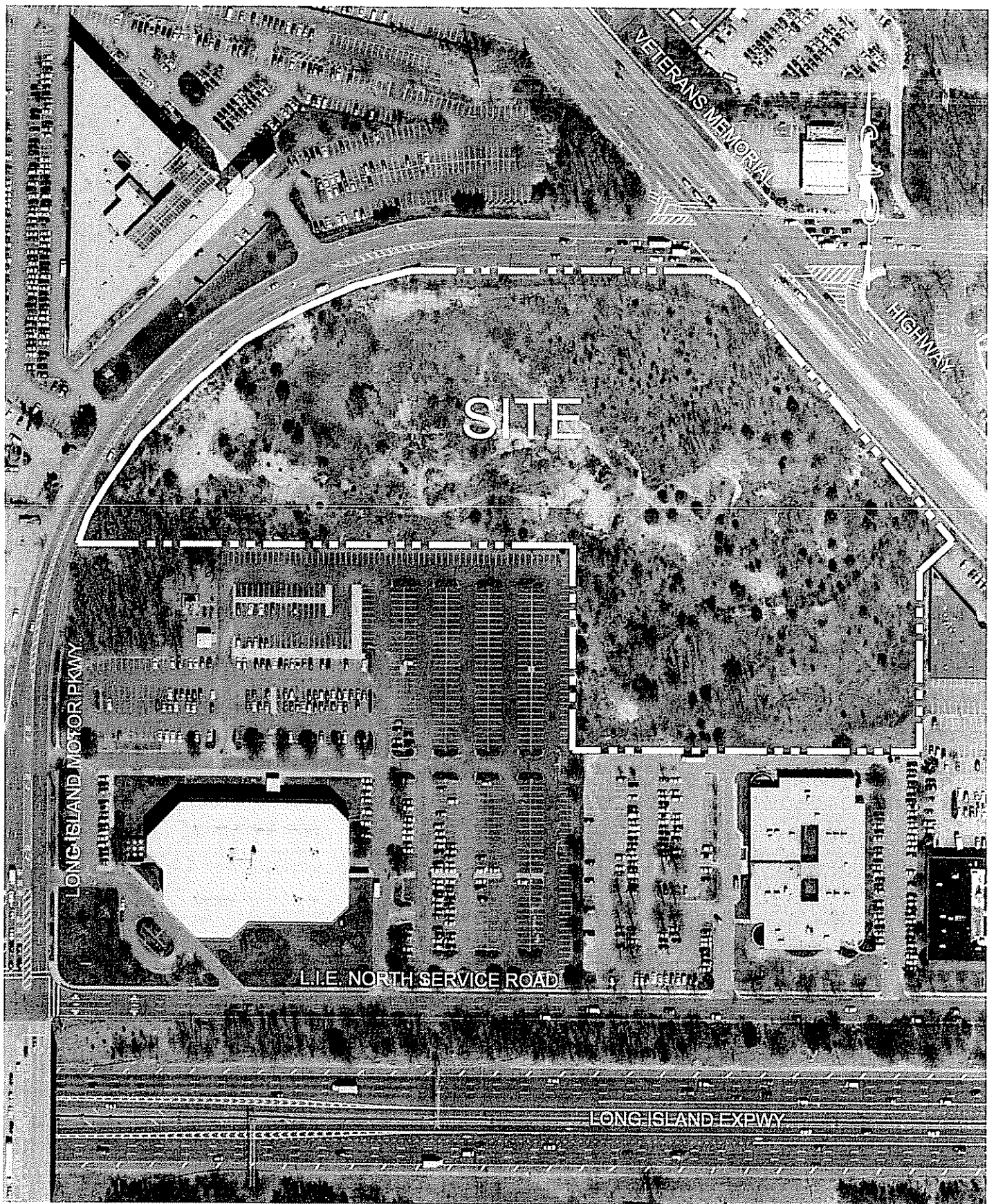


FIGURE 3
SITE MAP

SCALE: 1"=200'
1"= 60.96 METERS



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STUDY APPROACH

As part of the preparation of this Traffic Impact Study, the following tasks were undertaken:

1. Several personal, on-site field observations were made to observe the traffic movements under various conditions.
2. A physical inventory was made of the adjacent street network.
3. Traffic volume data obtained from the New York State Department of Transportation, the Suffolk County Department of Public Works, and the files of Dunn Engineering Associates was reviewed. The traffic volume data from these sources was not utilized for analysis purposes, but was reviewed and is presented in this study for information only.
4. Supplementary manual traffic counts were collected as necessary to update the available volume counts.
5. An examination was made of the traffic flow on Veterans Memorial Highway, Motor Parkway, and the Long Island Expressway North and South Service Roads.
6. An evaluation was made of the safety factors by reviewing recent accident records obtained from both the Suffolk County Department of Public Works and the New York State Department of Transportation. The available accident records obtained consisted of verbal descriptions of all reportable and non-reportable accident cases that have occurred in the vicinity of the site for the latest 3-year period for which records are available.
7. A trip generation analysis was performed to determine the additional traffic attributable to the proposed development.
8. A directional distribution analysis was performed to distribute the additional site-generated traffic onto the surrounding street network.
9. A trip assignment analysis was performed to examine the composite traffic volumes that would result due to the addition of the site-generated traffic to the existing traffic volumes, in order to determine the traffic impacts on the surrounding roadways.
10. A review of the access arrangements was made.
11. An evaluation of the proposed parking was made in regard to traffic circulation, safety, maintenance, and adequacy of layout.

12. Conclusions were made of the traffic impact of the proposed development as a result of the data and facts gathered in this study.

EXISTING ROADWAY NETWORK

Roadway Descriptions

As shown in Figure 3, Site Map, the site is located on the southwest corner of the intersection of Motor Parkway and Veterans Memorial Highway. The site has direct access onto both Motor Parkway and Veterans Memorial Highway.

Motor Parkway (Suffolk County Road 67) is a major east/west Suffolk County highway facility providing direct access to the site. In the vicinity of the proposed development, Motor Parkway contains two eastbound travel lanes and one westbound travel lane, with additional turning lanes at major intersections. It should be noted that Motor Parkway has two thru lanes westbound at its intersection with Veterans Memorial Highway. West of Veterans Memorial Highway there is a lane-drop transition to a single westbound lane. This lane drop consists of a tangent run-out length, or acceleration length west of the stop bar at Veterans Memorial Highway where the two westbound lanes continue for a distance west of the intersection and a taper length which is the actual length of taper from where the two lane width ends to the point where a single lane width is realized. The current configuration was constructed by the NYS Department of Transportation (DOT) in the 1990's.

Both of these distances have associated length standards based on Design Speed. Based on the 45 mph speed limit, the appropriate design speed here is 50 mph (posted speed & 5 mph). The standard acceleration distance, as set forth in the NYSDOT Highway Design Manual for acceleration length is 656 feet. Similarly, the lane-drop taper length standard is 600 feet as set forth in the NYS Manual of Uniform Traffic Control Devices. Measurement of field conditions reveal an acceleration distance of approximately 615 feet and a taper length of 605 feet. Therefore, while the lane-drop taper exceeds the standard, the acceleration length is 40 feet or 6% short of the standard. This is a minor deviation, put in place by state forces when the intersection of Veterans Memorial Highway at Motor Parkway was improved.

Veterans Memorial Highway (New York State Route 454) is a major east/west New York State highway facility which also provides direct access to the site. However, in the vicinity of the site Veterans Memorial Highway traverses in a northwest to southeast direction consisting of two northwest bound travel lanes and two southeast bound travel lanes with additional turning lanes at major intersections.

The Long Island Expressway, Interstate Route 495, consists of six east/west general purpose lanes (three in each direction). In addition, one High Occupancy Vehicle (HOV) lane is also provided in each direction. Eastbound and westbound traffic destined to the site can enter and exit the Long Island Expressway at Exit 57, Veterans Memorial Highway.

The Long Island Expressway North Service Road is a major westbound Suffolk County highway facility providing indirect access to the site. In the vicinity of the site the North Service Road provides three westbound travel lanes.

The Long Island Expressway South Service Road is a major eastbound Suffolk County highway facility providing indirect access to the site. In the vicinity of the site the South Service Road provides two eastbound travel lanes with additional turning lanes at major intersections.

Major Intersections

The following intersections are located in the vicinity of the site and were investigated as part of this study:

- Motor Parkway at the Long Island Expressway South Service Road (signalized - west and south of the site).
- Motor Parkway at the Long Island Expressway North Service Road (signalized - west and south of the site).
- Veterans Memorial Highway at Motor Parkway (signalized - north of the site).
- Veterans Memorial Highway at the Long Island Expressway North Service Road (signalized - east and south of the site).
- Veterans Memorial Highway at the Long Island Expressway South Service Road (signalized - east and south of the site).

The lane configurations at the signalized intersection approaches of Motor Parkway at the Long Island Expressway South Service Road consist of the following:

- | | | |
|----|--|--|
| 1. | Northbound Approach on Motor Parkway: | Two thru lanes and a separate right turn lane. |
| 2. | Southbound Approach on Motor Parkway: | A separate left turn lane and two thru lanes. |
| 3. | Eastbound Approach on the Long Island Expressway South Service Road: | A separate left turn lane, a thru lane, and a combined thru/right turn lane. |

The lane configurations at the signalized intersection approaches of Motor Parkway at the Long Island Expressway North Service Road consist of the following:

1. Northbound Approach on Motor Parkway: A separate left turn lane and two thru lanes.
2. Southbound Approach on Motor Parkway: Two thru lanes and a separate right turn lane.
3. Westbound Approach on the Long Island Expressway North Service Road: A combined left turn/thru lane, a thru lane, and a combined thru/right turn lane.

The lane configurations at the signalized intersection approaches of Veterans Memorial Highway at Motor Parkway consist of the following:

1. Northbound Approach on Veterans Memorial Highway: A separate left turn lane, two thru lanes, and a channelized right turn lane.
2. Southbound Approach on Veterans Memorial Highway: Two left turn lanes, two thru lanes, and a channelized right turn lane.
3. Eastbound Approach on Motor Parkway: A separate left turn lane, two thru lanes, and a separate right turn lane.
4. Westbound Approach on Motor Parkway: A separate left turn lane, two thru lanes, and a separate right turn lane.

The lane configurations at the signalized intersection approaches of Veterans Memorial Highway at the Long Island Expressway North Service Road consist of the following:

1. Northbound Approach on Veterans Memorial Highway: Two separate left turn lanes and three thru lanes.
2. Southbound Approach on Veterans Memorial Highway: Four thru lanes and a combined thru/right turn lane.
3. Westbound Approach on the Long Island Expressway North Service Road: A separate left turn lane, two thru lanes, a combined thru/right turn lane, and a separate right turn lane.

It should be noted that two of the southbound thru lanes on Veterans Memorial Highway become left turn lanes at the intersection of Veterans Memorial Highway at the Long Island Expressway South Service Road.

The lane configurations at the signalized intersection approaches of Veterans Memorial Highway at the Long Island Expressway South Service Road consist of the following:

- | | | |
|----|--|---|
| 1. | Northbound Approach on Veterans Memorial Highway: | Four thru lanes and a combined thru/right turn lane. |
| 2. | Southbound Approach on Veterans Memorial Highway: | Two left turn lanes and three thru lanes. |
| 3. | Eastbound Approach on the Long Island Expressway South Service Road: | A combined left turn/thru lane, a thru lane, a combined thru/right turn lane, and a separate right turn lane. |

It should be noted that two of the northbound thru lanes on Veterans Memorial Highway become left turn lanes at the intersection of Veterans Memorial Highway at the Long Island Expressway North Service Road.

Grades and Sight Distances

In the vicinity of the site, Veterans Highway has a consistent down grade from northwest to southeast but there are no vertical curves which affect sight distance. There are no appreciable horizontal curves. As a result, no sight distance restrictions occur in the vicinity of the access drive on Veterans Highway.

Motor Parkway contains both a crest vertical curve as well as a horizontal curve along the site frontage. The movements to be permitted at both access points on Motor Parkway dictate that sight distance to the west for exiting vehicles is a critical factor. At the easterly driveway, sight distance of approximately 360 feet is available with clearing of vegetation within the highway right-of-way only. Sight distance utilizing sight lines over the subject site would be farther. Should the Suffolk County Department of Public Works require that a sight distance easement be provided to the west of the easterly site driveway, the applicant is willing to allow such easement as is necessary to maximize and maintain sight distance visibility to the west.

At the westerly site access, approximately 350 feet of sight distance will be available with clearing of vegetation in the highway right-of-way south of this access point.

It should be noted in both cases that acceleration lanes are provided for exiting vehicles that will have two effects. First, an exiting vehicle is not entering into thru traffic at a low speed but a dedicated lane where it will accelerate to merging speeds. This reduces high/low speed conflicts. Second, the acceleration lane will allow for higher speed merging and the ability of a vehicle exiting the site to utilize a smaller gap in traffic on Motor Parkway that could otherwise not be used.

EXISTING TRAFFIC FLOW CONDITIONS

Traffic Volumes

Available traffic flow information was obtained from the Suffolk County Department of Public Works (SCDPW). The 2007 Average Annual Daily Traffic (AADT) on Motor Parkway in the vicinity of the site is approximately 11,299 vehicles per day.

Available traffic flow information was also obtained from the New York State Department of Transportation (NYSDOT). The 2001 Average Annual Daily Traffic (AADT) on Veterans Memorial Highway in the vicinity of the site is approximately 22,290 vehicles per day.

An examination of the traffic volume information reveals that the peak traffic conditions occur during the weekday hours of 7:00 to 9:00 A.M. and 4:00 to 6:00 P.M.

The available traffic volume information is contained in the section of the Appendix entitled "Traffic Volume Counts". It should be noted that the above SCDPW and NYSDOT AADT's were not utilized for analysis purposes, but are presented for information only.

In addition, to supplement the available machine traffic count data, manual intersection turning movement counts were collected on a weekday from 7:00 A.M. to 9:00 A.M. and from 4:00 P.M. to 6:00 P.M. Manual intersection turning movement counts were also collected on a Saturday from 11:00 A.M. to 2:00 P.M. The manual counts were collected in June 2006.

Figures 4, 5 and 6, 2006 Traffic Volumes, present the traffic volumes that existed on the roadway network surrounding the site in June 2006 during the Weekday A.M., Weekday P.M. and Saturday peak hours, respectively. At each study location, the actual peak hour time is indicated. Although the actual peak hour within the counted peak period may differ from location to location, the traffic volumes during the actual peak hour were used in order to present a conservative worst-case scenario.

Figures 7, 8, 9, 2009 No-Build Volumes, present the projected volumes on the roadway network surrounding the site for the year 2009 during the Weekday A.M., Weekday P.M. and Saturday peak hours, respectively. The no-build volumes include a linear 1.5% per year normal traffic growth to account for growth of background traffic over the three-year period from the year when the manual counts were collected (year 2006) to the projected 2009 horizon (no-build) year. The 1.5% annual growth factor was based on the results of the New York State Department of Transportation's LITP2000 No-Build planning study and is specific to the Town of Islip.

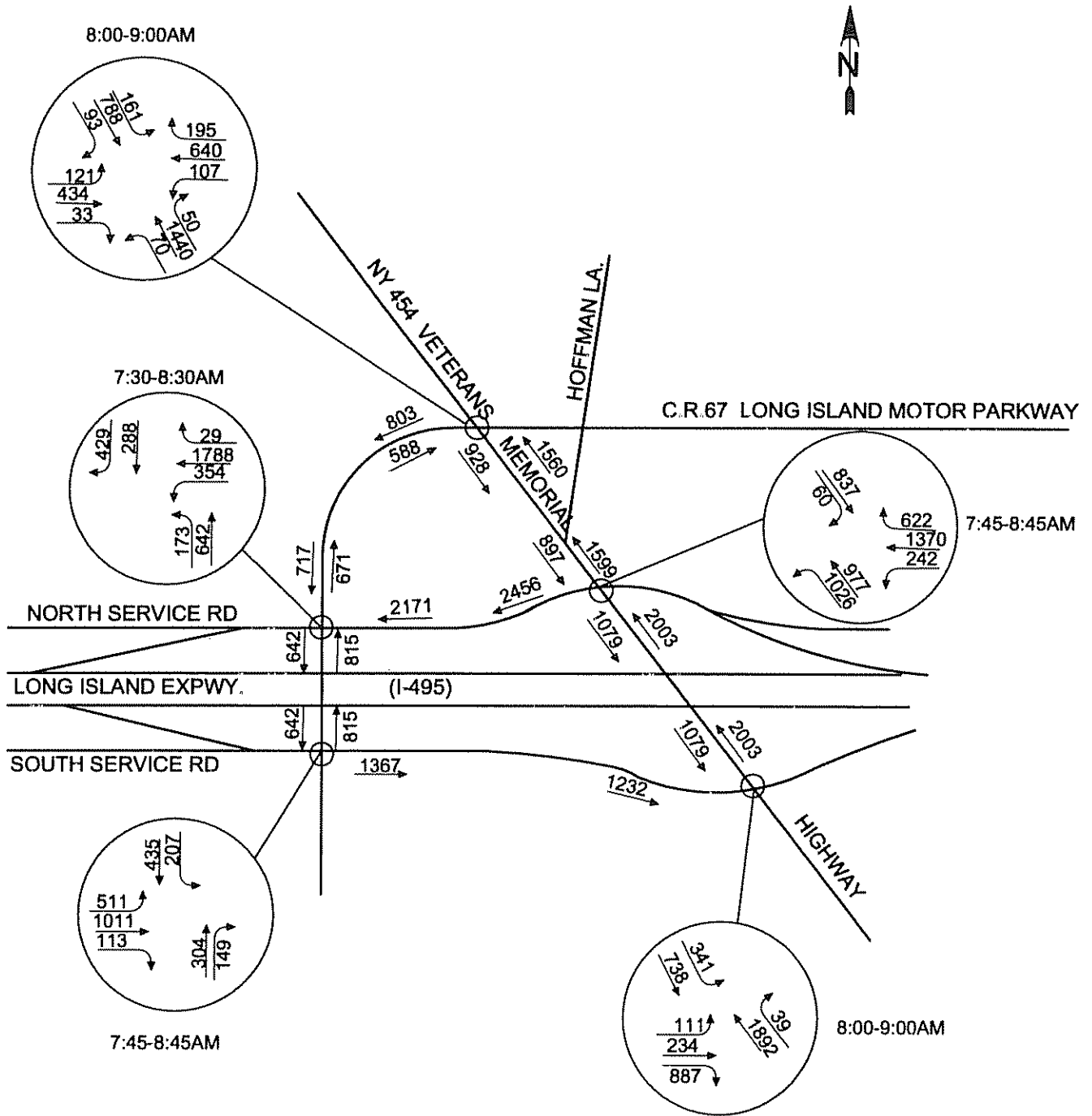


FIGURE 4
2006 TRAFFIC VOLUMES
WEEKDAY A.M. PEAK HOUR

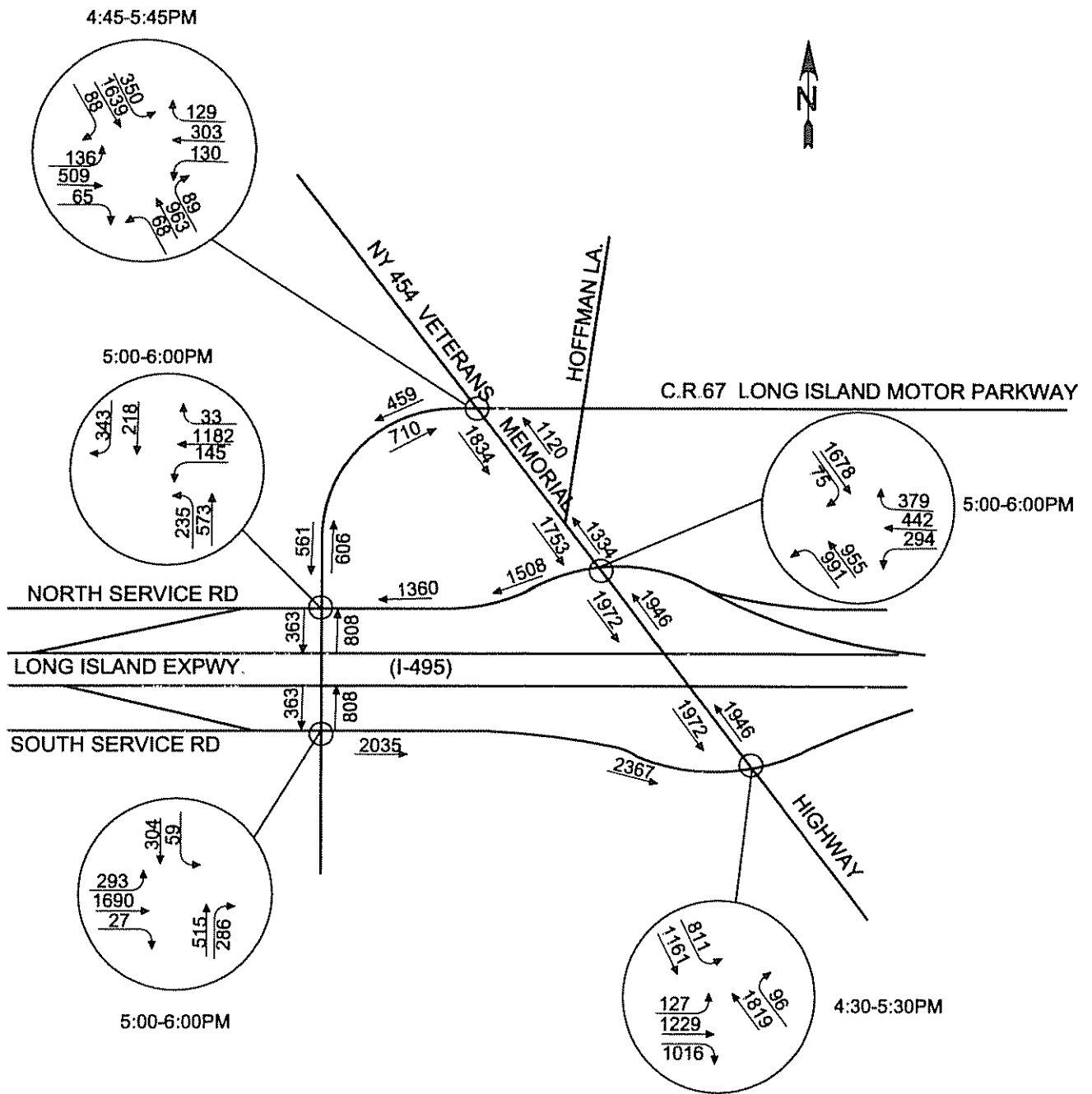


FIGURE 5
2006 TRAFFIC VOLUMES
WEEKDAY P.M. PEAK HOUR

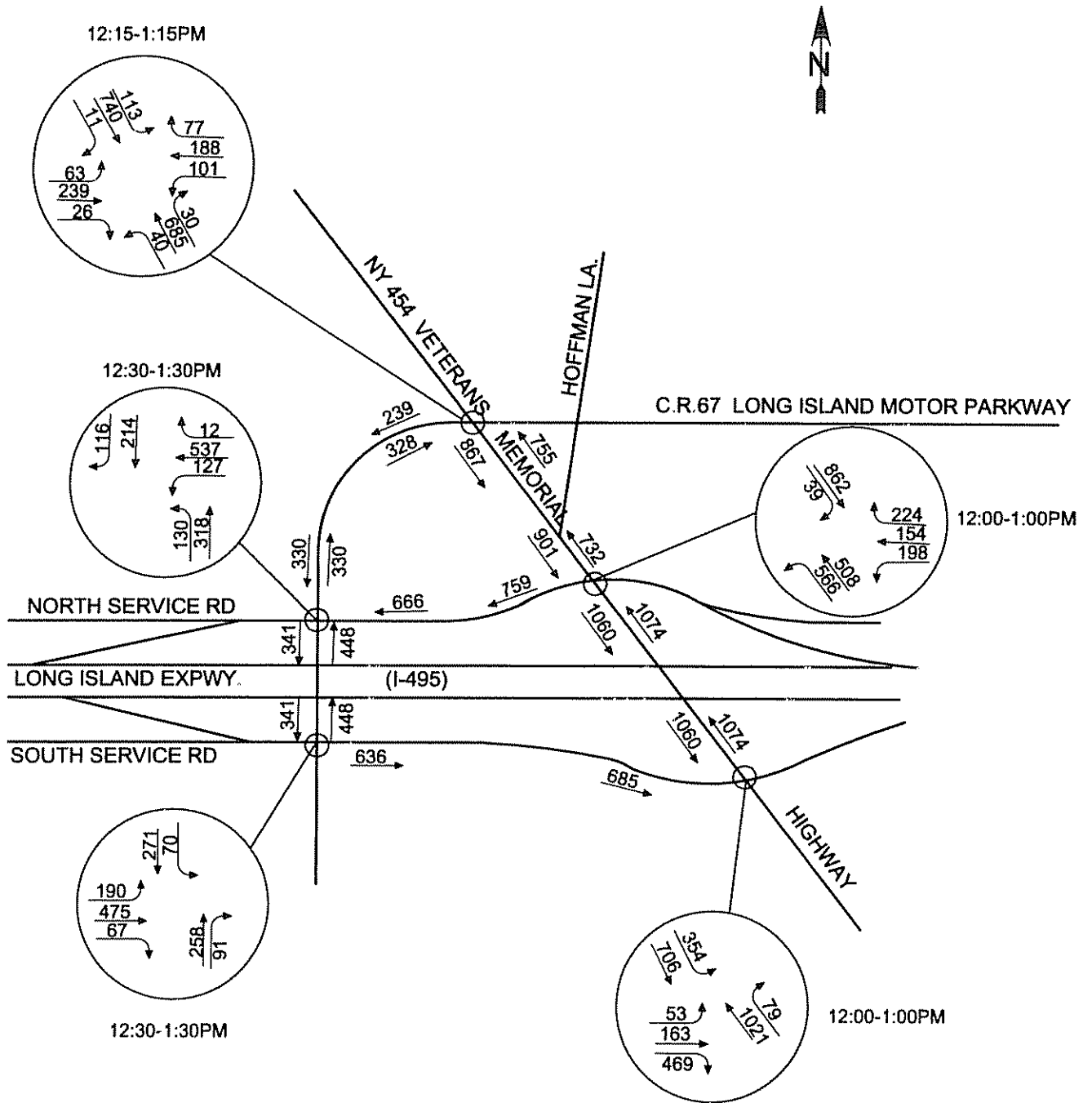


FIGURE 6
2006 TRAFFIC VOLUMES
SATURDAY PEAK HOUR

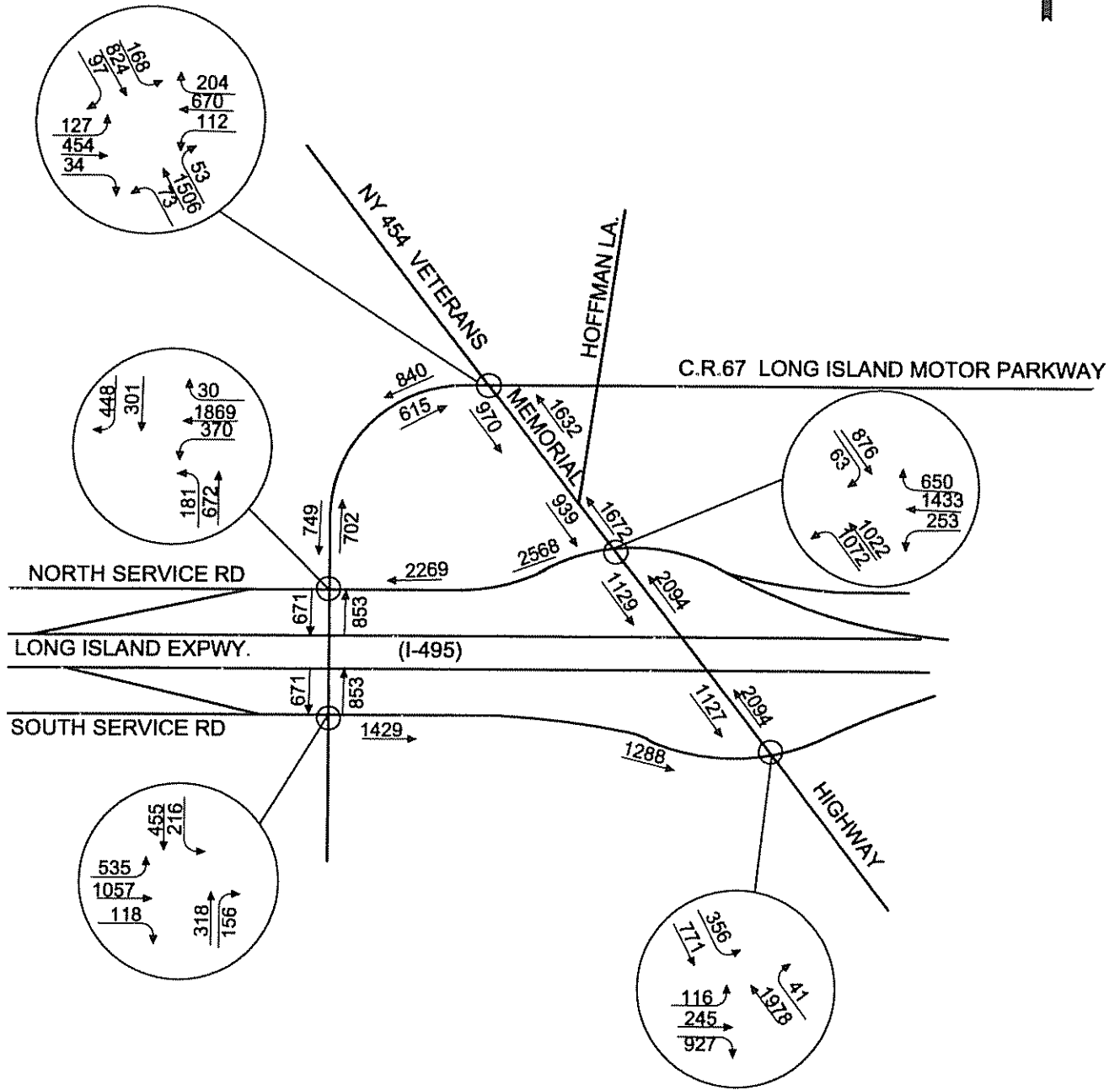


FIGURE 7
 2009 NO-BUILD VOLUMES
 WEEKDAY
 AM PEAK HOUR

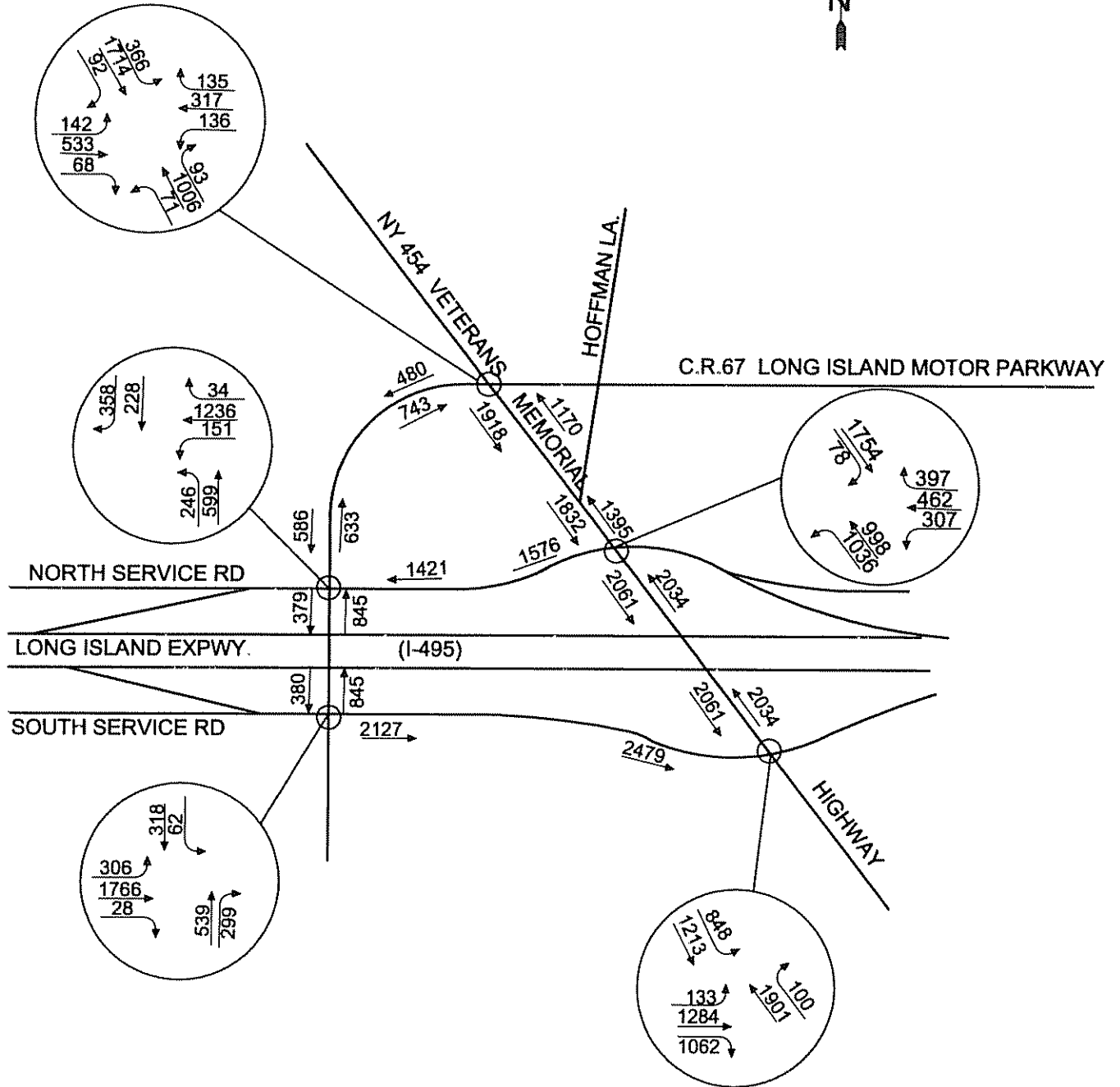


FIGURE 8
2009 NO-BUILD VOLUMES
WEEKDAY
PM PEAK HOUR

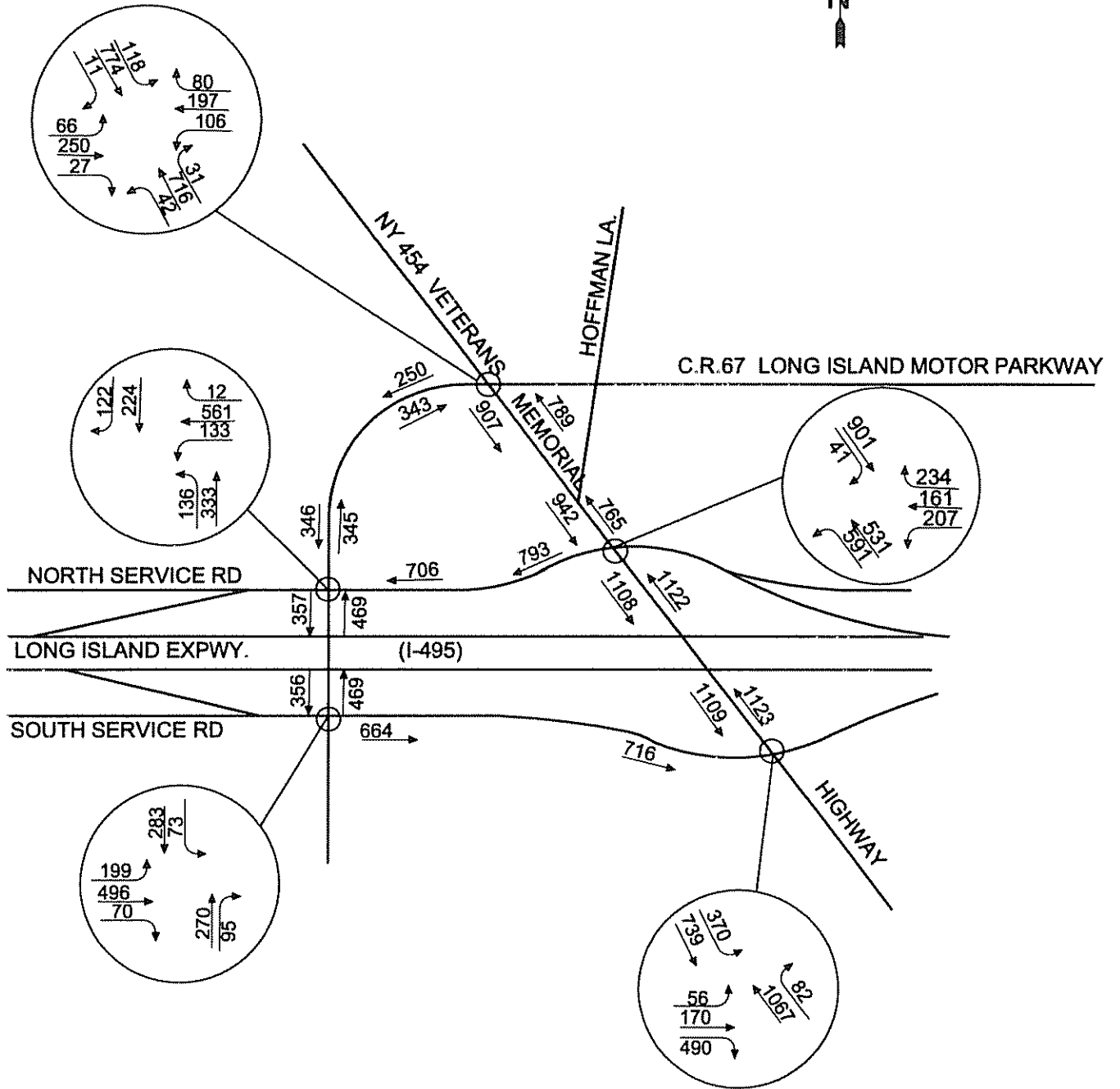


FIGURE 9
2009 NO-BUILD VOLUMES
SATURDAY PEAK HOUR

Accident Records

Information was obtained from both the Suffolk County Department of Public Works and the New York State Department of Transportation regarding accidents that have occurred in the immediate vicinity of the site for the latest three years for which data is available. This data consists of computer generated verbal description summaries of each reportable and non-reportable accident case in the vicinity of the site. It should be noted that accident source documents (MV-104) are unavailable to private parties due to confidentiality concerns. Without the availability of the source documents needed in order to complete a more detailed accident analysis, only a general evaluation of accidents in the area can be made. The majority of the accident data reviewed was obtained from the Suffolk County Department of Public Works. This data on County roadways was available through 2005. Data on the sole NYSDOT roadway segment Veterans Memorial Highway was obtained from NYSDOT and reflect through 2007.

Table 1, Accident Summary, presents the number of accidents that have occurred on Motor Parkway and Veterans Memorial Highway in the vicinity of the site.

Location	Number of Accidents				
	2003	2004	2005	2006	2007
Motor Parkway at the Long Island Expressway South Service Road	20	23	26	N/A	N/A
Motor Parkway between the Long Island Expressway North and South Service Roads	3	1	3	N/A	N/A
Motor Parkway at the Long Island Expressway North Service Road	31	24	21	N/A	N/A
Motor Parkway between the Long Island Expressway North Service Road and Veterans Memorial Highway	1	0	3	N/A	N/A
Motor Parkway at Veterans Memorial Highway	15	22	32	N/A	N/A
Veterans Memorial Highway between Motor Parkway and Long Island Expressway North Service Road	N/A	0	3	2	1
Veterans Memorial Highway at the Long Island Expressway North Service Road	31	33	26	N/A	N/A
Veterans Memorial Highway at the Long Island Expressway South Service Road	35	34	42	N/A	N/A

Source: Suffolk County Department of Public Works and New York State Department of Transportation.

Table 1
Accident Summary Table

EXISTING EMERGENCY SERVICES

The availability of police protection and fire protection services in the vicinity of the proposed site is excellent. The area of the proposed site is patrolled by the Fourth Precinct of the Suffolk County Police Department. At present, numerous Suffolk County Police patrols pass the site.

The site is located in the Hauppauge Fire District and the nearest firehouse is the Hauppauge Fire Department. The firehouse is located approximately 1 1/2 miles north of the site at 855 Wheeler Road. The firehouse is located on the east side of Wheeler Road (New York State Route 111) and on the north side of Veterans Memorial Highway.

Due to the close proximity of the firehouse and the presence of police patrols, excellent emergency services are available to service the proposed Islandia Village Center Mixed Use site.

SITE TRIP GENERATION ANALYSIS

Information on trip generation rates for numerous land uses are contained in the Institute of Transportation Engineers (ITE) report "Trip Generation", Seventh Edition. This report was utilized to determine trip generation rates for the proposed Islandia Village Center Mixed Use development. Trip generation rates were determined for 150 units of residential condominiums, 15,000 square feet of retail space, 16,922 square feet of office space, two high-turnover (sit-down) restaurants (7,000 square feet each), a business hotel and an Embassy hotel to determine the total trip generation for the proposed development. It should be noted that trip generation estimates were prepared only for the trip-generating components of the proposed development.

The "Trip Generation" report contains a general listing for Residential Condominiums (Land Use Code 230) which is based on 59 field studies. This category was utilized to determine trip generation rates for the residential condominium component of the proposed development.

It should be noted that only residents of the 150 residential condominium units will have access to the fitness center, community space and an indoor/outdoor pool. As such, these additional uses will generate no outside demand but will tend to lessen trips made by residents because services will be provided on site. Therefore, in regard to the proposed condominiums, trip generation estimates were prepared for 150 residential condominium units as users of the fitness center, community space and indoor/outdoor pool components will have been counted already among the total trips generated by the proposed residential condominium units.

The ITE describes a High-Turnover (Sit-Down) Restaurant (Land Use 932) as an eating establishment with a high turnover rate with turnover rates of approximately one hour or less. Generally, high-turnover (sit-down) restaurants serve lunch and dinner, may serve breakfast, and may be open 24 hours per day. The restaurants in this land use are often part of a chain operation and are moderately priced. This restaurant category was utilized to determine the trip generation for the two proposed restaurants in the development. The trip generation estimates for the two restaurants were determined for only the weekday P.M. and Saturday midday peak hours. Although the type of restaurants is unknown, both restaurants will be of the kind that are closed during the weekday A.M. peak hour and will open around 11:00 A.M., shortly before the lunch service.

Shopping Center (Land Use Code 820) and General Office Building (Land Use Code 710) were utilized to determine trip generation rates for the retail and office components of the proposed development. The trip generation estimates for both the retail and office components were determined for the weekday A.M. and P.M. peak hours as well as the Saturday midday peak hour. It should be noted that the office type businesses occupying the site are likely to be closed and that these businesses are not expected to generate any significant traffic on Saturday. As presented in Table 2, the site-generated traffic due to the office component is only 9 vehicles per hour (5 in and 4

out), representing only 1% of the total Saturday midday peak hour traffic. As the office generated traffic is likely to have no noticeable effect on Saturday peak hour conditions, the Saturday office trip generation was not included in any of the analyses contained in this report.

The proposed business hotel will be similar to those categorized under Business Hotel (Land Use Code 312) and so the trip generation estimates for the proposed 100-room business hotel were determined using the ITE weekday A.M. and P.M. peak hour average trip generation rates.

The proposed Embassy hotel will contain 175 rooms, a 4,884 square foot conference/banquet room, and a small restaurant. Hotel (ITE Land Use Code 310) contains trip data based on studies of hotels offering similar amenities as the Embassy hotel proposed. For the purpose of trip generation, this category was utilized to determine trip generation estimates for the proposed Embassy hotel.

It is noted that the proposed site plan for Islandia Village Center includes an approximately ½ acre area central to the site referred to as the Village Green. This area is intended to be deeded to the Village of Islandia for Village use. The exact use of this area for events held by the Village is unknown. Although it may be utilized as a venue for small concerts or other events any such use would be intermittent and at this point is not defined. An attempt at predicting the potential traffic generation, and impacts, of any of these events would be difficult to do with any accuracy. In addition, in the performance of impact studies for site developments it is not common practice to evaluate and design for events that take place on an irregular or infrequent basis. For the reasons noted above, this study does not attempt to evaluate traffic that may occasionally occur due to the use of the Village Green but focuses on the daily recurring activity of the conventional uses on the site.

Table 2, Summary of Site-Generated Traffic, presents the site-generated traffic estimates anticipated during the weekday A.M. and weekday P.M. peak hours as well as the Saturday Midday peak hour.

Component	Use	Weekday A.M. Peak Hour		Weekday P.M. Peak Hour		Saturday Peak Hour	
		Entering Veh. (% of total)	Exiting Veh. (% of total)	Entering Veh. (% of total)	Exiting Veh. (% of total)	Entering Veh. (% of total)	Exiting Veh. (% of total)
Residential	Residential Condominiums 150 Units (Land Use Code 230)	12 (17%)	59 (83%)	56 (67%)	28 (33%)	46 (54%)	40 (46%)
Retail	Shopping Center 15,000 S.F. (Land Use Code 820)	30 (61%)	20 (39%)	86 (48%)	93 (52%)	131 (52%)	121 (48%)
Office	General Office Building 16,922 S.F. (Land Use Code 710)	40 (88%)	5 (12%)	17 (17%)	81 (83%)	5 (N.I.) (54%)	4 (N.I.) (46%)
Restaurant	High-Turnover (Sit-Down) Restaurants 2-7,000 S.F. each (Land Use Code 932)	N/A	N/A	93 (61%)	60 (39%)	176 (63%)	104 (37%)
Lodging	Business Hotel 100 Rooms (Land Use Code 312)	34 (59%)	24 (41%)	37 (60%)	25 (40%)	37 (60%)	25 (40%)
	Hotel 175 Rooms (Land Use Code 310)	68 (58%)	49 (42%)	60 (49%)	62 (51%)	76 (50%)	76 (50%)
Total		184	157	349	349	466	366

Note1: The proposed hotel will be a full-service hotel which provides amenities including a restaurant, conference facilities, spa, and ancillary shops and services.

N.I.: Not included in any of the analyses contained in this report.

N/A: Not applicable.

Table 2
Summary of Site-Generated Traffic

It can be seen by examining Table 2 that the highest site-generated traffic can be expected to occur on a Saturday during the midday period when an estimated 832 vehicle trips per hour will be generated by the proposed mixed-use development (466 in and 366 out). During the weekday P.M. peak hour, the proposed mixed-use development is expected to generate 698 vehicle trips per hour (349 in and 349 out). During the weekday A.M. peak hour, trip generation at the site will be lower when the site-generated traffic is expected to be 341 vehicles per hour (184 in and 157 out).

Adjustments to Site-Generated Traffic

As the proposed project constitutes a large multi-use development, two types of adjustments can be applied to the site volume estimates presented in Table 2: internal capture credit and pass-by credit.

The internal capture credit is an adjustment applied which accounts for reductions in travel outside the site due to trips that occur between uses on the site itself. These visits to multiple uses on the site do not involve a trip on the surrounding roadway network. The pass-by credit is an adjustment applied that accounts for site trips coming directly from the traffic stream passing the proposed development.

The Trip Generation Handbook, An ITE Recommended Practice (2001), contains a recommended methodology for estimating internal capture rates between paired uses on a multi-use development site. According to the Handbook, “the internal trip-making characteristics of multi-use development sites are directly related to the mix of on-site land uses (which are typically a combination of residential, office, shopping/retail, restaurant, entertainment, and hotel/motel. When combined within a single mixed-use development, these land uses tend to interact, and thus to attract a portion of each other’s trip generation”.

Chapter 7 in the ITE Trip Generation Handbook contains two tables (Tables 7.1 and 7.2) which contain unconstrained internal capture rates for both trip origins and trip destinations within a multi-use development during various times of day. Although these tabulated internal capture rates rely directly on data collected at a limited number of multi-use sites, ITE advises that these unconstrained internal capture rates be used where local data is not available as they represent the only known credible data on multi-use internal capture rates.

As the Handbook notes, “the number of trips from a land use within a multi-use development to another land use within the same multi-use development (i.e., an internal trip) is a function of the size of the receiving land use and the number of trips it attracts as well as the size of the originating land use and the number of trips it sends.” Through a series of iterative, balancing steps, the methodology constrains internal trip-making levels to what are realistic by limiting the number of trips between each particular pair of internal land uses to the smaller of the two values ensuring they are not over-calculated.

As per the Handbook, credits were taken for internal trips between the following land use pairings: residential-retail, residential-office, residential-restaurant and retail-office. For the residential-restaurant pairing, a low internal capture rate of 10% was assumed for lack of available data and the credit was calculated at 10% of the lower generator in each time period. For the other use pairs, given the lack of data, a number of use couplets such as retail/restaurant, office/restaurant, hotel/office, and hotel/retail received no internal capture credit. Taking credit for internal trips between these components would likely also reduce external trips further. Since credit was not taken between these uses which in actuality would likely have some level of capture, the trip generation’s effects on the external roadway system are conservative.

It should be noted that some of the site-generated traffic to the proposed mixed-use development will already be on the roadway and, hence, will not be new traffic added to the adjacent street system. Land uses such as discount stores, shopping centers, supermarkets, retail centers, retail establishments, certain restaurants, banks, service stations, and convenience markets attract traffic from the passing stream of traffic.

The ITE notes that where this phenomenon occurs, trips can be broken down into the following three categories:

- Primary Trips
- Diverted Linked Trips
- Pass-by Trips

A primary trip for shopping is one in which the purpose of the trip is to go to and from the shopping site. The trip pattern is generally home-to-shopping site-to-home.

A diverted linked trip or a pass-by is one in which the shopping destination is a secondary part of the primary trip, such as work-to-shopping site-to-home. The diverted link trip involves a route diversion from one roadway to another, for example, to reach a shopping center or retail store.

The pass-by-trip comes directly from the traffic stream passing the facility on the adjacent street system and does not require a diversion from another roadway.

It is essential that this phenomenon also be recognized when examining the traffic impact of such a development on the street system.

Information presented in the *Trip Generation* report indicates that up to 89% of traffic patronizing shopping centers is already on the roadway network for another purpose. For the purposes of this study a 25 percent pass-by credit was used for the retail component on weekday mornings and afternoons, and a 20 percent pass-by credit was used for the retail component on Saturdays. In this manner, a conservative estimate of the traffic generated by the retail component was presented.

Information presented in the *Trip Generation* report indicates that up to 63% of traffic patronizing high-turnover restaurants is already on the roadway network for another purpose. For the purpose of this report, a pass-by credit of 40% has been used. In this manner, a conservative estimate of the traffic expected to be generated by the proposed restaurant is presented.

Table 3, Adjusted Site-Generated Traffic Summary, Islandia Village Center - Village of Islandia, presents the adjustments for internal capture and pass-by for the affected components of the proposed development. The unaffected and therefore unadjusted components are also included in Table 3 along with the net traffic expected on adjacent streets.

Component	Use	Weekday A.M. Peak Hour		Weekday P.M. Peak Hour		Saturday Peak Hour	
		Enter	Exit	Enter	Exit	Enter	Exit
Residential	Residential Condominiums 150 Units, (Land Use Code 230)	12	59	56	28	46	40
	Residential/Retail Internal Credit	-1	-7	-11	-8	-8	-7
	Residential/Office Internal Credit	-0	-1	-1	-0	N/A	N/A
	Residential/Restaurant Internal Credit (10%)	N/A	N/A	-5	-2	-4	-4
	Net Traffic	11	51	39	18	34	29
Retail	Shopping Center 15,000 S.F., (Land Use Code 820)	30	20	86	93	131	121
	Retail/Residential Internal Credit	-7	-1	-8	-11	-7	-8
	Retail/Office Internal Credit	-0	-1	-2	-3	N/A	N/A
	Pass-By Credit (25%/20%)	-5	-4	-19	-19	-24	-22
	Net Traffic	18	14	57	60	100	91
Office	General Office Building 16,922 S.F., (Land Use Code 710)	40	5	17	81	N.I.	N.I.
	Office/Residential Internal Credit	-1	-0	-0	-1	N/A	N/A
	Office/Retail Internal Credit	-1	-0	-3	-2	N/A	N/A
	Net Traffic	38	5	14	78	N/A	N/A
Restaurant	High-Turnover (Sit-Down) Restaurants 2-7,000 S.F. each (Land Use Code 932)	N/A	N/A	93	60	176	104
	Residential/Restaurant Internal Credit (10%)	N/A	N/A	-2	-5	-4	-4
	Pass-By Credit (40%)	N/A	N/A	-36	-22	-68	-40
	Net Traffic	N/A	N/A	55	33	104	60
Hotels	Business Hotel 100 Rooms (Land Use Code 312)	34	24	37	25	37	25
	Hotel 175 Rooms (Land Use Code 310)	68	49	60	62	76	76
Total Gross Unadjusted Traffic		184	157	349	349	466	366
Total Adjustments		-15	-14	-87	-73	-115	-85
Total New Traffic on Adjacent Streets		169	143	262	276	351	281

Table 3
Adjusted Site-Generated Traffic Summary
Islandia Village Center, Village of Islandia

DIRECTIONAL DISTRIBUTION ANALYSIS

In order to determine the origins and destinations of vehicles entering and exiting the proposed development, directional distribution analyses were performed. Because of the variety and nature of the proposed land uses, two separate directional distributions were developed, one for the proposed residential condominiums and another for the proposed retail office/restaurant/hotel components of the development, in order to establish the most suitable assignment of site-generated traffic for the overall development.

The directional distribution analysis for the proposed residential condominiums component of the development utilized demographic data available from the United States Census Bureau. Utilizing the available demographic data, the projected traffic patterns on the roadways in the study area were determined taking into account the nature of the available approach roadways and the proposed site driveway locations.

It was assumed that the directional distribution of traffic to the retail, office, restaurant, and hotel portions of the proposed development would be similar to that for a previously proposed development for this site. The directional distribution of traffic for a proposed hotel/office development was previously approved by the New York State Department of Transportation during its review of the Computer Associates Phase II expansion project. The arrival and departure patterns were based on analysis of employee zip code data with an adjustment for future relocation of a portion of Computer Associates work force east of the site due to new hires and employee relocation. This overall distribution had been agreed to and was the basis of ongoing analyses associated with the Computer Associates project for the State. Traffic generated by the previously proposed hotel/office development was included as another development in the Computer Associates project.

The directional distributions for the previously proposed hotel/office development were utilized as a basis for the directional distributions for the retail, office, restaurant, and hotel components of the currently proposed development. The directional distributions were modified in the immediate vicinity of the site to reflect the current locations of the proposed four uses (retail, office, restaurant, and full-service hotel) and the proposed driveways. It is our understanding that the Computer Associates Phase II expansion has been indefinitely postponed.

Figure 10, Directional Distribution of Site-Generated Traffic-Residential Condominiums, indicates the percent of traffic that will arrive at and depart from the residential condominium portion of the development via the existing roadways. It should be noted that only right turns in and out will be permitted at the westerly site access driveway on Motor Parkway and at the site access driveway on Veterans Memorial Highway. At the easterly site access driveway on Motor Parkway, both left and right turns into and right turns out of the driveway will be permitted (left turns out of the easterly Motor Parkway access drive will be prohibited).

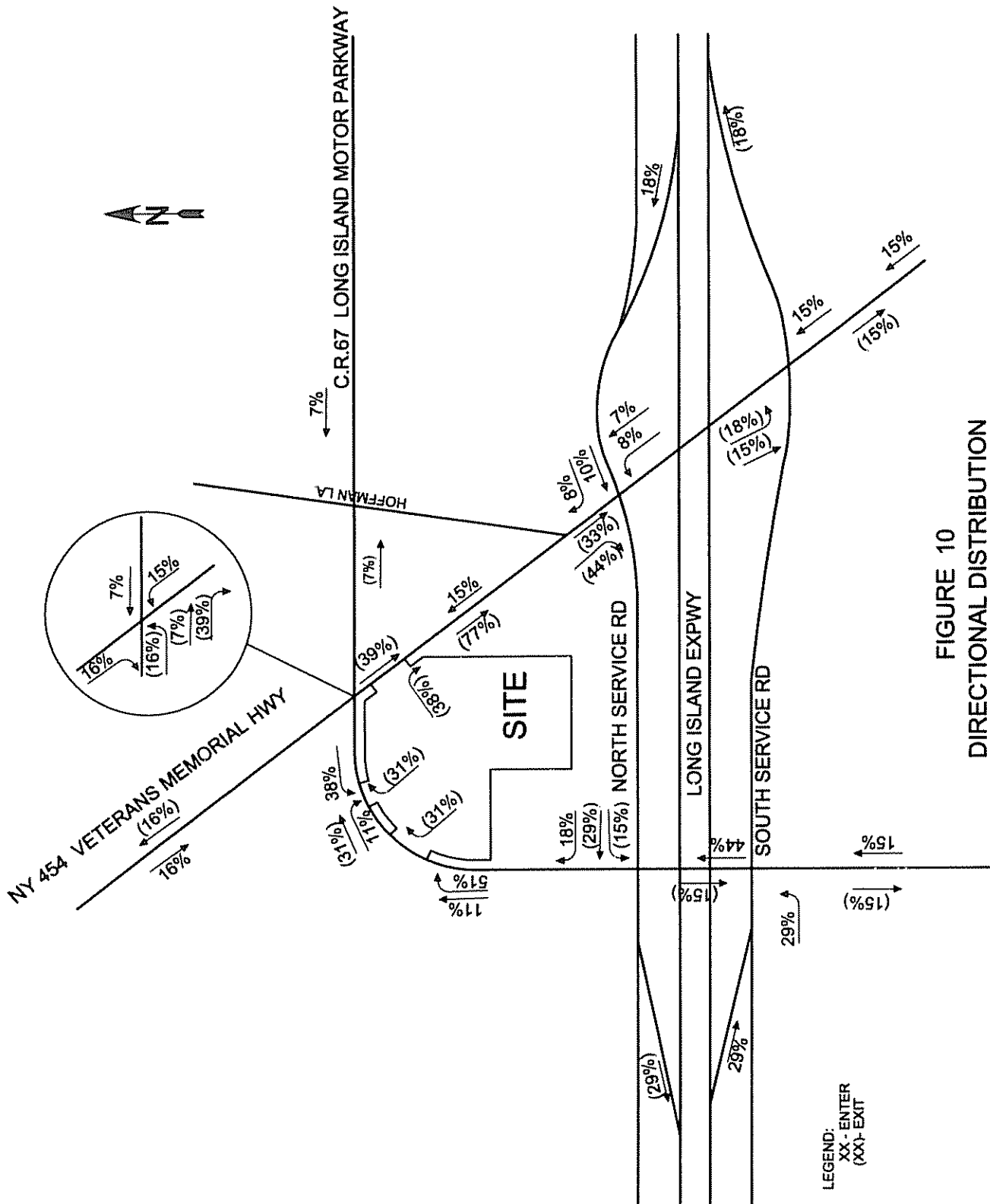


FIGURE 10
DIRECTIONAL DISTRIBUTION
OF SITE-GENERATED TRAFFIC
RESIDENTIAL CONDOMINIUMS

Figure 11, Directional Distribution of Site-Generated Traffic-Retail/Office/Restaurants/Hotels, indicates the percent of traffic that will arrive at and depart from the retail, restaurant, and hotel components of the development via the existing roadways.

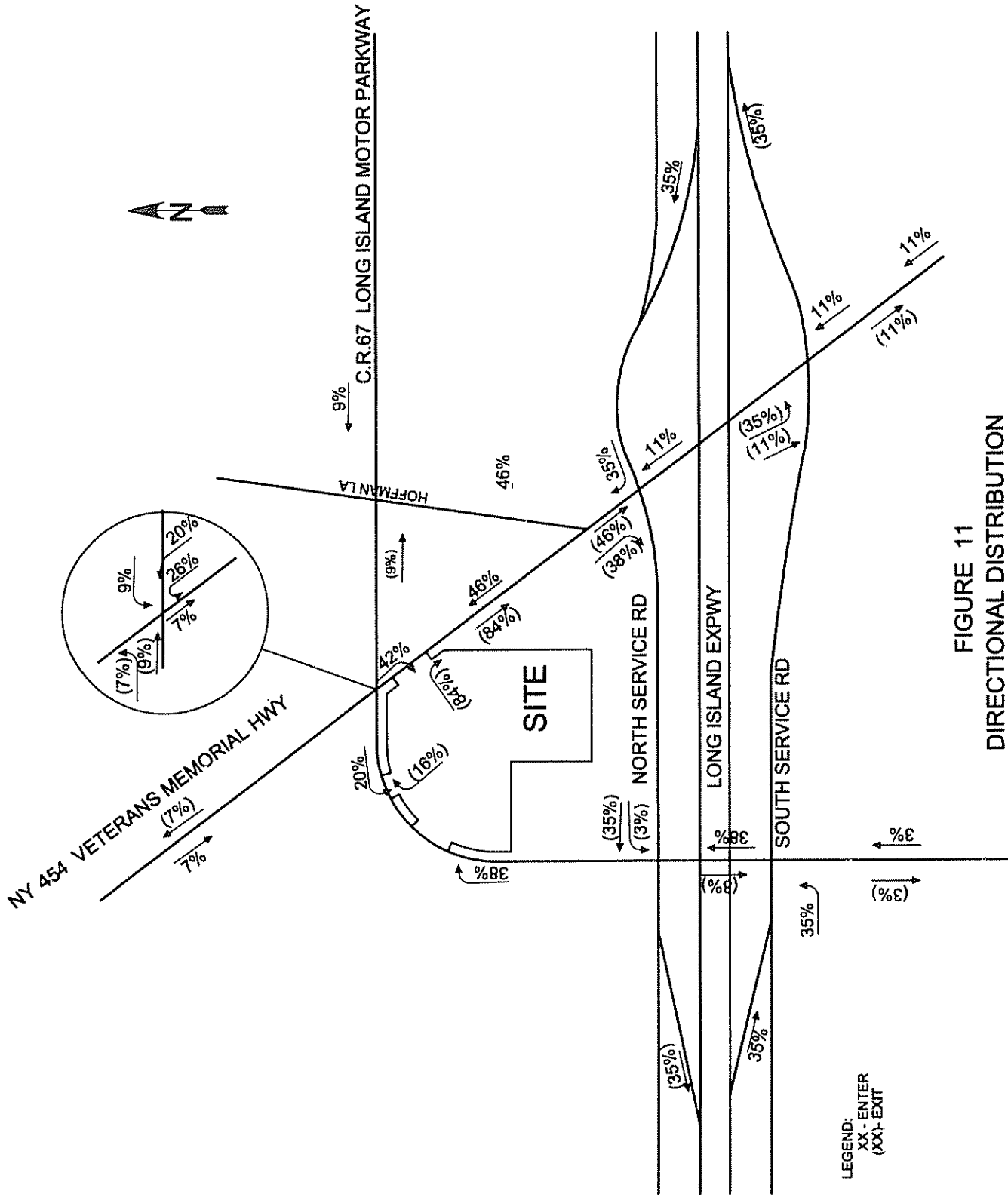


FIGURE 11
 DIRECTIONAL DISTRIBUTION
 OF SITE-GENERATED TRAFFIC
 RETAIL/OFFICE/ RESTAURANTS/ HOTELS

TRAFFIC ASSIGNMENT ANALYSIS

The trip generation estimates for the proposed development as presented previously in Table 3 and the directional distributions also presented previously were utilized to assign the project site-generated traffic volumes at the proposed site access points and on the adjacent roadway network. The following is a listing of the traffic assignment figures.

Figures 12A, 12B, 12C - Assignment of Site-Generated Traffic - Residential Condominiums, Weekday A.M. Peak, Weekday P.M. Peak, Saturday Midday Peak, respectively.

Figures 13A, 13B, 13C - Assignment of Site-Generated Traffic - Retail, Weekday A.M. Peak, Weekday P.M. Peak, Saturday Midday Peak, respectively.

Figures 14A, 14B - Assignment of Site-Generated Traffic - Office, Weekday A.M. Peak, Weekday P.M. Peak, respectively.

Figures 15B, 15C - Assignment of Site-Generated Traffic - High Turnover (Sit-Down) Restaurant, Weekday P.M. Peak, Saturday Midday Peak, respectively.

Figures 16A, 16B, 16C - Assignment of Site-Generated Traffic - Business Hotel, Weekday A.M. Peak, Weekday P.M. Peak, Saturday Midday Peak, respectively.

Figures 17A, 17B, 17C - Assignment of Site-Generated Traffic - Full-Service Hotel, Weekday A.M. Peak, Weekday P.M. Peak, Saturday Midday Peak, respectively.

Figures 18, 19 and 20, 2009 Build Volumes, present the projected volumes on the roadway network surrounding the site for the year 2009 during the Weekday A.M., Weekday P.M. and Saturday peak hours, respectively. The Build volumes include a linear 1.5% per year normal traffic growth and the traffic generated by the proposed mixed-use development.

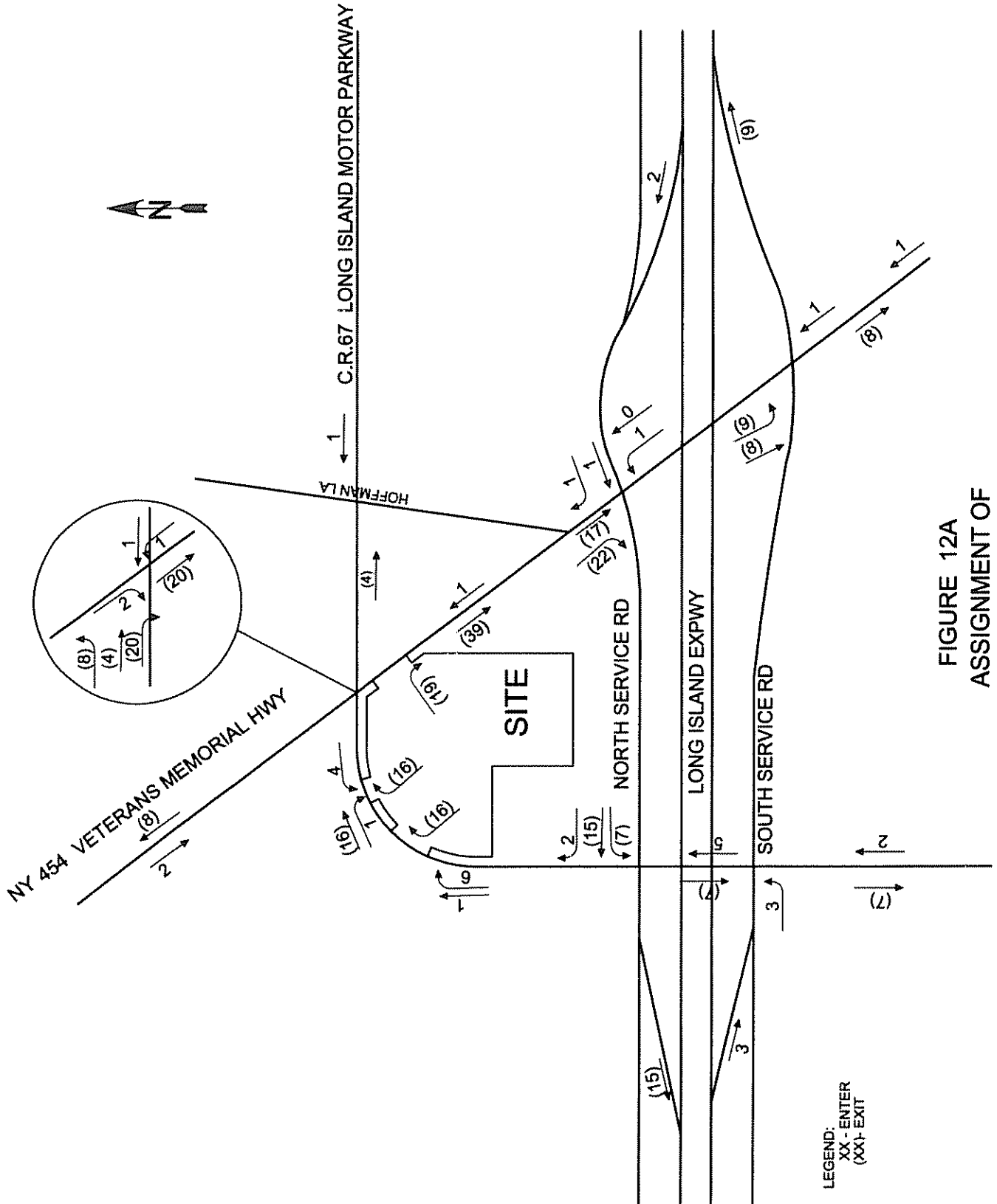


FIGURE 12A
 ASSIGNMENT OF
 SITE-GENERATED TRAFFIC
 RESIDENTIAL CONDOMINIUMS
 WEEKDAY A.M. PEAK HOUR

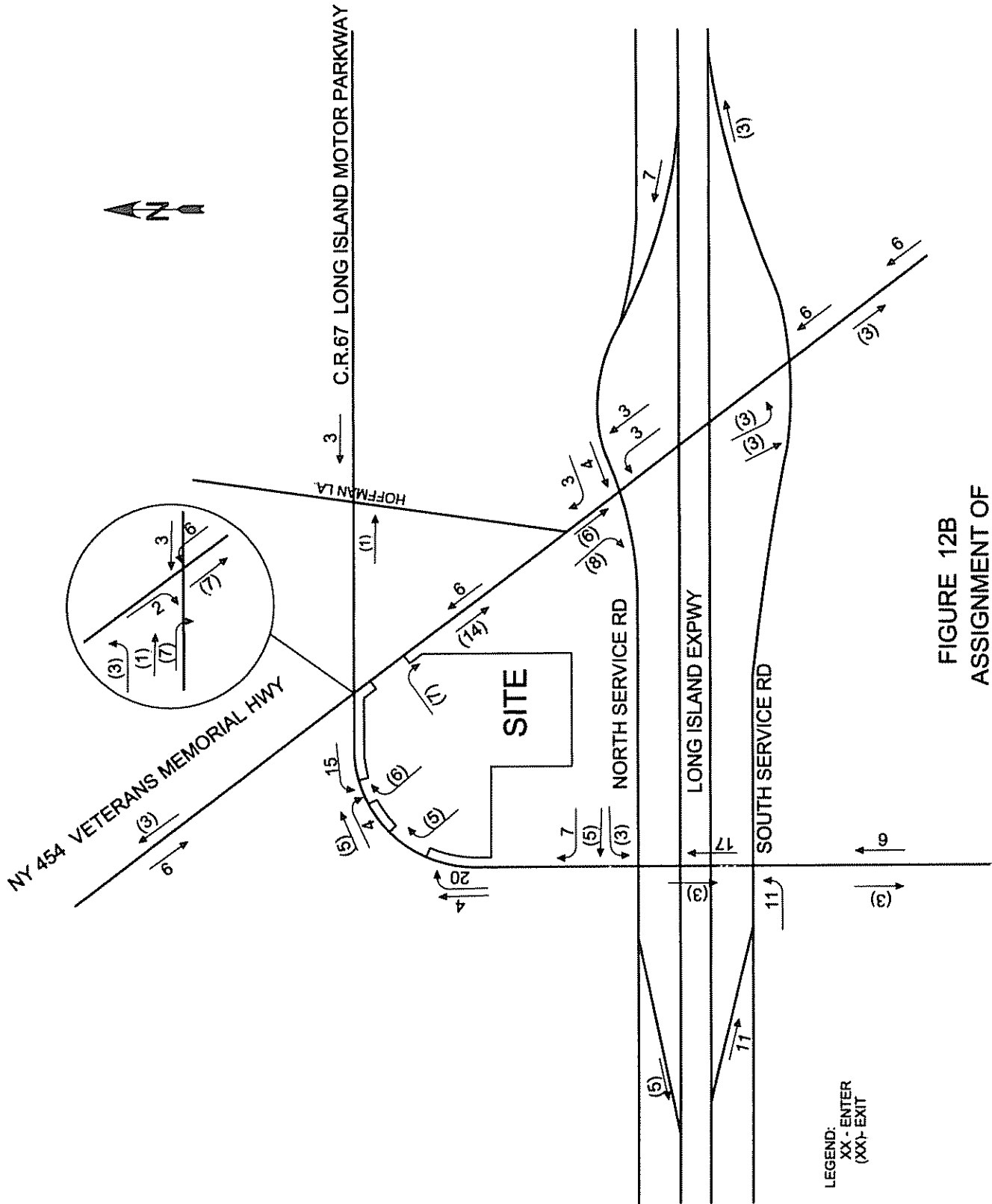


FIGURE 12B
 ASSIGNMENT OF
 SITE-GENERATED TRAFFIC
 RESIDENTIAL CONDOMINIUMS
 WEEKDAY P.M. PEAK HOUR

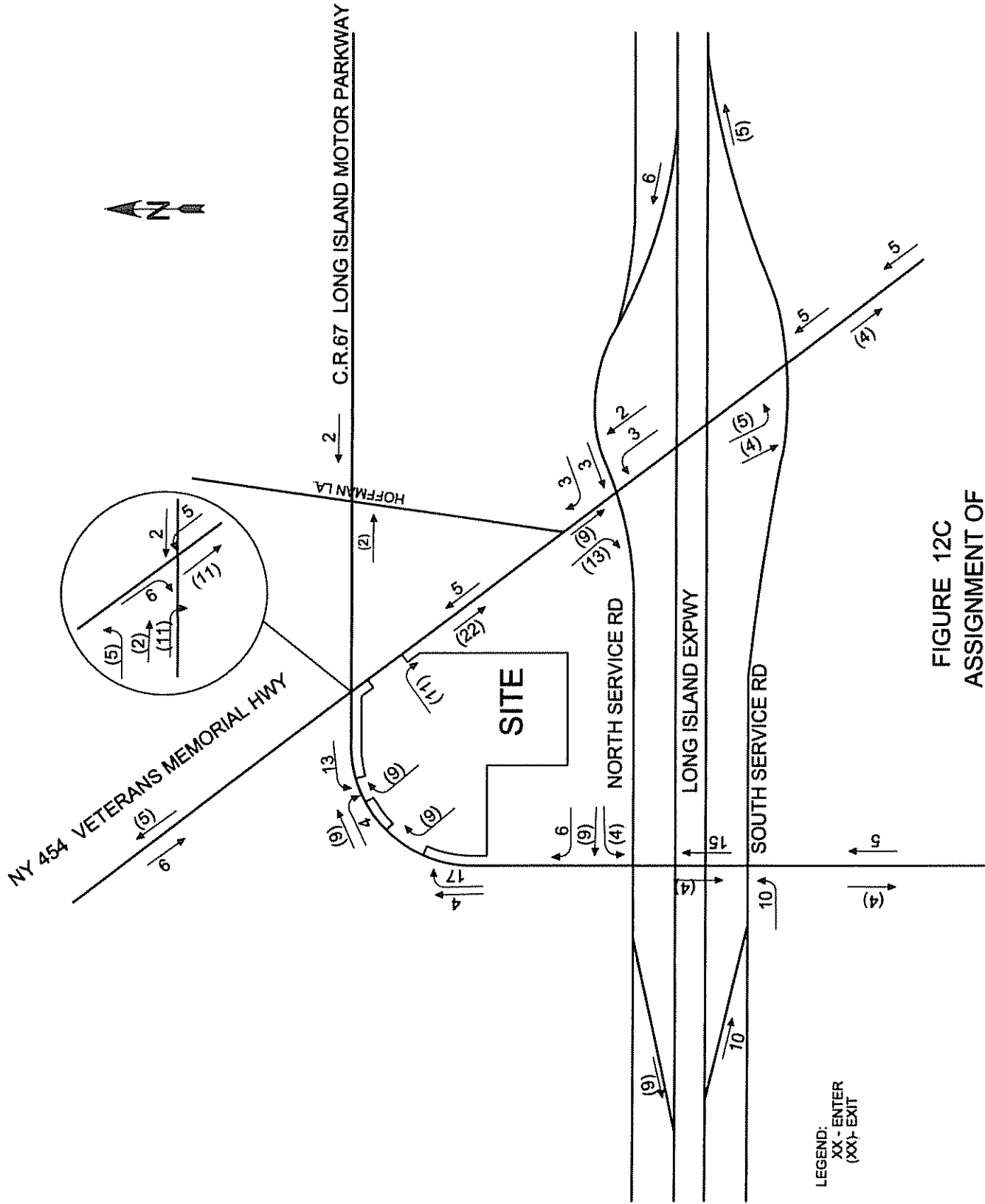


FIGURE 12C
 ASSIGNMENT OF
 SITE-GENERATED TRAFFIC
 RESIDENTIAL CONDOMINIUMS
 SATURDAY MIDDAY PEAK HOUR

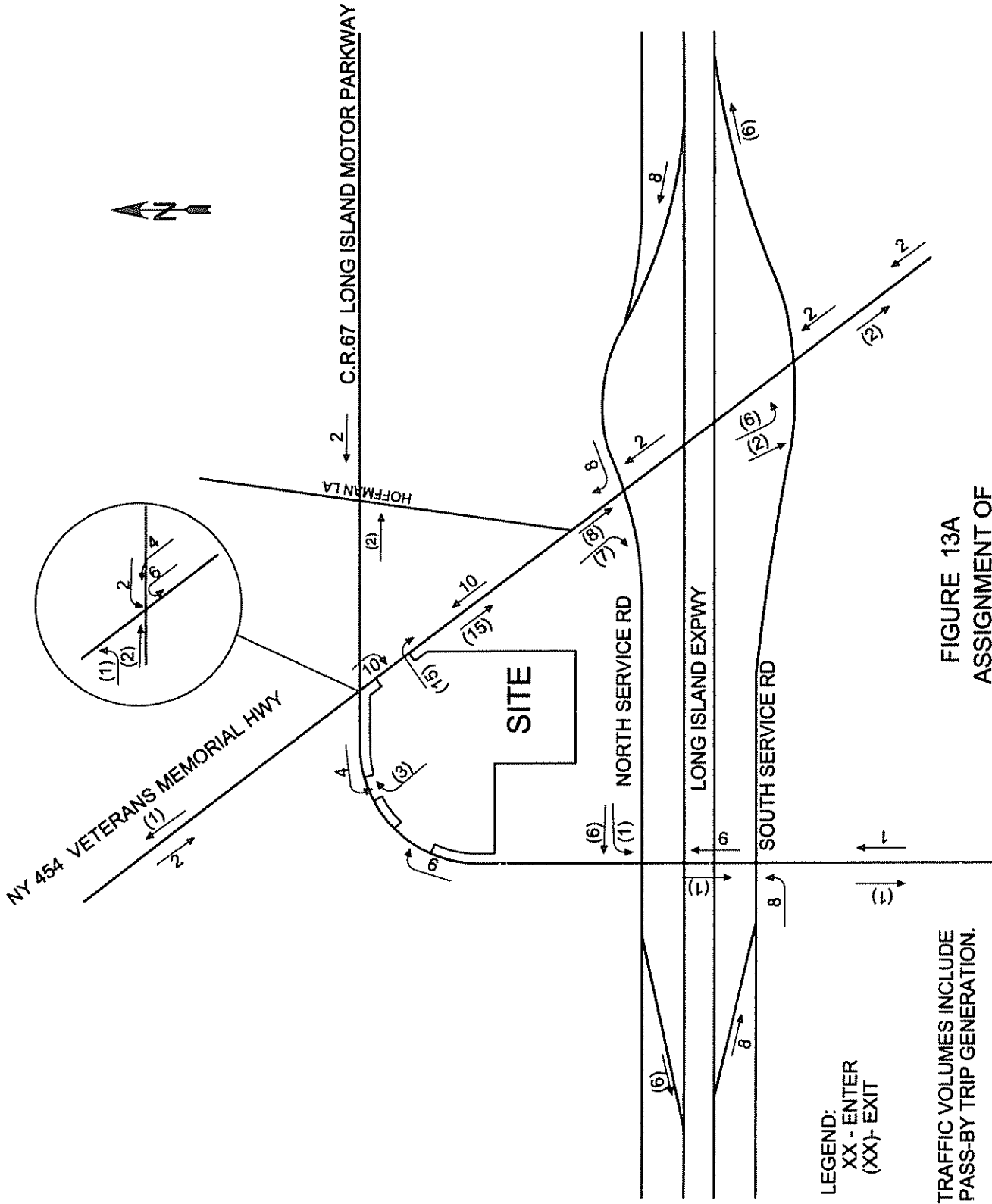


FIGURE 13A
 ASSIGNMENT OF
 SITE-GENERATED TRAFFIC
 RETAIL
 WEEKDAY A.M. PEAK HOUR

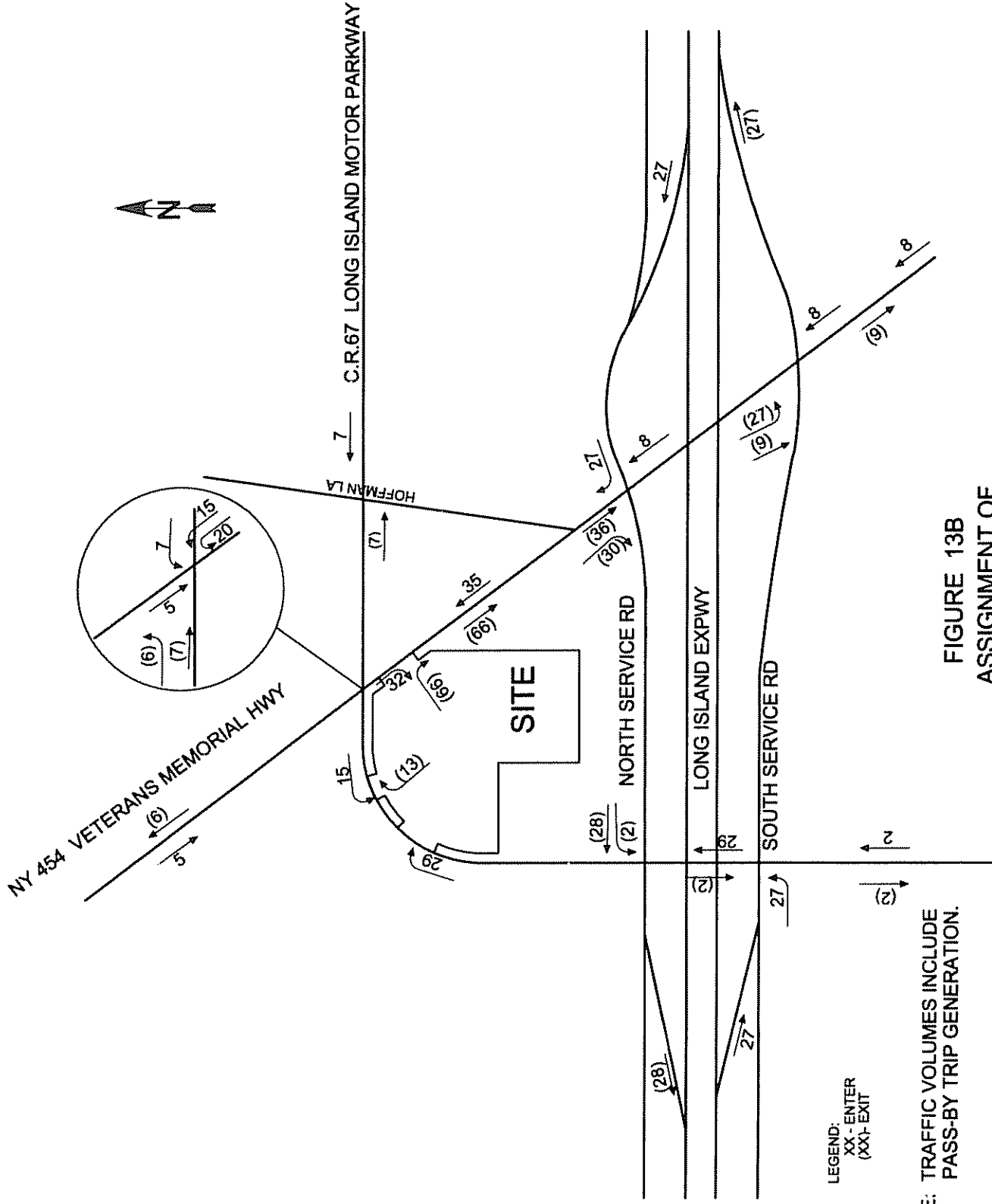


FIGURE 13B
 ASSIGNMENT OF
 SITE-GENERATED TRAFFIC
 RETAIL
 WEEKDAY P.M. PEAK HOUR

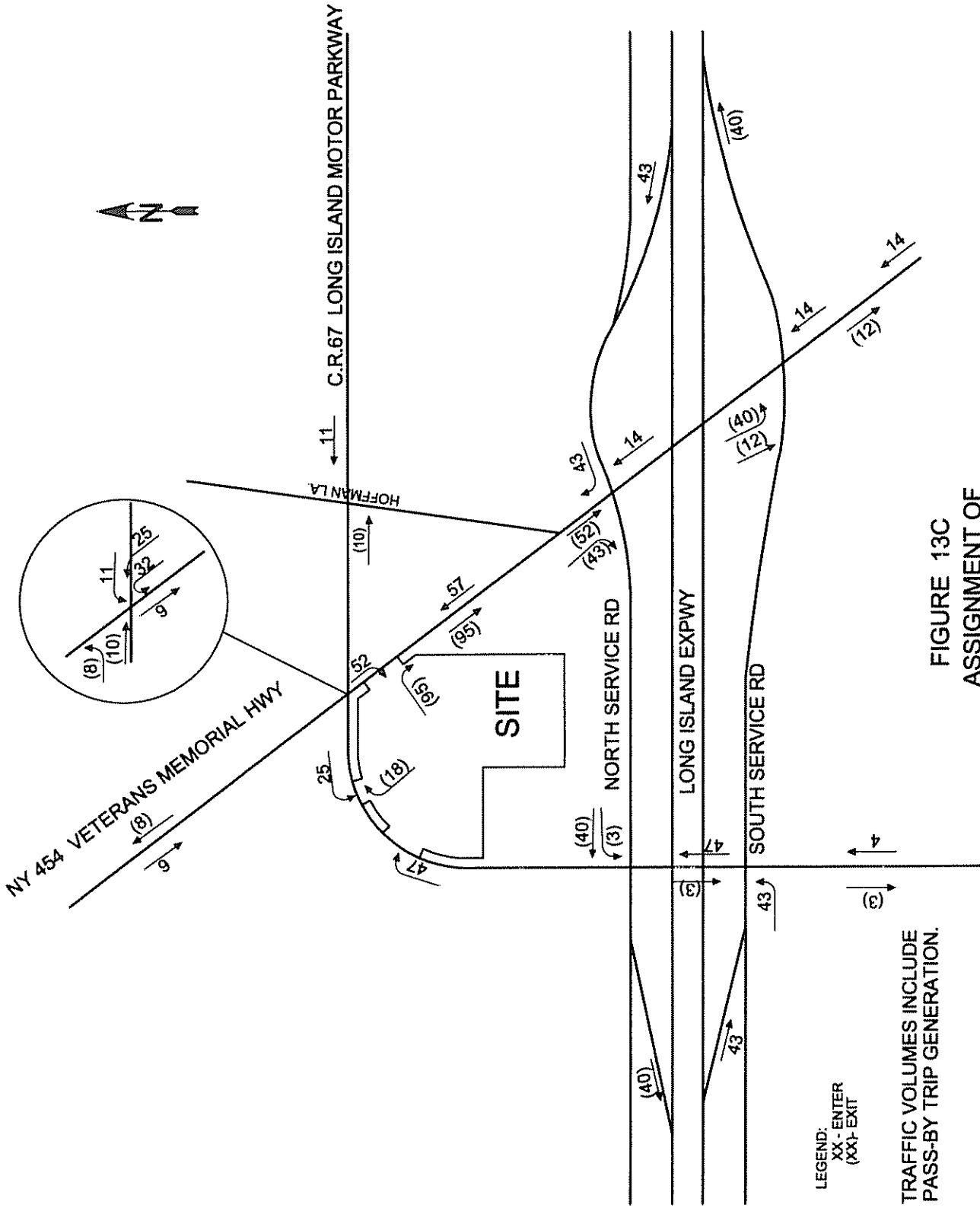


FIGURE 13C
 ASSIGNMENT OF
 SITE-GENERATED TRAFFIC
 RETAIL
 SATURDAY MIDDAY PEAK HOUR

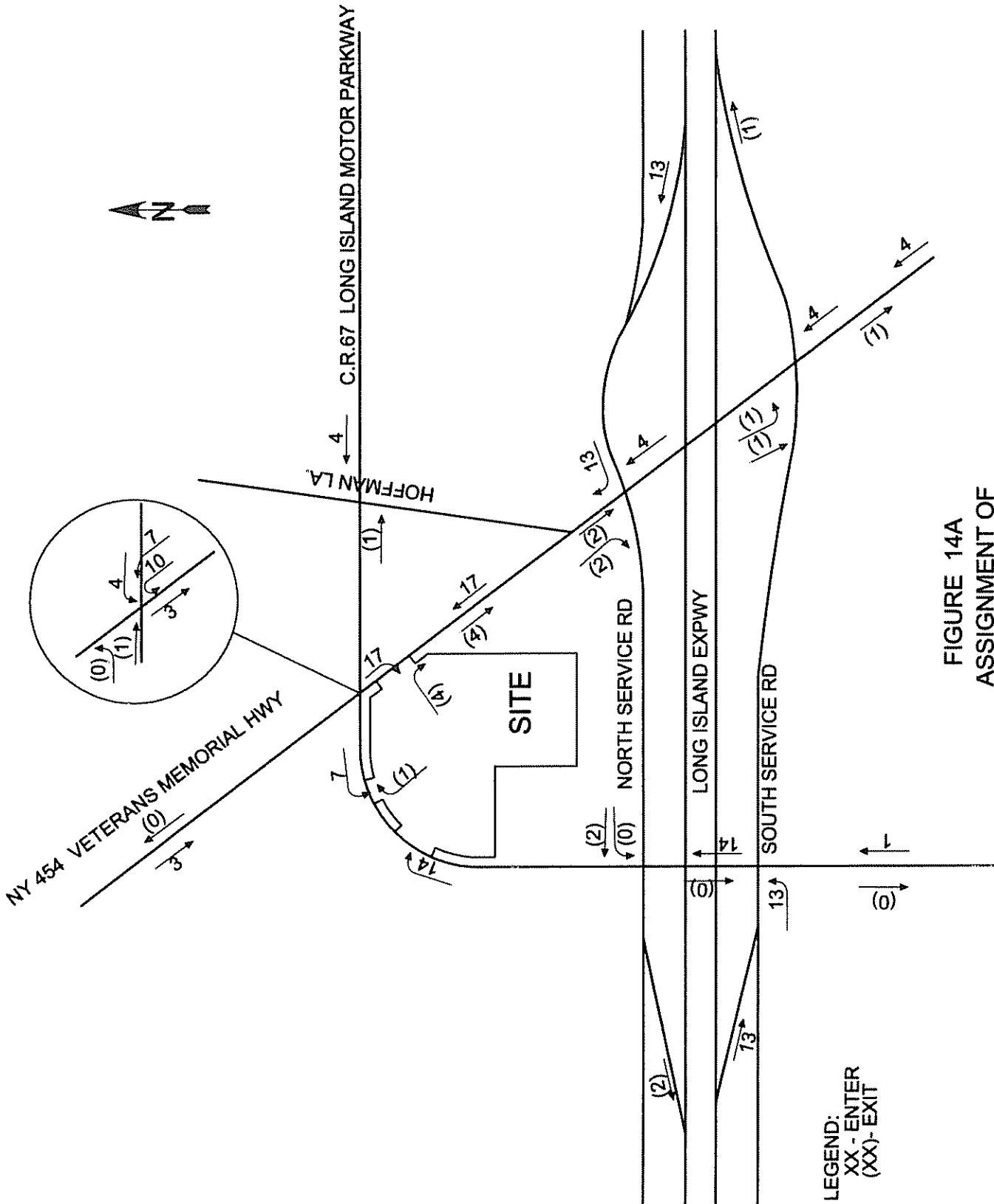


FIGURE 14A
 ASSIGNMENT OF
 SITE-GENERATED TRAFFIC
 OFFICE
 WEEKDAY A.M. PEAK HOUR

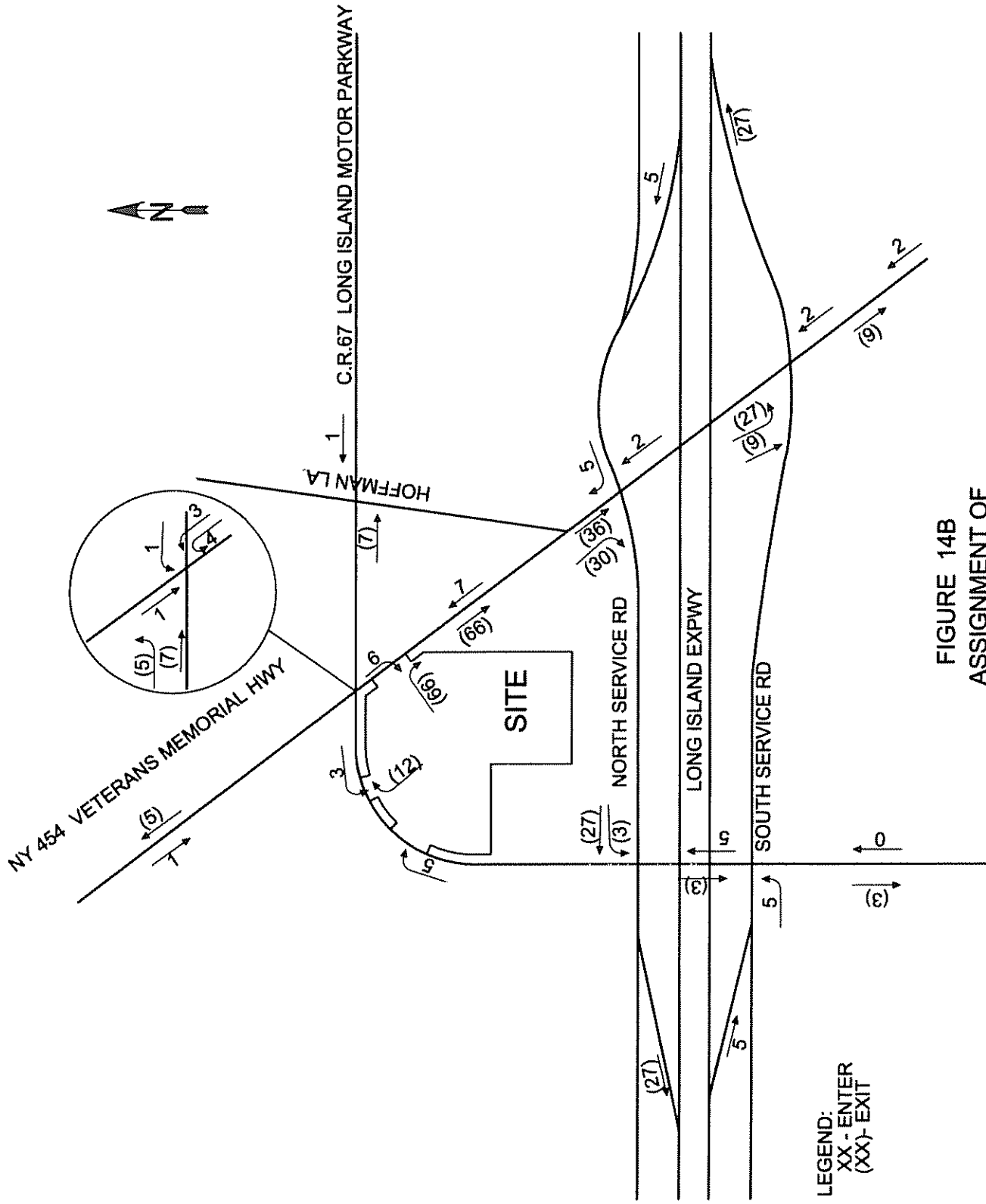


FIGURE 14B
ASSIGNMENT OF
SITE-GENERATED TRAFFIC
OFFICE
WEEKDAY P.M. PEAK HOUR

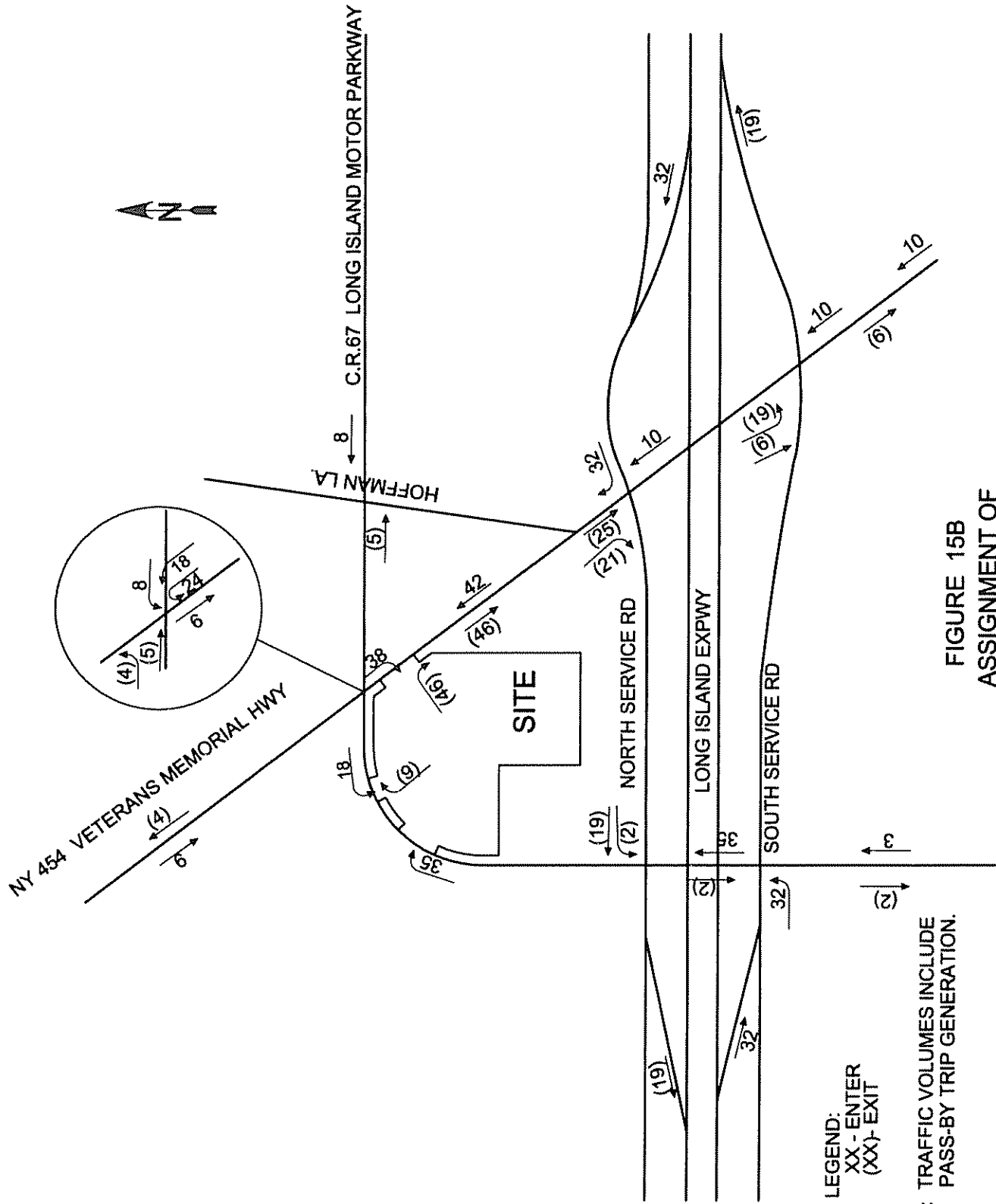


FIGURE 15B
 ASSIGNMENT OF
 SITE-GENERATED TRAFFIC
 HIGH-TURNOVER (SIT-DOWN) RESTAURANT
 WEEKDAY P.M. PEAK HOUR

LEGEND:
 XX - ENTER
 (XX) - EXIT

NOTE: TRAFFIC VOLUMES INCLUDE
 PASS-BY TRIP GENERATION.

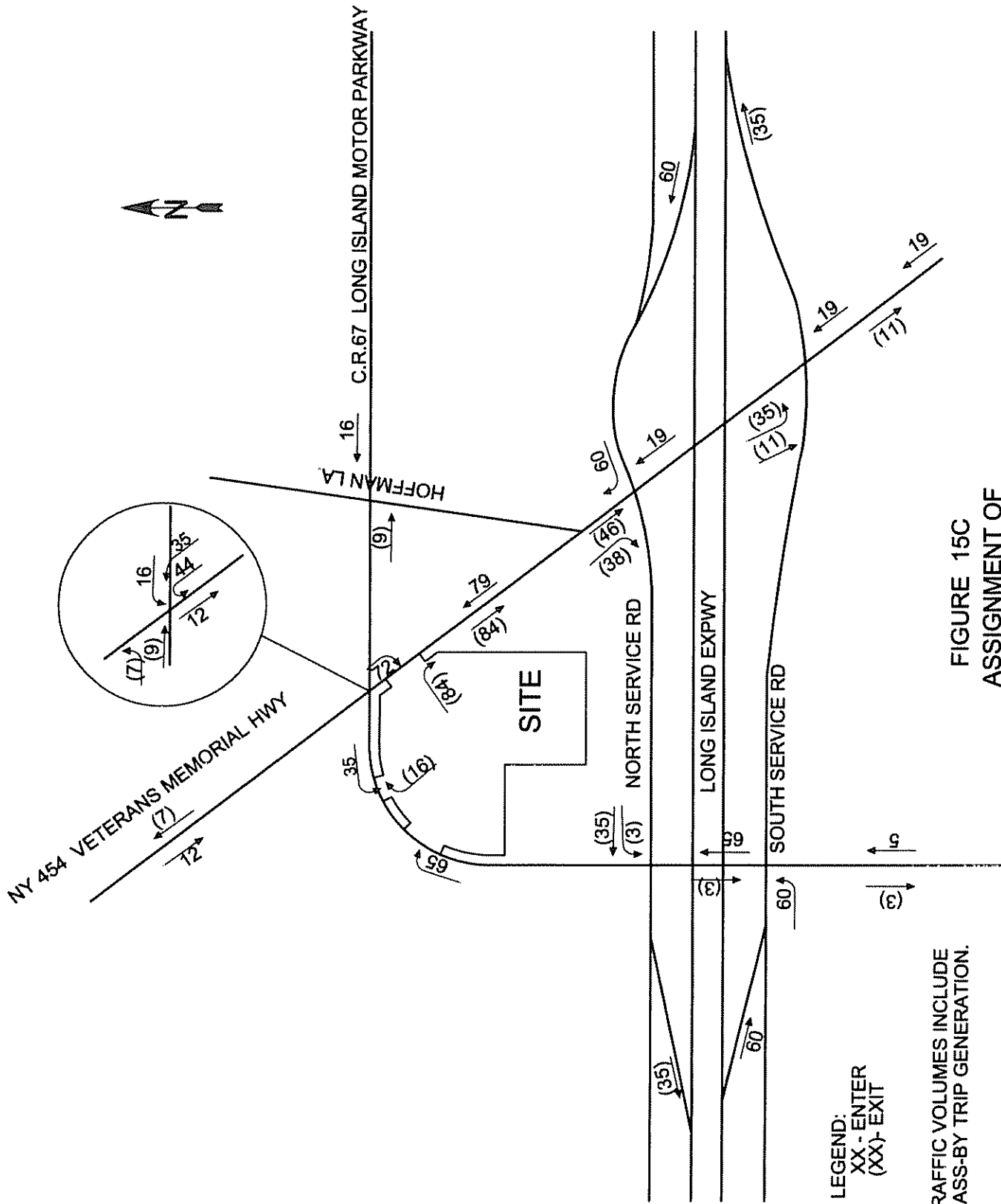


FIGURE 15C
 ASSIGNMENT OF
 SITE-GENERATED TRAFFIC
 HIGH-TURNOVER (SIT-DOWN) RESTAURANT
 SATURDAY MIDDAY PEAK HOUR

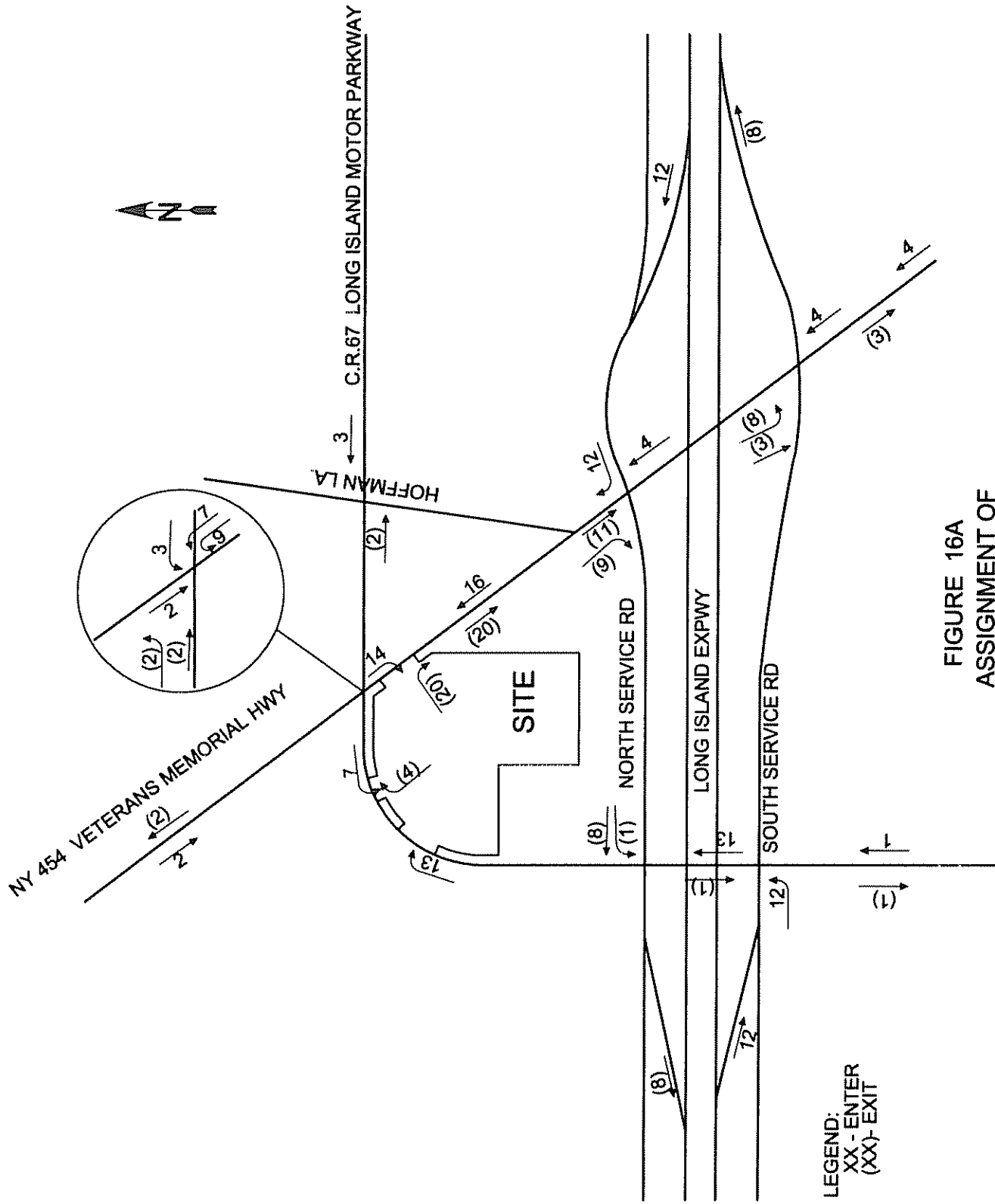


FIGURE 16A
ASSIGNMENT OF
SITE-GENERATED TRAFFIC
BUSINESS HOTEL
WEEKDAY A.M. PEAK HOUR

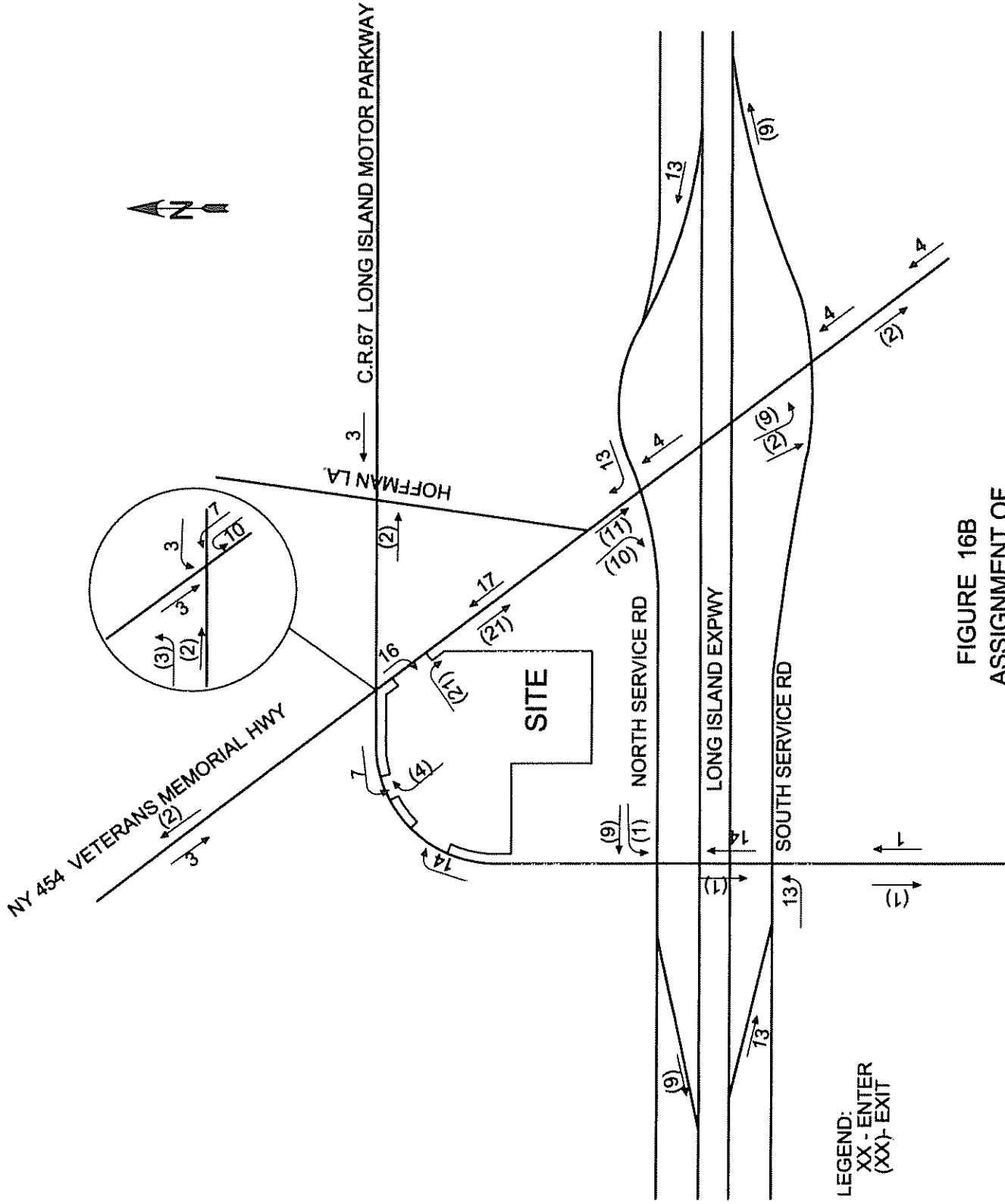
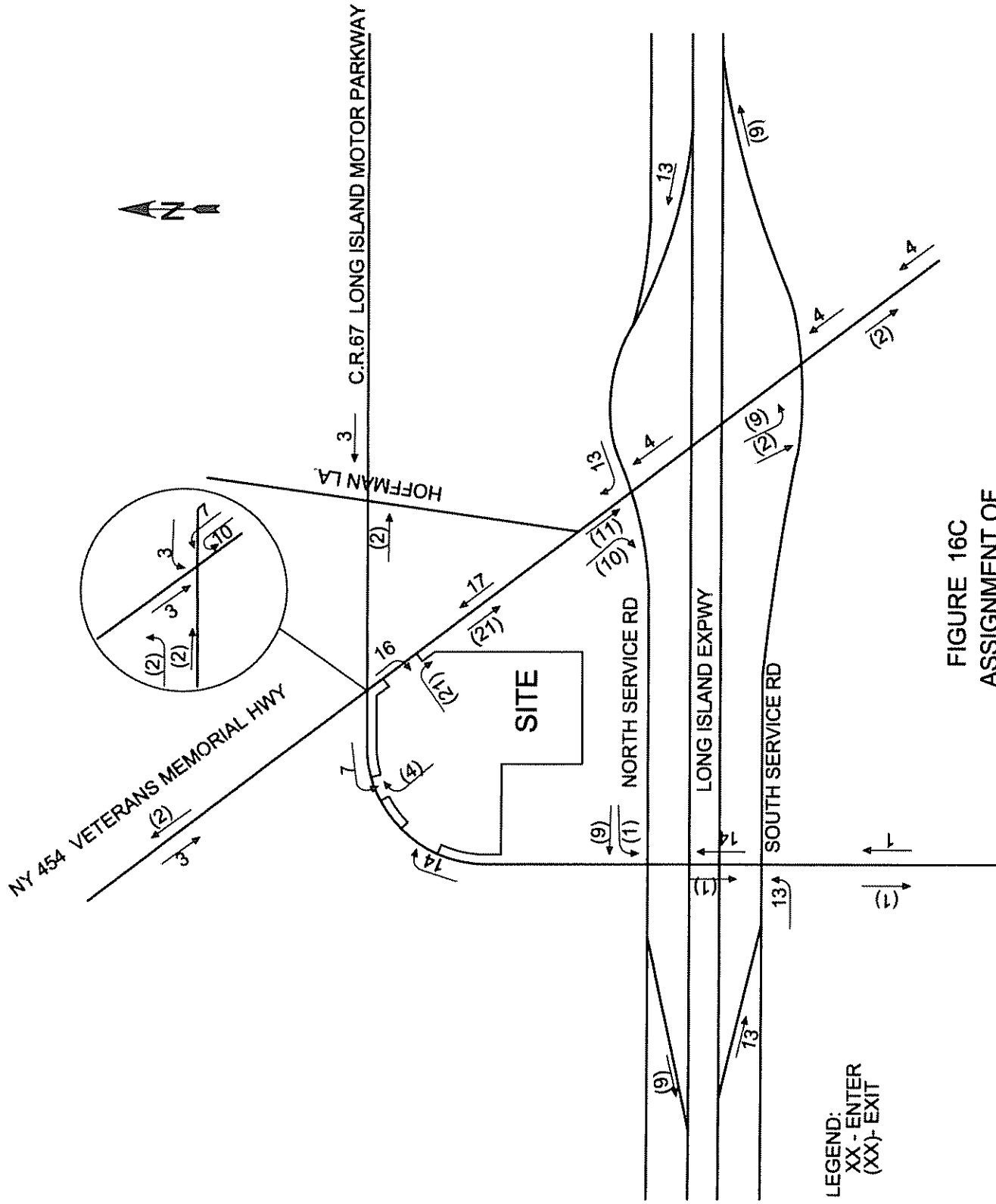
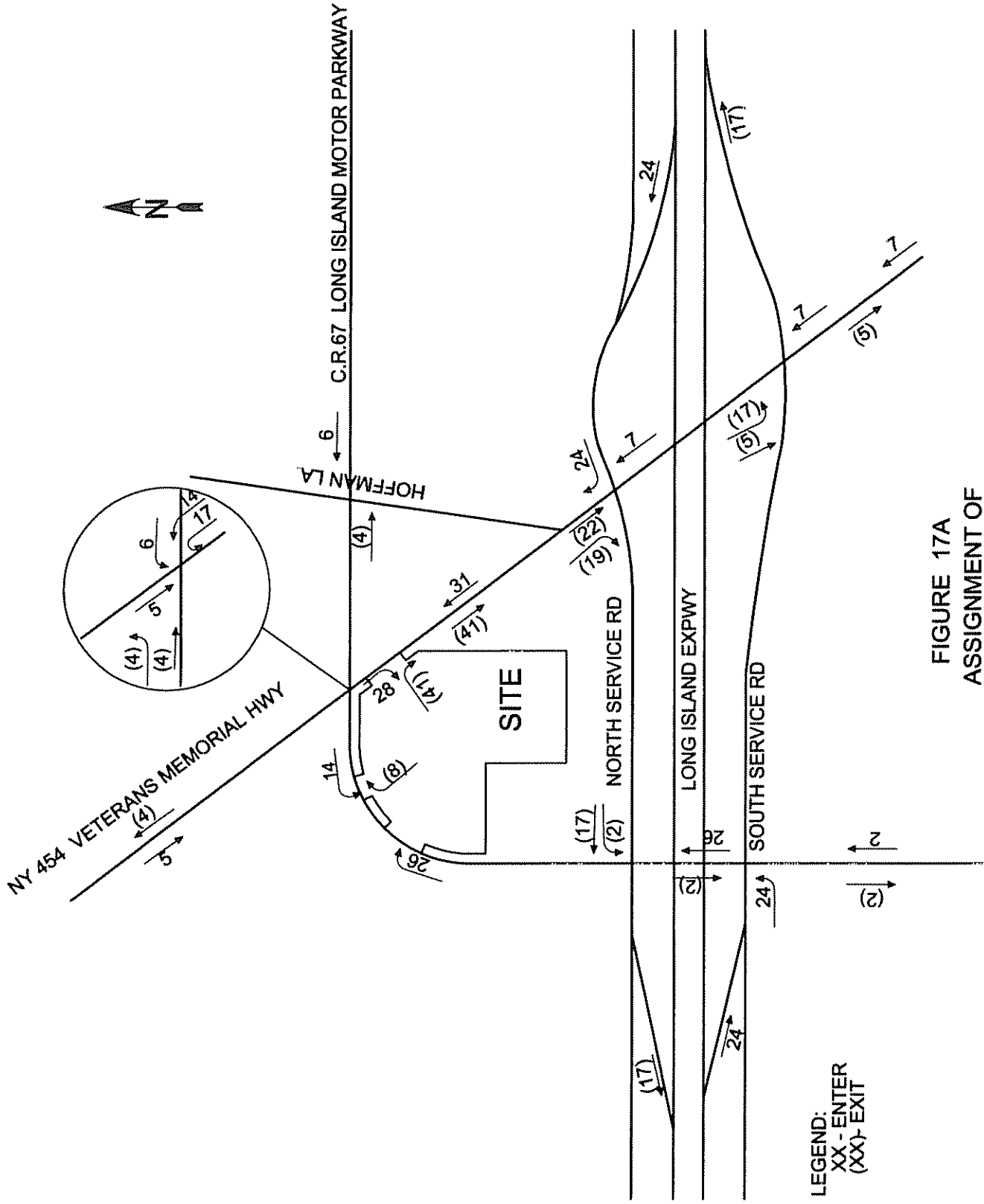


FIGURE 16B
ASSIGNMENT OF
SITE-GENERATED TRAFFIC
BUSINESS HOTEL
WEEKDAY P.M. PEAK HOUR





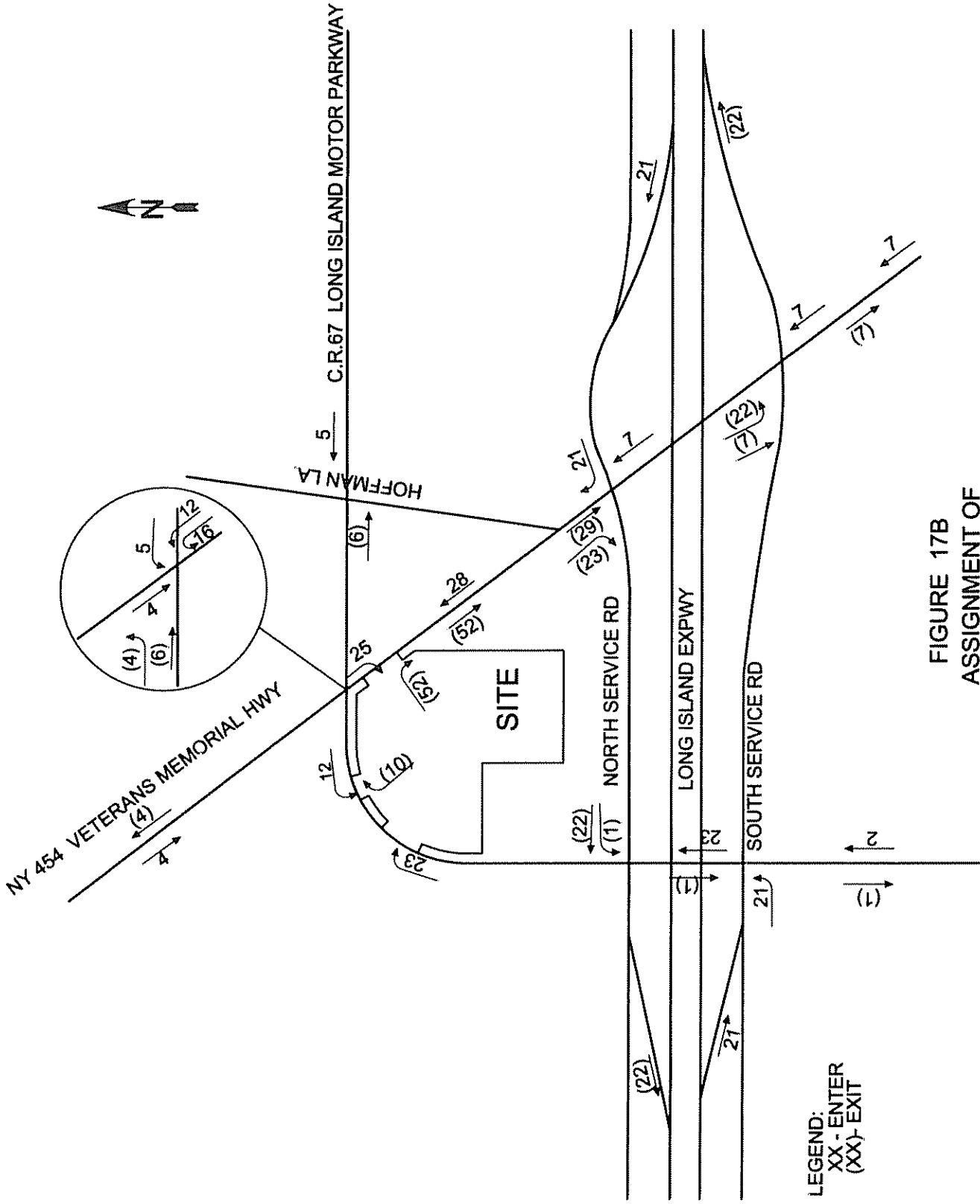


FIGURE 17B
 ASSIGNMENT OF
 SITE-GENERATED TRAFFIC
 FULL SERVICE HOTEL
 WEEKDAY P.M. PEAK HOUR

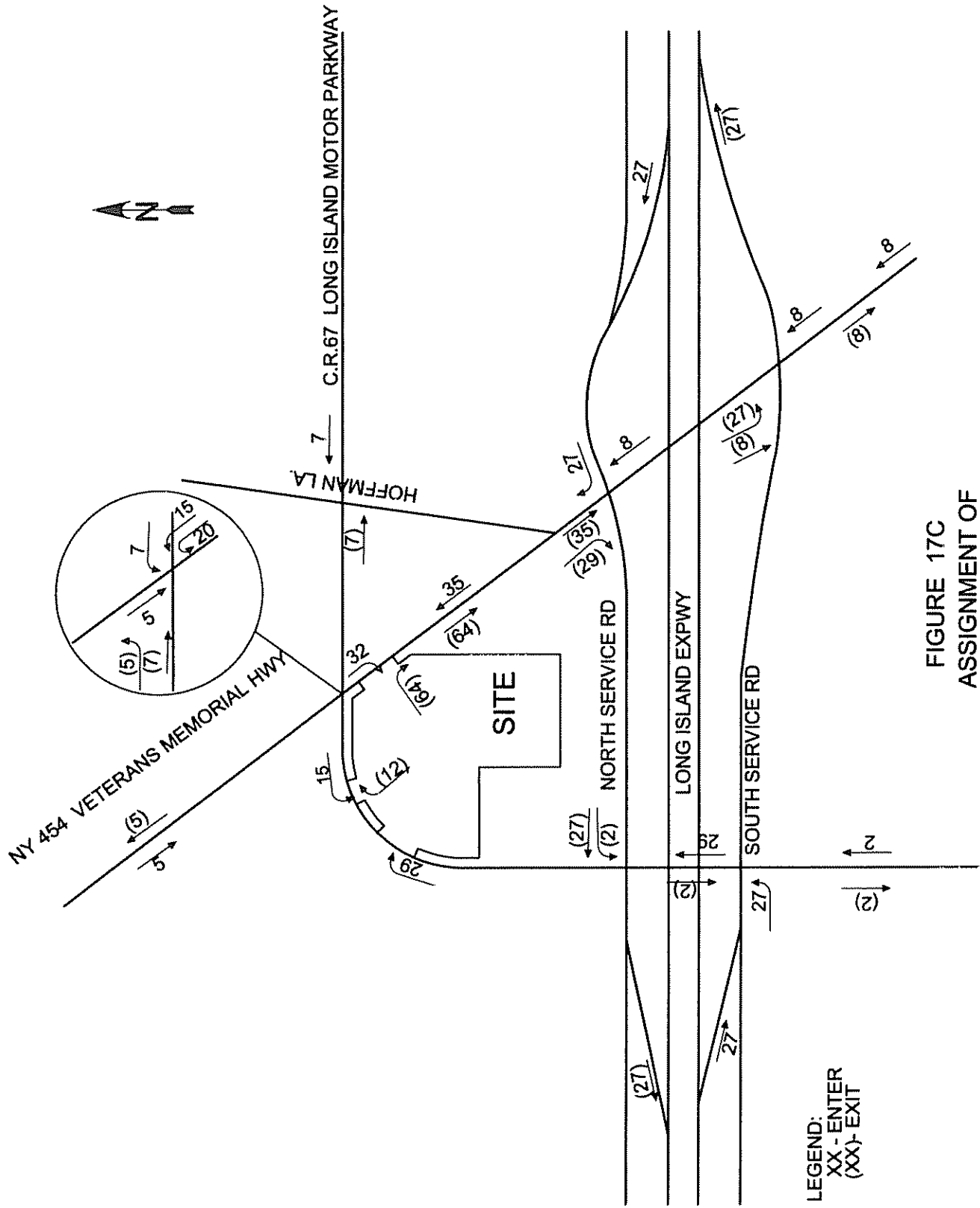


FIGURE 17C
 ASSIGNMENT OF
 SITE-GENERATED TRAFFIC
 FULL SERVICE HOTEL
 SATURDAY PEAK HOUR

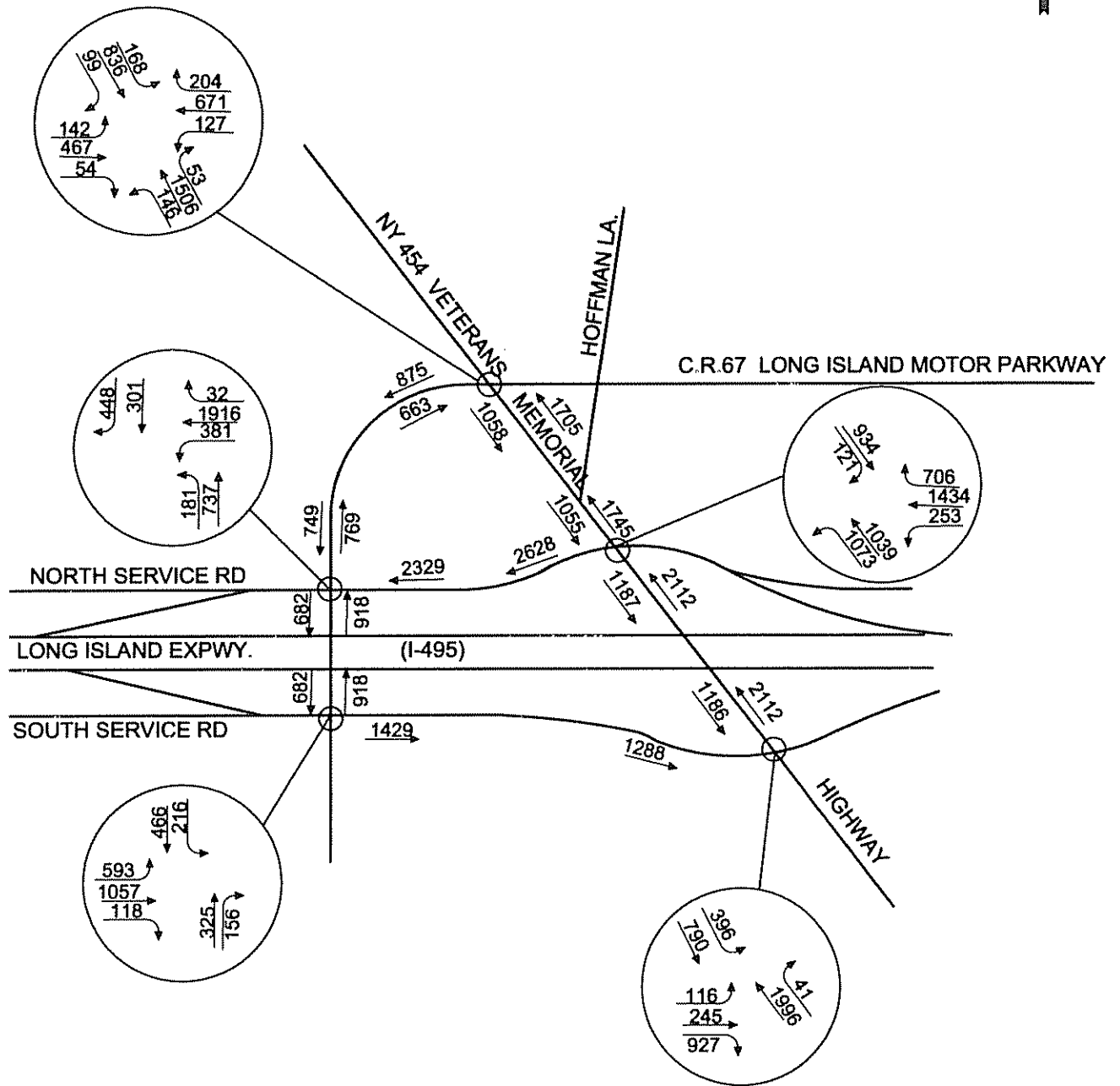


FIGURE 18
2009 BUILD VOLUMES
WEEKDAY A.M. PEAK HOUR

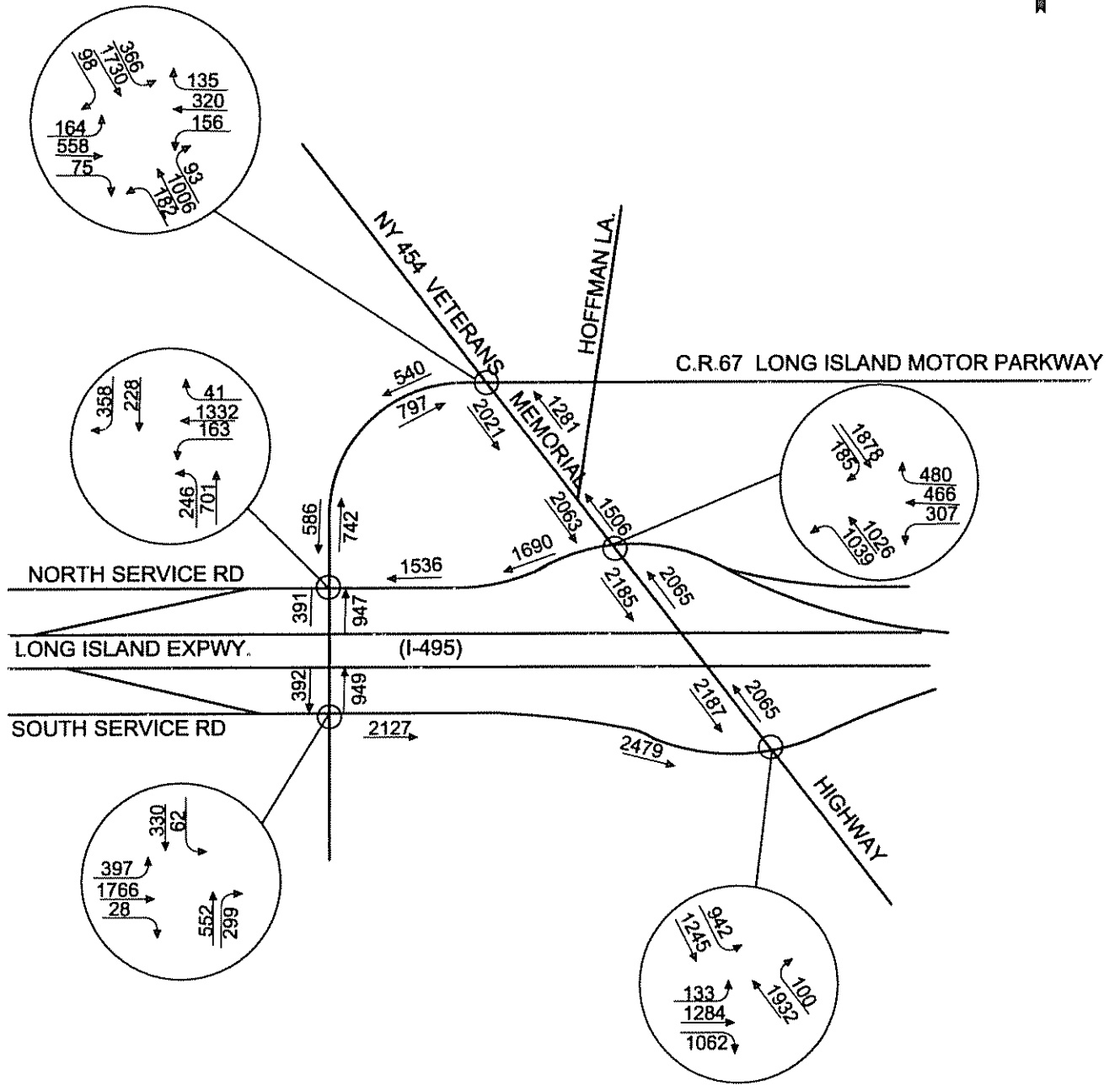


FIGURE 19
2009 BUILD VOLUMES
WEEKDAY P.M. PEAK HOUR

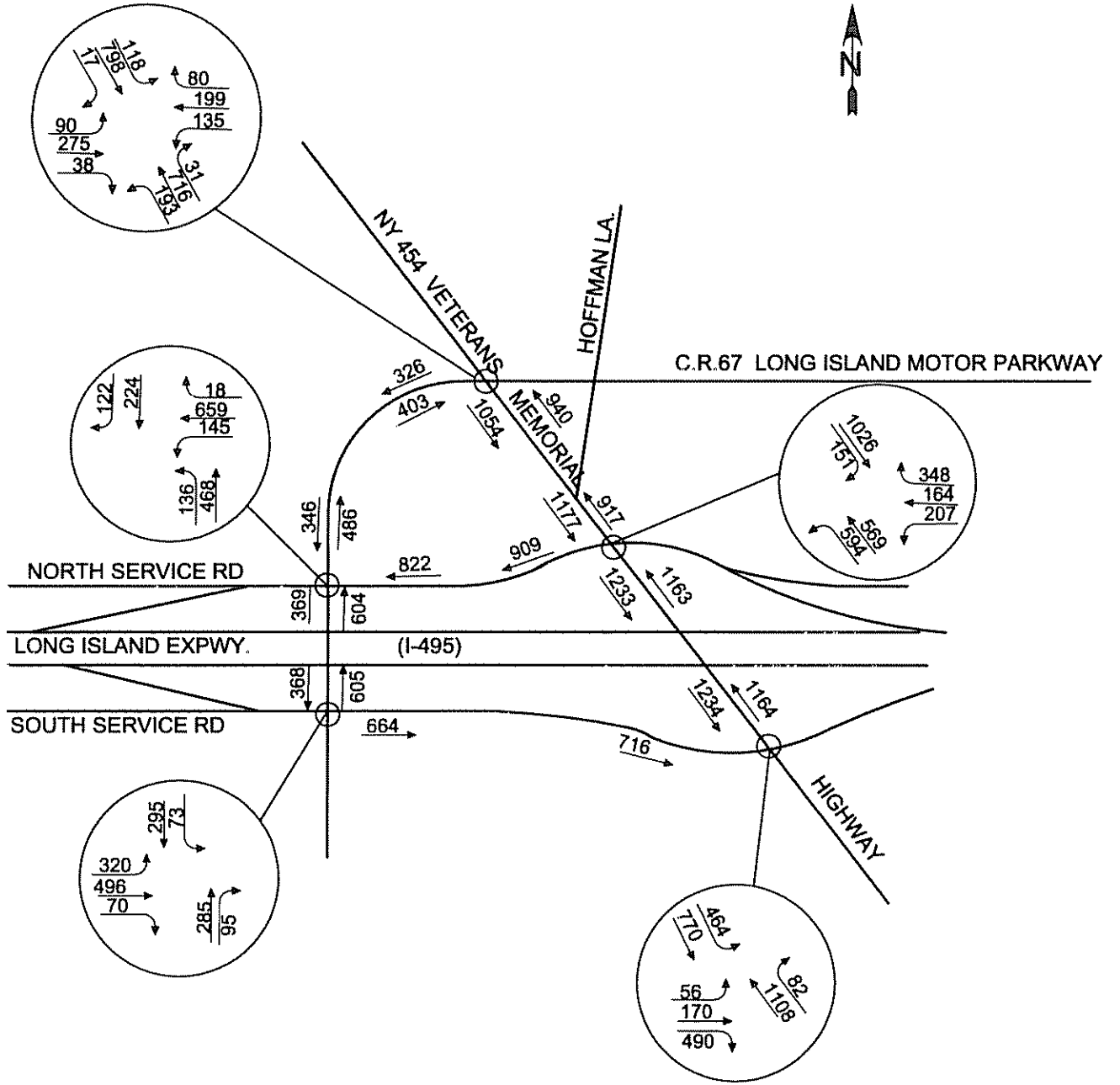


FIGURE 20
2009 BUILD VOLUMES
SATURDAY PEAK HOUR

PLANNED IMPROVEMENTS

Several roadway modifications have recently been completed on the adjacent roadway network. A brief explanation of these roadway improvements can be found below:

- Motor Parkway at the North and South Service Roads of the Long Island Expressway

The bridge structure over the Long Island Expressway, Rte. 495, between the North and South Service Roads has been widened providing six traffic lanes (three in each direction, including left turn lanes).

The latest available Nassau-Suffolk Transportation Improvement Program (TIP) does not list any projects involving the reconstruction and improvement of roadways serving the proposed developments prior to its expected competition.

INTERSECTION CAPACITY ANALYSIS

Signalized Intersections

In order to examine the impact of the site-generated traffic on the adjacent roadways in the vicinity of the proposed mixed-use development, signalized intersection capacity analyses were performed at the signalized intersections noted below:

- Motor Parkway at the Long Island Expressway South Service Road
- Motor Parkway at the Long Island Expressway North Service Road
- Veterans Memorial Highway at Motor Parkway
- Veterans Memorial Highway at the Long Island Expressway North Service Road
- Veterans Memorial Highway at the Long Island Expressway South Service Road

The signalized capacity analyses were conducted at the referenced study intersections to examine traffic operations during the Weekday A.M. peak hour, Weekday P.M. peak hour, and Saturday peak hour. These intersection capacity analyses calculations were performed in accordance with the methodology set forth in the latest (2000) edition of the Highway Capacity Manual.

Methodology

The signalized intersection capacity analysis methodology evaluates the average control delay per vehicle to determine intersection level of service. Several variables impact the measure of control delay, including quality of progression, cycle length, green ratio, and volume-to-capacity (V/C) ratio for the lane group in question.

Level of service for a signalized intersection is defined in terms of the average control delay per vehicle during a peak 15 minute analysis period. Control delay consists of initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Six levels of service, from A to F, have been established as measures of vehicle delay. These levels and their related control delay criteria are summarized in Table 4, Signalized Intersections - Level of Service Criteria.

Level of Service	Control Delay (seconds per vehicle)
A	< 10.0
B	10.1 - 20.0
C	20.1 - 35.0
D	35.1 - 55.0
E	55.1 - 80.0
F	> 80.0

Source: Highway Capacity Manual 2000, Transportation Research Board, National Research Council, Washington, D.C. 2000.

Table 4
Signalized Intersections
Level of Service Criteria

Intersection capacity analyses were first performed to examine the existing levels of service (2007 Existing Conditions). The manual counts collected in June 2006 were adjusted to 2007 by utilizing a linear growth factor of 1.5 percent per year to determine the total traffic that would be present on the roadways in the existing 2007 year. The 1.5% annual growth factor used in the 2009 No-Build Condition capacity analyses was based on the results of the New York State Department of Transportation's LITP 2000 No-Build planning study and is specific to the Town of Islip.

The capacity analyses were then rerun to examine the future 2009 levels of service before the development of the proposed site (2009 No-Build Condition). This examination projected the 2007 existing volumes to the 2009 horizon year with the same linear growth factor of 1.5 percent per year to determine the total traffic that would be present in the future 2009 year before the construction of the proposed development. The 2009 No-Build Condition also includes all of the roadway modifications recently completed in the vicinity of the site.

Next, capacity analyses were performed to examine future 2009 levels of service with the added traffic from the proposed mixed-use development (2009 Build Condition). This analysis reflects conditions which could be expected to prevail when the proposed mixed-use development is completed and opened/operating/occupied.

Finally, minor phasing and timing changes were made to the existing signal system to assure safe and efficient traffic flow in the vicinity of the site. Capacity analyses were performed to examine conditions with the addition of traffic from the proposed mixed-use development and the minor phasing and timing changes to the existing signal system (2009 Build Condition with Modifications).

The results of these analyses are contained in Table 5. Detailed computer printouts with all input and output parameters can be found in the section of the Appendix to this report entitled “Intersection Capacity Analyses Results”.

The results of the existing and no-build conditions signalized capacity analyses indicate overall existing and future No-Build capacity constraints at the majority of the intersections in the study area with these intersections operating below acceptable overall levels of service (LOS) during at least one peak time period. The generally accepted definition of “acceptable” LOS is LOS D or better. These below acceptable operational standards conditions exist or will exist regardless of whether the Islandia Village Center mixed-use proposal is developed. The only intersection where the added site traffic causes an impact in overall intersection operating conditions which involves a degradation in overall intersection LOS from the No-Build Condition is at the intersection of Veterans Memorial Highway at the Long Island Expressway North Service Road. At this intersection, the overall intersection LOS slips from LOS D in the No-Build to LOS E in the Build during the weekday P.M. peak period.

As part of this study, methods of improving the operation of the already capacity-constrained intersections were investigated. All of these intersections currently experiencing capacity problems as well as the impacted Veterans Memorial Highway/Long Island Expressway North Service Road intersection were improved with minor phasing and/or timing changes. The results of this analysis are presented in Table 5.

As can be seen in Table 5, the results of the capacity analysis performed indicate that with the modifications proposed, the overall intersection levels of service are maintained or improved compared to the No-Build condition. See the Roadway Modifications section of this report for details of proposed improvements.

Location	Time Period	2007 Existing (Note 1)			2009 No Build (Note 2)			2009 Build (Note 3)			2009 Build with Modifications (Note 4)		
		LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C
Motor Parkway at the Long Island Expressway South Service Road	A.M. Peak Hour	C	21.7	0.68	C	22.3	0.69	C	23.1	0.69	N.I.N.	N.I.N.	N.I.N.
	P.M. Peak Hour	E	65.4	0.91	E	72.9	0.94	E	71.5	0.94	D	41.0	0.94
	Sat. Peak Hour	B	18.4	0.36	B	18.5	0.37	B	18.9	0.39	N.I.N.	N.I.N.	N.I.N.
Motor Parkway at The Long Island Expressway North Service Road	A.M. Peak Hour	E	56.2	1.01	E	65.2	1.05	E	72.3	1.07	D	43.5	1.06
	P.M. Peak Hour	C	23.4	0.77	C	24.0	0.78	C	24.5	0.81	N.I.N.	N.I.N.	N.I.N.
	Sat. Peak Hour	B	18.8	0.38	B	18.8	0.40	B	18.8	0.43	N.I.N.	N.I.N.	N.I.N.
Veterans Memorial Highway at Motor Parkway	A.M. Peak Hour	D	51.5	0.94	D	48.6	0.97	D	54.5	1.02	D	49.1	0.98
	P.M. Peak Hour	F	112.8	1.13	F	121.2	1.18	F	124.6	1.24	F	109.9	1.14
	Sat. Peak Hour	C	34.0	0.51	C	28.6	0.53	C	32.4	0.69	C	28.9	0.58
Veterans Memorial Highway at the Long Island Expressway North Service Road	A.M. Peak Hour	F	104.5	0.88	F	113.7	0.95	F	120.6	1.01	D	52.7	1.01
	P.M. Peak Hour	D	51.5	0.89	D	54.8	0.92	E	64.0	1.01	E	55.1	1.01
	Sat. Peak Hour	E	59.1	0.49	E	62.8	0.50	E	62.5	0.62	C	34.4	0.62
Veterans Memorial Highway at the Long Island Expressway South Service Road	A.M. Peak Hour	E	67.7	0.95	E	71.3	0.98	E	71.1	0.99	D	54.4	0.99
	P.M. Peak Hour	F	83.0	1.05	F	92.2	1.08	F	97.6	1.12	F	87.6	1.12
	Sat. Peak Hour	C	24.0	0.50	C	24.6	0.51	C	34.2	0.55	C	27.0	0.55

N.I.N.: No Improvement Necessary.

Note 1: The 2007 existing traffic volumes were determined by adjusting the traffic count data collected in June 2006 to the current 2007 year. The June 2006 manual counts were adjusted by utilizing a linear 1.5% per year normal traffic growth rate.

Note 2: 2009 No Build Condition includes a linear 1.5% per year normal traffic growth rate.

Note 3: Same as Note 1 and includes the traffic generated by the proposed development.

Note 4: Same as Note 2 and includes the roadway modifications proposed.

Table 5
Summary of Signalized Intersection Capacity Analyses

It should be noted that the developer of the mixed-use development proposes to extend the existing northbound left turn lane at the intersection of Veterans Memorial Highway at Motor Parkway to accommodate the left turn volume increases expected during the 2009 Build Condition as a result of the proposed action. The northbound left turn lane, subject to the review and approval of the New York State Department of Transportation, will need to be extended to a total distance of 350 feet and the costs associated with its construction will be the sole responsibility of the developer.

Unsignalized Intersections

The proposed development will have two access points onto Motor Parkway and one access point onto Veterans Memorial Highway as noted below:

- Motor Parkway at the Proposed Westerly Site Access Drive
- Motor Parkway at the Proposed Easterly Site Access Drive
- Veterans Memorial Highway at the Proposed Site Access Drive

The westerly access drive on Motor Parkway will allow right turns only out of the site. It is proposed that an acceleration lane be constructed within the existing shoulder area on the south side of Motor Parkway for exiting vehicles leaving the site via this driveway. Because an acceleration lane is being provided and this channelized right turn out of the driveway will be YIELD controlled, the interaction between the eastbound thru traffic on Motor Parkway and the exiting site traffic will more likely operate like an exit ramp merge rather than an unsignalized intersection. For this reason, unsignalized capacity analyses were not performed at the westerly site access drive on Motor Parkway.

The proposed site access drive on Veterans Memorial Highway will allow right turns only into and out of the site due to the presence of a median on Veterans Memorial Highway in front of the access drive. It is proposed that both a deceleration lane and an acceleration lane be constructed within the existing shoulder area on Veterans Memorial Highway for entering vehicles and exiting vehicles, respectively. The channelized right turn lane out of the site will be YIELD controlled. The provision of both a deceleration lane and an acceleration lane within the existing shoulder area on Veterans Memorial Highway at the proposed site access drive allows both the entering and exiting site traffic to slow down or accelerate in a separate lane from the Veterans Memorial Highway southbound thru traffic. As such, the interaction between the southbound thru traffic on Veterans Memorial Highway and the entering site traffic will more likely resemble a ramp diverge rather than an unsignalized intersection. Likewise, the interaction between the southbound thru traffic on Veterans Memorial Parkway and the exiting site traffic will operate similar to the proposed westerly site access drive (like an exit ramp merge) rather than a typical unsignalized intersection. For these reasons,

unsignalized capacity analyses were not performed at the Veterans Memorial Highway site access drive as the gap analysis calculations that the HCS software performs and the level of services and delays for the movements involved are not applicable due to the geometric configuration of this site access drive.

At the Motor Parkway easterly site access drive, unsignalized intersection capacity analyses were performed to determine the ability of vehicles to safely negotiate turning movements at this four-legged unsignalized intersection. The site easterly access drive will allow both left and right turns into the site and right turns only out of the site. It is proposed that an acceleration lane be constructed within the existing shoulder area on Motor Parkway for exiting vehicles leaving the site via this driveway. The channelized right turn lane out of the site will be YIELD controlled. The provision of an acceleration lane on Motor Parkway at the proposed easterly site access allows the exiting site traffic to accelerate in a separate lane from the Motor Parkway thru traffic. Because an acceleration lane is being provided and this channelized right turn out of the driveway will be YIELD controlled, the interaction between the eastbound thru traffic on Motor Parkway and the exiting site traffic will operate similar to an exit ramp merge rather than a northbound to eastbound right turn first stopping at a two-way stop-controlled intersection, looking for a gap in the eastbound Motor Parkway thru traffic, and then accelerating into the conflicting traffic stream. For the reasons mentioned above, the exiting channelized right turn lane at the proposed Easterly Site Access Drive was not included in the capacity analyses completed for this access drive.

In examining earlier proposals for development of the subject site, the potential for construction of a traffic signal at the easterly driveway on Motor Parkway was evaluated. Subsequently, the Suffolk County Department of Public Works has indicated that they do not want this driveway signalized. Therefore, only unsignalized conditions were considered.

The unsignalized intersection capacity analyses that were completed for the Motor Parkway at the Proposed Easterly Site Access Drive intersection were performed for the 2009 Build Scenario in accordance with the methodology set forth in the 2000 edition of the Highway Capacity Manual.

Methodology

The unsignalized intersection capacity analysis methodology evaluates the average control delay per vehicle to determine level of service. Level of service for a two-way stop-controlled intersection is defined solely for each minor movement. Several variables impact the measure of delay for a two-way stop-controlled intersection, including the level of conflicting traffic impeding a minor street movement and the size and availability of gaps in the conflicting traffic stream.

Level of service for an unsignalized intersection is defined in terms of average control delay per vehicle during a peak 15 minute analysis period. Control delay consists of initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Six levels of service, ranging from A to F, have been established as measures of vehicle delay. These levels and their related control delay criteria are summarized in Table 7, Unsignalized Intersections - Level of Service Criteria.

Level of Service	Control Delay (seconds per vehicle)
A	≤10.0
B	10.1 - 15.0
C	15.1 - 25.0
D	25.1 - 35.0
E	35.1 - 50.0
F	>50.0
Source: Highway Capacity Manual 2000, Transportation Research Board, National Research Council, Washington, D.C. 2000.	

Table 7
Unsignalized Intersections
Level of Service Criteria

Table 8, Summary of Unsignalized Intersection Capacity Analyses - Motor Parkway at the Proposed Easterly Site Access Drive, summarizes the results of the analyses for the intersection of Motor Parkway at the Proposed Easterly Site Access Drive. A review of the results indicates that excellent levels of service (LOS B or better) are expected for westbound left-turning vehicles entering the easterly site access driveway with the low volume easterly office access opposite the proposed easterly site access drive operating at LOS D and LOS C during the weekday A.M. and P.M. peak hours, respectively.

2009 Build

Location/Movement	Flow Rate (pcph)			Movement or Shared Capacity (pcph)			Average Control Delay (sec./veh.)			Level of Service		
	A.M.	P.M.	SAT.	A.M.	P.M.	SAT.	A.M.	P.M.	SAT.	A.M.	P.M.	SAT.
	Eastbound to Northbound Left Turn From Motor Parkway into the Easterly Office Access Opposite the Proposed Easterly Site Access Drive	41	5	0	729	1045	1298	10.2	8.5	7.8	B	A
Westbound to Southbound Left Turn From Motor Parkway into the Proposed Easterly Site Access Drive	37	73	100	920	825	1181	9.1	9.8	8.3	A	A	A
Combined Southbound Left Turn/ Right Turn Approach	10	84	0	180	277	---	26.2	23.6	---	D	C	---

Table 8
 Summary of Unsignalized Intersection Capacity Analyses
 Motor Parkway at the Proposed Easterly Site Access Drive

Weekday Midday Traffic Conditions

As part of this study and also to address one of the comments raised by Cashin Associates, P.C. after its review of the voluntary DEIS for the Village of Islandia, an examination of weekday midday traffic conditions was performed. This examination was performed to determine the need for weekday midday detailed capacity analysis at study intersections in evaluating the potential traffic impacts of the proposed development.

The first step in this process is the comparison of weekday midday traffic volumes on area roadways with those that occur during the traditionally analyzed A.M. and P.M. peak weekday commuting periods. As noted previously, traffic flow information was obtained from both the Suffolk County Department of Public Works and the New York State Department of Transportation. This available data captured entire day's worth of volume data, allowing for direct comparison of midday data to the traditional A.M. and P.M. peak periods. The two-way hourly traffic volumes on Motor Parkway (C.R. 67) and Veterans Memorial Highway (NYS Route 454), and the one-way hourly traffic volumes on the Long Island Expressway North and South Service Roads were compiled for these three periods and is compared in Table 9, Weekday Midday Peak Period Volume Comparison.

Table 9 presents the two-way midday peak hour volume (one-way, in the case of the North and South Service Roads) and the weekday A.M. and P.M. peak hourly volume at specific locations on Motor Parkway, Veterans Memorial Highway, and the LIE North and South Service Roads side-by-side. Also presented is the percentage of the midday peak hour that the A.M. and P.M. peak hours represent. Values greater than 100% indicate a volume higher than the midday volume. These higher instances are shown shaded.

A review of the data indicates that all locations either the A.M. or P.M. volumes are higher and in eight of ten instances both are higher. This examination indicates that if capacity problems existed they would be evident in the analysis performed for the traditional peak periods.

The second part of this weekday midday evaluation involves the trip generation characteristics of the proposed Islandia Village Center development. The proposed development consists of a number of different uses on the site which can be categorized, in general, as residential, retail, office, restaurant and lodging. These uses represent the components of the development that drive the trip generation of the site.

Loc. No.	Count Location	Weekday Midday Peak 2-Way Hourly Volume	Weekday A.M. Peak		Weekday P.M. Peak	
			2-Way Hourly Volume	Percent of Midday	2-Way Hourly Volume	Percent of Midday
1	Motor Parkway, 800' South of the LIE South Service Road	868	906	104.38%	976	112.44%
2	Motor Parkway, 100' North of the LIE South Service Road	776	957	123.32%	750	96.65%
3	Motor Parkway, 500' East of the LIE North Service Road	780	1149	147.31%	1085	139.10%
4	Motor Parkway, 400' East of Veterans Memorial Highway	822	1432	174.21%	1369	166.54%
5	Veterans Memorial Highway, 400' East of Sycamore Avenue	2568	2940	114.49%	2958	115.19%
6	LIE North Service Road, 200' East of Lincoln Avenue	211*	1046*	495.73%	236*	111.85%
7	LIE North Service Road, 1000' East of Motor Parkway	1027*	1736*	169.04%	1206*	117.43%
8	LIE North Service Road, 1000' East of Blydenburgh Road	273*	993*	363.74%	427*	156.41%
9	LIE South Service Road, 200' East of Lincoln Avenue	234*	173*	73.93%	1596*	682.05%
10	LIE South Service Road, 1000' East of Motor Parkway	1257*	1436*	114.24%	2449*	194.83%

*denotes 1-way hourly volumes as both the LIE North and South Service Roads service one-way traffic. Shaded areas indicate time period peak is greater than Midday.

**Table 9
Weekday Midday Peak Volume Comparison**

Weekday trip generation for the majority of the land uses is clustered around the traditional weekday A.M. and P.M. peak hours of commuter periods. The highest level of hourly trips to and from office and residences occurs during the morning commuting times of 7:00 A.M. and 9:00 A.M. and 4:00 P.M. and 6:00 P.M. involving trips to and from places of employment. Published information on the off-peak (weekday midday) traffic generation characteristics is not included in the ITE *Trip Generation* publication. This may be due to the fact that midday traffic generation is lower and analysis of this period therefore not critical in gauging impacts.

Data on daily variation in retail shopping center is available in *Trip Generation*. This data indicates that between the hours of 10:00 A.M. and 2:00 P.M. a maximum of 7.6% of the daily traffic entering a shopping center does so within any 1 hour period. Likewise, a maximum of 8.4% of the daily traffic exiting a shopping center does so in a 1 hour period. In contrast, during the weekday P.M. peak hour of 5:00 P.M. to 6:00 P.M., 10.3% of the daily entering traffic and 11.0% of the daily exiting traffic at the shopping center is expected to occur. This means that during the weekday P.M. peak hour entering and exiting volumes can be expected to exceed midday volumes by 36% and 23% respectively. Clearly, the midday period does not approach weekday P.M. peak traffic levels for shopping centers.

The ITE *Trip Generation* publication does not include any data on the trip generation rates for the midday peak period for restaurants or lodging. Hotels generally have morning check-out times and afternoon check-in times.

It is assumed that the restaurant portion of the site will have a relatively high level of activity related to lunch time. However, the peak trip generation of the development as a whole is dominated by the retail, office, hotel and residential components which clearly peak outside of the midday weekday period.

Based on the foregoing, given that background traffic levels and site trip generation levels are lower during the weekday midday peak when compared to other peaks analyzed, it is concluded that analysis of weekday midday conditions is not warranted in determining potential traffic impacts.

Analysis of the conventional Weekday A.M. and P.M. peaks, and the Saturday peak will reveal project impacts. Therefore, this Traffic Impact Study presents a worst case scenario and no further additional roadway modifications beyond those already described in this report would be identified even if the weekday midday traffic conditions were examined.

ACCESS EXAMINATION

The points of access to the proposed development have been designed to be well-separated and to distribute traffic to the adjacent roadways at three points so as to minimize traffic congestion.

The site will have two access points onto Motor Parkway. The westerly access point will provide two lanes (one entering and one exiting). The westerly access drive will allow right turns only into and out of the site. The channelized right turn lane out of the site will be YIELD controlled. It is proposed that an acceleration lane be constructed on Motor Parkway for exiting vehicles leaving the site via this driveway. It is recommended that the acceleration lane from the westerly access be continued east to meet the deceleration lane for the easterly access to form a longer weaving area. A deceleration lane is also proposed at the westerly access point for entering right turning vehicles arriving at the site. Both the acceleration and deceleration lanes will be built in the existing shoulder area on the south side of Motor Parkway.

The easterly access drive to Motor Parkway will provide two lanes (one entering and one exiting). The easterly access drive will allow both left and right turns into the site and right turns only out of the site. The channelized right turn lane out of the site will be YIELD controlled. It is proposed that an acceleration lane be constructed on Motor Parkway so that vehicles leaving the site have a lane separate from the thru traffic on Motor Parkway in which to accelerate and adjust their speed. Likewise, a deceleration lane is also proposed at the easterly access drive for entering right turning vehicles arriving at the site. Both the acceleration and deceleration lanes will be built in the existing shoulder area on the south side of Motor Parkway. It should be noted that there are no intentions to signalize this easterly access drive as the Suffolk County Department of Public Works has indicated that they do not want this driveway signalized. However, should the Suffolk County Department of Public Works require that a sight distance easement be provided to the west of the easterly site driveway, the applicant is willing to allow such easement as is necessary to maximize and maintain sight distance visibility to the west.

The site will also have one access point onto Veterans Memorial Highway. This access drive will provide two lanes (one entering and one exiting). A median is present along Veterans Memorial Highway in front of the access drive. Therefore, the Veterans Memorial Highway access drive will allow right turns only into and out of the site. It is proposed that both a deceleration lane and an acceleration lane be constructed within the existing shoulder area on Veterans Memorial Highway for entering vehicles and exiting vehicles, respectively. The channelized right turn lane out of the site will be YIELD controlled. The provision of both a deceleration lane and an acceleration lane within the existing shoulder area on Veterans Memorial Highway at this site access will allow both the entering and exiting site traffic to slow down or accelerate in a separate lane so as not to unduly disrupt the flow of the southbound Veterans Memorial Highway thru traffic.

Given the site's location and access plan, there is no direct westerly egress from the site. Vehicles exiting on Veterans Memorial Highway will be approaching the Long Island Expressway and its Service Roads. Vehicles exiting on Motor Parkway will arrive at Veterans Memorial Highway a short distance from the Long Island Expressway and its Service Roads. As drivers of vehicles that would have arrived at the site will be familiar with these roadways, exiting to their destinations is somewhat intuitive.

ROADWAY MODIFICATIONS

In order to enhance the flow of traffic and to maximize safety in the vicinity of the proposed development, the following roadway modifications will be necessary and are mitigation measures proposed by the developer:

- Motor Parkway at the Long Island Expressway South Service Road
 - Modify the weekday P.M. peak timing plan to allocate additional green time to the eastbound Long Island Expressway South Service Road Green Phase.
- Motor Parkway at the Long Island Expressway North Service Road
 - Modify the weekday A.M. peak timing plan to allocate additional green time to the westbound Long Island Expressway North Service Road Green Phase.
- Veterans Memorial Highway at Motor Parkway
 - Add a westbound left turn arrow and protected/permissive left turn phase on Motor Parkway to the existing traffic signal operation.
 - Add an eastbound right turn overlap on Motor Parkway to the existing traffic signal operation.
 - Extend the existing northbound left turn lane to a total distance of 350 feet.
 - Modify the traffic signal timing to accommodate the phasing changes.
- Veterans Memorial Highway at the Long Island Expressway North Service Road
 - Modify the weekday A.M. and P.M. peak timing plan to allocate additional green time to both the westbound Long Island Expressway North Service Road Green Phase and the northbound Veterans Memorial Highway left turn lagging phase.
 - Modify the Saturday Midday peak timing plan to allocate additional green time to the northbound Veterans Memorial Highway left turn lagging phase.
- Veterans Memorial Highway at the Long Island Expressway South Service Road
 - Modify the weekday A.M. peak timing plan to allocate additional green time to the eastbound Long Island Expressway South Service Road Green Phase.
 - Modify the weekday P.M. peak timing plan to allocate additional green time to both the eastbound Long Island Expressway South Service Road Green Phase and the Veterans Memorial Highway Green Phase.

- Modify the Saturday Midday peak timing plan to allocate additional green time to the southbound Veterans Memorial Highway left turn lagging phase.

PARKING

The proposed Islandia Village Center constitutes a multi-use development as it includes diverse land-use components including residential, retail, office, restaurants and hospitality. Conventional parking codes are intended to ensure adequate parking for various uses on stand-alone sites. In determining the quantity of parking that should be provided on this site it is important to recognize the interaction among these uses. Application of code requirements to a multi-use site, particularly those with complimentary uses, will result in significant over-parking. Over-parking results in unnecessary pavement and reduces site area available for other site elements such as landscaping, common areas and the Village Green.

The proposed site plan for Islandia Village Center may appear at casual observation to be somewhat lacking in parking provided. However, much of this perception is due to a significant portion of the provided parking being under buildings. In addition to what is evident, the plan provides 61 parking spaces under the large hotel and 263 parking spaces below the condominium building. In all, the proposed site plan includes a total of 805 parking spaces. These spaces are sufficient to meet the needs of the site given the proposed uses and their parking characteristics.

The concept of shared parking results in parking being provided on a site in order to account for the varying peak times of the uses on the site. It also accounts for the relationship of the uses on the site to each other. The proposed Islandia Village Center contains uses that make it an ideal candidate for the application of a shared parking strategy.

The Urban Land Institute (ULI) is a non-profit education and research institute established in 1936 which today has more than 26,000 members in 80 countries. The ULI is the recognized international leader on issues related to land use and parking issues.

Shared Parking

The ULI defines shared parking as follows: Shared parking is the use of a parking space to serve two or more individual land uses without conflict or encroachment. The ability to share parking spaces is the result of two conditions:

- Variations in the accumulation of vehicles by hour, by day, or by season at the individual land uses, and
- Relationships among the land uses that result in visiting multiple land uses on the same auto trip.

The four non-residential components of the site will experience their peak parking needs at different times of the day and even days of the week. Hotel uses require their greatest amount of parking during the overnight period while offices, and retail require very little. Retail requires the most parking on the weekend when the offices require very little. The type of restaurants proposed require very little parking in the morning while the hotel may still require a significant amount early in the morning as the guests have not left yet.

Figure 21 presents photographs of two local hotels. These photographs illustrate that during the day, very few parking stalls are occupied as compared to the overnight period (pictures taken in early morning to allow light for photography).

Figure 22 shows similarly the difference in the parking demand at two office buildings weekday-to-weekend. Figure 23 illustrates lack of parking demand at retail uses in the morning vs. the afternoon while Figure 24 illustrates this at a local restaurant.

In addition to variations in parking demand by time-of-day, individual land-uses peak parking demands also vary by weekday vs. weekend and month of year. Furthermore, the parking accumulation of visitors to a site varies from that of employees over time. When these variations are accounted for and all the uses on the site are considered together, the peak demand of the entire site can be determined. This actual peak demand can be significantly lower than the simple sum of the peak demands of the individual uses.

In addition to the consideration of time differences in parking peaks, the effect of internal capture on a multi-use site works to further reduce parking demands. Internal capture is best illustrated in the example of residents of the condominiums on the site patronizing the retail or restaurant uses. These persons utilize these uses but do not add to parking demand. Likewise, employees of the hotel, offices, restaurants, and retail, or even guests at the hotel will patronize other uses on the site.

Shared Parking Site Analysis

Given the different peak times needed to serve the parking needs of each use, the same parking areas can be used to serve the combined uses. Given these different peak times, the provision of parking to conventional code levels would result in a significant excess of paved areas on the site. Parking can be significantly reduced from conventional code levels and be sufficient to serve the site uses.

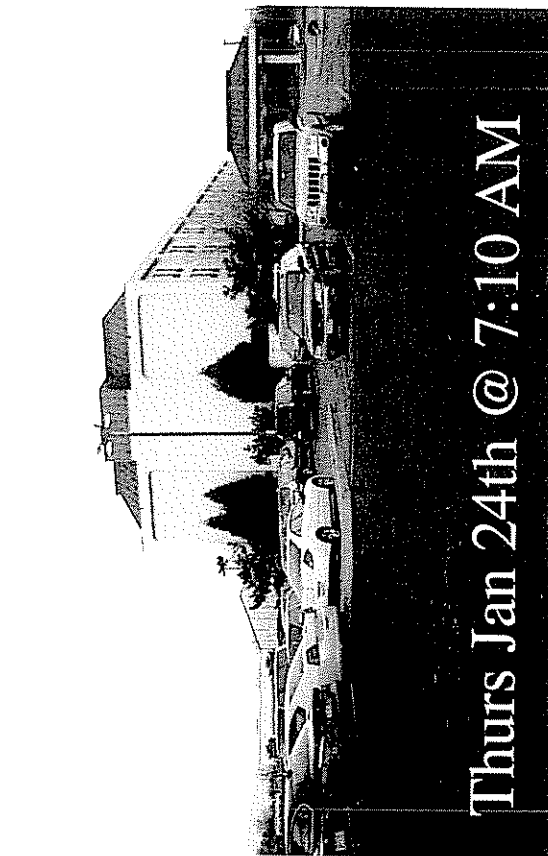
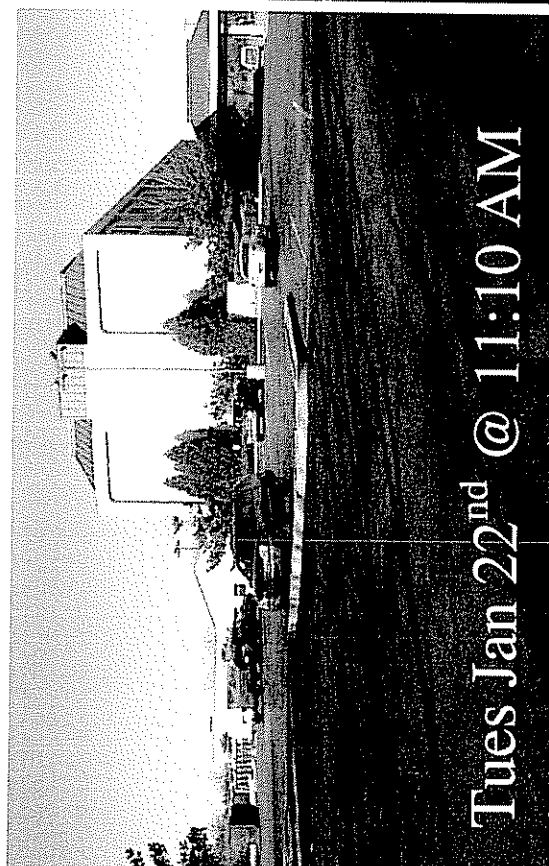
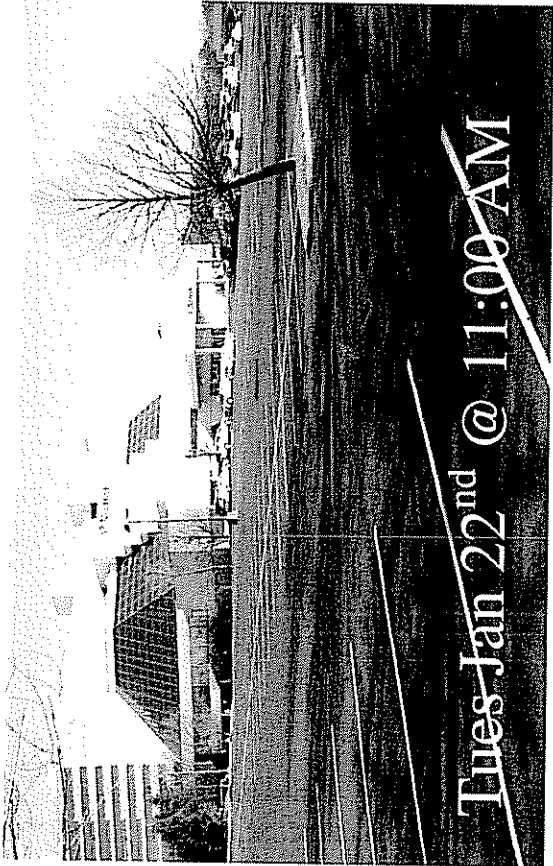


Figure 21
Local Hotels - Parking Variation

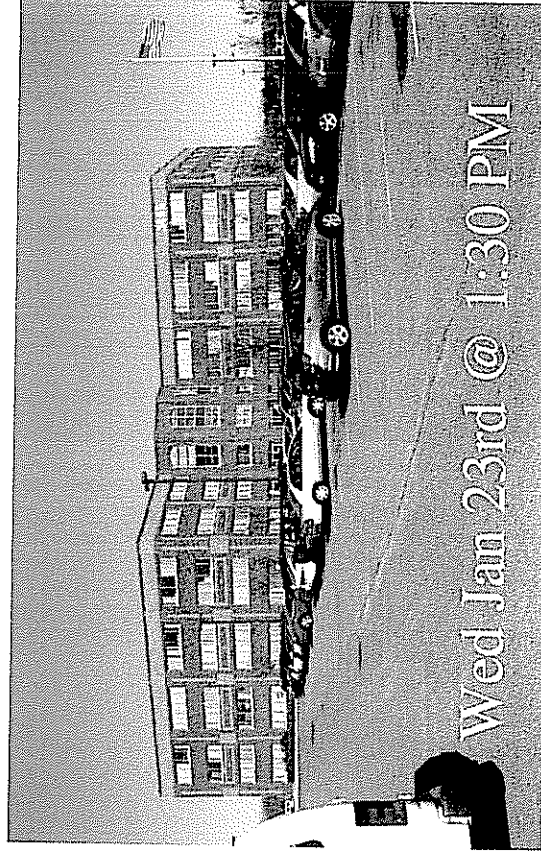


Figure 22
Office Buildings Weekday-to-Weekend – Parking Variation



Figure 23
Retail Parking Variation

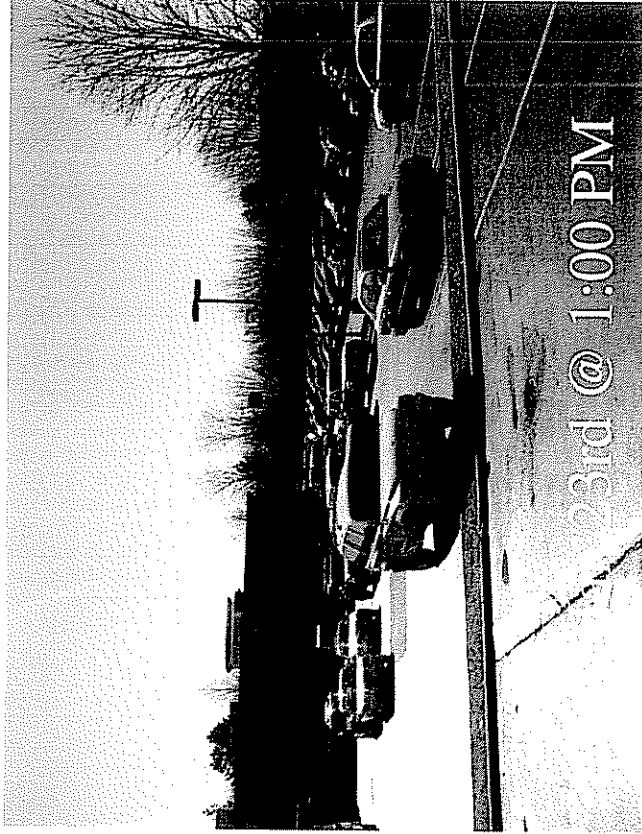
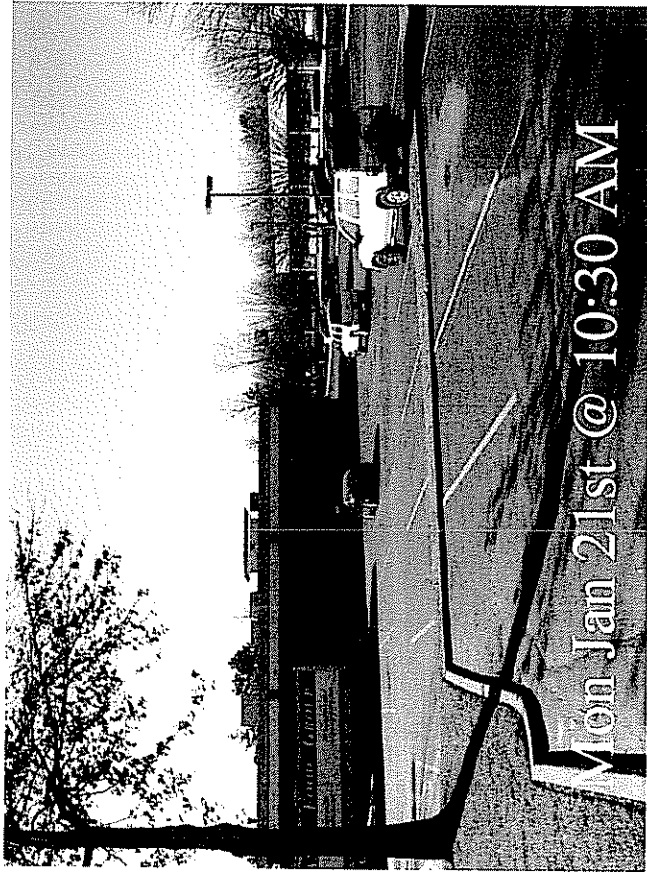


Figure 24
Local Restaurant – Parking Variation

The ULI report Shared Parking¹ contains data on the various elements of shared parking and sets forth a procedure for shared parking analysis of a mixed use site. Prior to performing a shared parking analysis, components of the site which cannot or should not share parking spaces are isolated. In this case, the residential condominiums have indoor parking isolated from the rest of the site. It would be unreasonable to expect employees or visitors to the other uses on the site to use parking stalls within the condominium building. Therefore, this component is treated separately.

The condominium building, as proposed, provides 263 parking stalls. Given the 150 units proposed, parking is provided at 1.75 stalls per unit. This rate meets Village Code parking requirements for this use. As such, the parking provided for the condominiums is expected to be adequate to meet demand (residents plus condominium guests). The balance of the site, the parking areas that can be shared, contain 542 parking stalls.

It should be noted that in the shared parking analysis, while other uses will not take advantage of the condominium parking, residents of the condominium will patronize the proposed restaurants and retail space to an extent. They will likely do this without moving their vehicles out of the condominium lot. This will result in lower actual parking demands for the retail and restaurant space that is accounted for in a captive adjustment in the shared parking procedure.

The procedures set forth in the ULI Shared Parking report were utilized to determine the actual peak parking needs of the site as a composite. In this procedure, the quantity of parking required for each of the uses on an hourly, weekly, and monthly basis is determined. A Non-Captive Adjustment Factor is utilized which represents the portion of base parking demand that will actually occur after the captive adjustment is removed. The sum of the demands for each of these uses represents the peak parking demand for the site at that particular time. Figure 25 presents in graphical form, the projected demands of each of the four non-residential uses on the site at four times of the day.

¹ Smith, Mary S., Shared Parking, Second Edition, Washington, D.C.: ULI-The Urban Land Institute and the International Council of Shopping Centers, 2005.

The results of the shared parking analysis indicate that the absolute peak period of parking demand on the site (excluding the condominiums) will occur at 6:00 PM on a weekend in July. At this time, the effects of the monthly and daily and hourly variations for each use and the effects of any captive

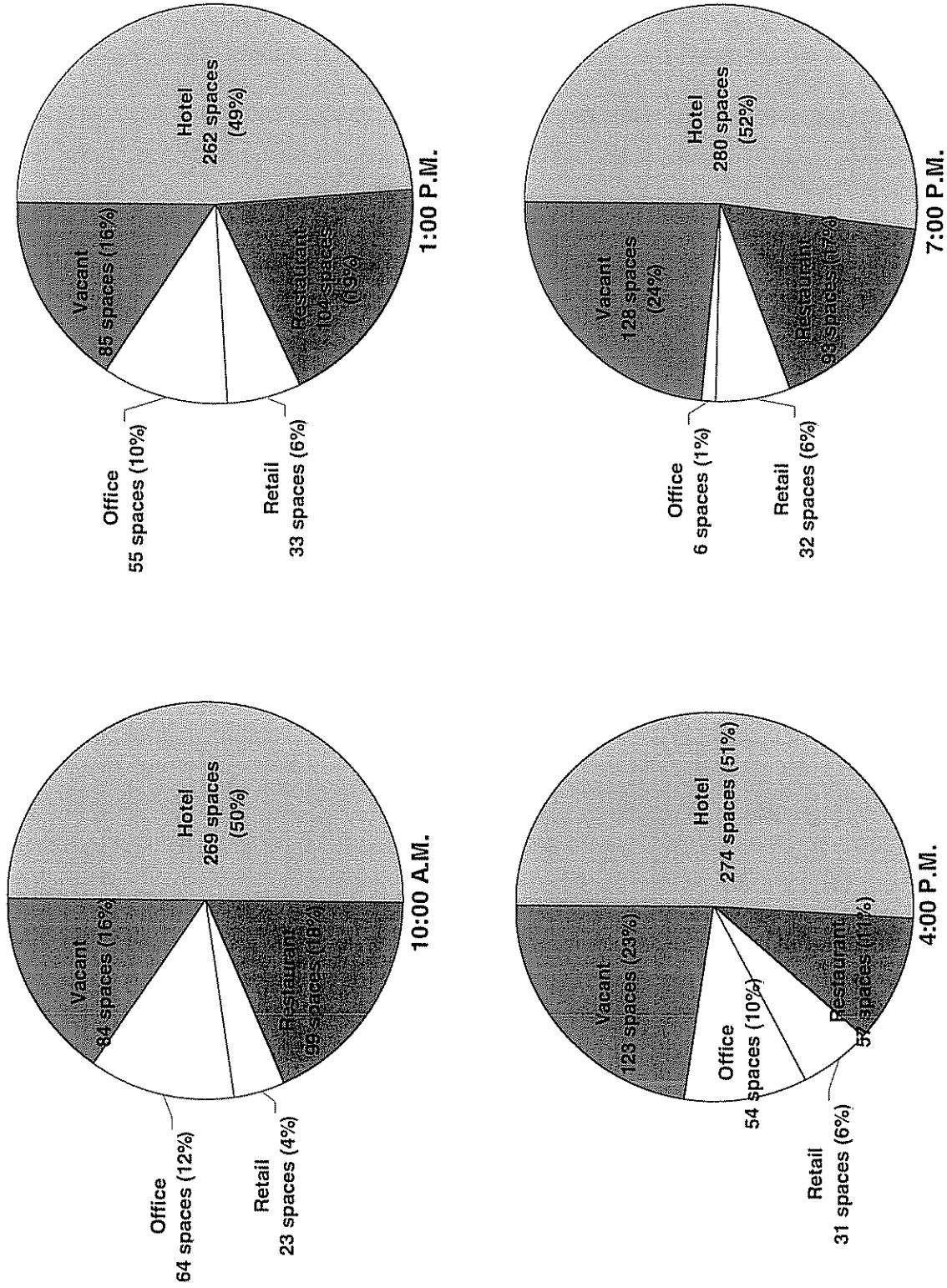


Figure 25 – Time-of-Day Parking Trends

adjustments result in the highest levels of parking demand over the course of the year. At that time, it is projected that 511 parking stalls will be needed to meet demand. The results of the analysis for 6:00 PM on a weekend day in July are summarized in Table 10, Peak Parking Needs, July Weekend. This table illustrates the various factors that are incorporated in the shared parking analysis. The analysis, in its entirety, is contained in the section of the Appendix to this report entitled "Shared Parking Analysis."

It should be noted however, that this projection contains in its calculation assumptions that in this case will tend to overstate parking demand. These assumptions are related to hotel occupancy rates as well as the use of the meeting rooms in the larger of the hotels.

The Shared Parking base parking ratios reflect a 100% occupancy of rooms for weekdays at business motels and on weekends at leisure hotels, and a 90% occupancy of rooms on weekends at business hotels and on weekdays at leisure hotels. This assumption does not fall in line with and is in fact significantly higher than those on Long Island, based on historical data. A feasibility study performed for this site looked at historical occupancy rates at similar competing hotels within a radius of approximately 13 miles of the site. This research indicates that occupancy rates in this area have averaged 72.2% over the last 10 years. In 2007, this rate was 73.2%. Clearly, the percent occupancies assumed in the analysis overestimate what guest demand will actually be by 15 to 25%. In all likelihood, demand related to hotel guests will be lower than that predicted, resulting in a lower peak overall demand than forecast.

The second assumption regarding the hotels that is likely to overstate demand is Shared Parking's treatment of the meeting rooms in the larger hotel. The procedure does not contain a category for meeting rooms but treats this approximately 5,000 square feet of space as what is referred to as meeting/banquet space. A review of the previous Table 10 illustrates that this space is subject to a base parking rate of 30 spaces per 1,000 square feet. Even with the non-captive adjustment the procedure predicts a demand of 88 parking spaces at 6:00 P.M. on a weekend. It is the expectation that these rooms will be utilized for business meetings. It is unlikely that the number of persons that would need to be present to call for 88 parked vehicles on a weekend evening would be present, much less on a weekend.

Even with the conservative assumptions included in the shared parking analysis, it still results in a surplus of parking on the site.

										6:00 P.M.	
Land Use	Unit	Size	Independent Variable	Base Rate	July Monthly Adjustment Factor	Non-Captive Adjustment	Adjusted Number of Spaces Required	Time Factor	Required Spaces		
Hotel (Leisure)	rooms	175	Visitor	1.0	100%	100%	175	85%	149		
			Employee	0.18	100%	100%	32	60%	19		
Meeting/Banquet	ksf GLA	4.88	Visitor	30.0	100%	60%	88	100%	88		
			Employee	N/A	100%	100%	0.0	60%	0		
Restaurant/Lounge	Empl.	8	Visitor	0.0	98%	20%	0	55%	0		
			Employee	1.0	100%	100%	8	95%	8		
Restaurant	ksf GLA	14.0	Visitor	12.75	98%	90%	157	70%	110		
			Employee	2.25	100%	100%	32	95%	30		
Shopping Center	ksf GLA	15.0	Visitor	3.2	64%	90%	28	80%	22		
			Employee	0.8	80%	100%	10	85%	8		
Office	ksf GLA	16.9	Visitor	0.03	95%	100%	0	5%	0		
			Employee	0.35	95%	100%	6	5%	0		
Hotel (Business)	rooms	100	Visitor	0.9	98%	100%	88	75%	66		
			Employee	0.18	100%	100%	18	60%	11		
Total Hourly Adjusted Parking Required, Weekday									511		

Table 10
Peak Parking Needs
July Weekend

As noted previously, not including the parking stalls within the condominium building, the site contains 542 parking stalls which can be shared amongst the balance of the uses on the site. The shared parking analysis, even given some very conservative assumptions noted previously indicates that the peak demand for these spaces will not exceed 511 spaces and that this demand will occur at 6:00 PM on a weekend day in July. At all other times the parking demand will be lower. This analysis indicates that even at this peak, a surplus of 31 vacant parking stalls will exist in the non-residential portions of the site. As such, the site plan for Islandia Village Center contains sufficient parking to serve the uses on the site.

The Village Green

The Village Green will be open for public use to visitors of the site and the residents of the Village of Islandia. While it is expected that the vast majority of the time, users of this space will be on-site already visiting a site use, it is acknowledged that periodically the site may be used by the Village for organized activities. These activities may draw a significant number of people to the site for an event and consequently require a significant number of parking spaces. As discussed above, given the conservative nature of a number of assumptions in the parking demand model, it is expected that additional surplus beyond the 31 spaces noted above will be available. As with any special event, parking accommodations must be considered prior and the need for potential off-site accommodation, perhaps in adjacent areas, considered. The developer of the site, and in the future site management, will work with the Village in coordinating these events to ensure accommodation.

ADDITIONAL CONSIDERATIONS

Bus Service

It should be noted that not all residents, visitors, or patrons will drive to the site in a personal vehicle. Some may elect to utilize existing transit service and some may elect to car pool. Recent studies conducted by the New York State Department of Transportation indicate an average vehicle occupancy of 1.2 people on the Long Island Expressway in the vicinity of the site.

However, over 40 miles of HOV lane are available on the Long Island Expressway in the eastbound and westbound directions from Exit 32 to Exit 64. Due to the congestion in the general use lanes and the availability of the HOV lanes, it is expected that motorists, in general, will begin to use the HOV lane by carpooling to work. Thus, it can be expected that some residents, visitors, and patrons to the site will make use of the HOV lanes by carpooling.

There is currently one Suffolk County Transit bus that passes the vicinity of the site. This bus route is:

1. The S-54: Patchogue to Walt Whitman Mall

The S-54 bus traverses a route between the Village of Patchogue and the Walt Whitman Mall in Huntington. In the vicinity of the site the route travels along Veterans Memorial Highway and Motor Parkway in the vicinity of the site. Signed bus stops exist on both sides of Motor Parkway adjacent to the Metropolitan Life Insurance Site (just west of Islandia Village Center). Additional signed stops exist westbound on Motor Parkway opposite the site and on westbound Veterans Memorial Highway near Hoffman Lane. A bus passes the vicinity of the site every half hour in each direction.

In addition to the Suffolk County Transit Service that is available, the Long Island Rail Road Stations at Central Islip and Ronkonkoma are a relatively short distance away from the proposed site.

Discussions held with a representative of Suffolk County Transit revealed that at present the existing S-54 bus line buses are operating under capacity. The Suffolk County Transit representative noted that it is common practice to add buses should the buses approach their capacities and further elaborated that should the proposed development's impact cause the buses to near or surpass their capacities due to the increase in population/ridership, additional buses would be added (as was done in the past with the S-92 bus line) to ensure that ridership on the buses does not near capacity and those from the proposed development choosing to utilize the S-54 bus line service will be accommodated.

As-of-Right Development

The current zoning of the property allows for office as-of-right development of the site. A development consisting of a 192,000 square foot office building can be located on the site under current zoning.

Using ITE trip generation data the traffic volume generated by the 192,000 square foot office was estimated. The trip generation is summarized in Table 11, Trip Generation, Alternate Land Use of Site. The trip generation of the proposed Islandia Village Center development is included in Table 11 for comparison purposes.

Development	Weekday				Saturday Peak Hour	
	A.M. Peak Hour		P.M. Peak Hour		Enter	Exit
	Enter	Exit	Enter	Exit		
General Office Building 192,000 S.F. (Land Use Code 710)	278	38	50	244	43	36
Proposed Islandia Village Center (New traffic on roadway network generated by the proposed development from Table 3)	169	143	262	276	351	281

Note: All trips in vehicles per hour.

Table 11
Trip Generation
Alternate Land Use of Site

As can be seen in Table 11, based on ITE, the presently proposed Islandia Village Center development can be expected to generate more traffic than the alternate as-of-right use of the site during all peak time periods.

Shadow Effects on Roadway

It is noted that the proximity of both the proposed seven-story condominium building and the proposed three-story hotel to the south side of Motor Parkway may result in shadows on Motor Parkway during certain times of the day, particularly during the winter months. Although the heights of the two buildings may shadow Motor Parkway so that de-icing does not benefit from the effects of sunshine on the pavement, these shadowing effects are not unique. During the winter months, shadowing due to the heights of existing building structures and roadside vegetation is a prevalent condition in numerous other locations and dealt with accordingly during winter maintenance activities.

Potential Cross Access

Discussions have been held with adjacent property owners regarding cross access between the proposed site's parking lots and site roadways and adjoining sites. Unfortunately, these negotiating efforts to provide cross access have not resulted in a reciprocal cross access agreement at the time of the writing of this report. As such, the traffic analyses results contained in this Traffic Impact Study represent a conservative scenario because no cross access connections with adjoining sites were considered. Should a reciprocal cross access agreement be reached with adjacent property owners in the near future, the owner is more than willing to revisit the matter and work with neighboring property owners in providing cross access between his and others' sites.

Emergency and Delivery Vehicle Access

The configuration of the site plan ensures adequate access and circulation of both emergency and delivery vehicles. The traffic circle roundabouts, circulation roadway, parking areas and access points depicted on the site plan, have been designed to facilitate emergency and delivery truck movements. The roundabouts are designed with mountable aprons, other geometric features, to allow ease of movement at this critical point.

Roadway Permitting Agencies

Approvals for access drives to the proposed Islandia Village Center fall under the jurisdiction of the New York State Department of Transportation (NYSDOT) and Suffolk County Department of Public Works (SCDPW). The NYSDOT is responsible for Veterans Memorial Highway (NYS Route 454) while the SCDPW is responsible for Motor Parkway (CR 67). As part of the preparation of this Voluntary DEIS, copies of the Traffic Impact Study portion of the study and site plans were sent to both of these agencies for review.

At the time of this writing, the applicant has received comments from the SCDPW and has not yet heard from the NYSDOT regarding their review of the material. While the SCDPW has offered technical comments on the document, their comments have indicated concurrence with the proposed access plan in their jurisdiction. While the NYSDOT may also have comments on the study, it is not anticipated that these would affect the site plan or access points, as all that is sought on Veteran's Memorial Highway are right turns into and out of the site.

The project team will work with the permitting agencies to resolve any comments they may have in order to obtain the necessary Highway Work Permits and mitigate any traffic impacts that they deem necessary.

CONCLUSIONS

Our study and analysis have concluded that with the proposed access plan and minor timing changes to the existing signal system, the proposed mixed-use development will have no significant adverse traffic impact on the adjacent highway network.

Although the proposed development will add traffic to the adjacent roadway network, the traffic impact will be minimized and the additional traffic will be accommodated by the existing roadway system. The following points should be recognized:

1. The location and design of the access points will effectively distribute traffic to the adjacent roadways.
2. The section of Veterans Memorial Highway from the Long Island Expressway South Service Road in the south to Motor Parkway in the north rises from south to north on a fairly steady grade. This entire section of Veterans Memorial Highway contains no appreciable horizontal curves. As a result, no sight distance restrictions occur along the entire length of Veterans Memorial Highway within this study area.
3. Although there exists both horizontal and vertical curves on Motor Parkway the location of the driveways provides adequate sight distance for safe operations. The movements to be permitted at both access points on Motor Parkway dictate that sight distance to the west for exiting vehicles is a critical factor. Sight distance at the easterly driveway of approximately 360 feet is available within the highway right-of-way with clearing of vegetation. When sight lines across the site are considered, this figure increases considerably. The westerly driveway will have similar sight lines; approximately 350 feet with clearing in the highway right-of-way. It is noted that at both locations acceleration lanes are provided. This eliminates exiting vehicles from entering the thru traffic stream at low speeds and allows it to utilize smaller gaps in traffic.
4. The points of access to the proposed development have been designed to be well-separated and to distribute traffic to the adjacent roadways at three points so as to minimize traffic congestion.

The site will have two access points on Motor Parkway. The westerly access point will provide two lanes (one entering and one exiting). The westerly access drive will allow right turns only into and out of the site. The channelized right turn lane out of the site will be YIELD controlled. It is proposed that an acceleration lane be constructed on Motor Parkway for exiting vehicles leaving the site via this driveway. It is recommended that the acceleration lane for the westerly access be continued east to meet the deceleration lane for the easterly

access to form an auxiliary weaving lane. A deceleration lane is also proposed at the westerly access point for entering right-turning vehicles arriving at the site. Both the acceleration and deceleration lanes will be built in the existing shoulder area on the south side of Motor Parkway.

The easterly access drive on Motor Parkway will provide two lanes (one entering and one exiting). The easterly access drive will allow both left and right turns into the site and right turns only out of the site. The channelized right turn lane out of the site will be YIELD controlled. It is proposed that an acceleration lane be constructed on Motor Parkway so that vehicles leaving the site have a lane separate from the thru traffic on Motor Parkway in which to accelerate and adjust their speed. Likewise, a deceleration lane is also proposed at the easterly access drive for entering right-turning vehicles arriving at the site. Both the acceleration and deceleration lanes will be built in the existing shoulder area on the south side of Motor Parkway. It should be noted that there are no intentions to signalize this easterly access drive as the Suffolk County Department of Public Works has indicated that they do not want this driveway signalized. However, should the Suffolk County Department of Public Works require that a sight distance easement be provided to the west of the easterly site driveway, the applicant is willing to allow such easement as is necessary to maximize and maintain sight distance visibility to the west.

Due to the presence of a median on Veterans Memorial Highway, the Veterans Memorial Highway access drive will have two lanes (one entering and one exiting) and will allow right turns only into and out of the site. It is proposed that both a deceleration lane and an acceleration lane be constructed within the existing shoulder area on Veterans Memorial Highway for entering vehicles and exiting vehicles, respectively. The channelized right turn lane out of the site will be YIELD controlled. The provision of both a deceleration lane and an acceleration lane within the existing shoulder area on Veterans Memorial Highway at this site access will allow both the entering and exiting site traffic to slow down or accelerate in a separate lane so as not to unduly disrupt the flow of the southbound Veterans Memorial Highway thru traffic.

5. Given the site's location and access plan, there is no direct westerly egress from the site. Vehicles exiting on Veterans Memorial Highway will be approaching the Long Island Expressway and its Service Roads. Vehicles exiting on Motor Parkway will arrive at Veterans Memorial Highway a short distance from the Long Island Expressway and its Service Roads. As drivers of vehicles that would have arrived at the site will be familiar with these roadways, exiting to their destinations is somewhat intuitive.

6. As part of this study, capacity analyses have been performed at a number of signalized intersections in the study area to determine Existing, Future No-Build and Build conditions for this project. These analyses have revealed that without the construction of the Islandia Village Center mixed-use project, the majority of the locations studied are already operating under capacity constrained conditions, below acceptable overall LOS D. These below acceptable operational standards conditions exist or will exist in the No-Build Condition regardless of whether the Islandia Village Center mixed-use proposal is developed. The only intersection where the added site traffic causes an impact in overall intersection operating conditions (i.e. a degradation in overall intersection LOS from the No-Build Condition) is at the intersection of Veterans Memorial Highway at the Long Island Expressway North Service Road. At this intersection, the overall intersection LOS slips from LOS D in the No-Build to LOS E in the Build during the weekday P.M. peak period.
7. The Build with Modifications condition analyzed the effectiveness of minor phasing and timing changes to the existing signal system to address existing capacity problems as well as the one noted degradation in LOS from the No-Build to Build Condition. The results of the analyses performed (with the exception of those for the Veterans Memorial Highway at Motor Parkway intersection) indicate that all of the capacity issues and the single LOS degradation case can be remedied with minor timing changes, either resulting in No-Build overall intersection LOS being restored or resulting in overall intersection LOS that is better than the No-Build Condition, even with the addition of the site traffic.
8. As for the intersections of Veterans Memorial Highway at Motor Parkway and Veterans Memorial Highway at the LIE South Service Road, the minor phasing and timing changes made to the traffic signal did little to improve the overall intersection LOS F in the 2009 Build Condition (which already existed in the Existing and No-Build Conditions) during the weekday P.M. peak period, but the changes did result in improved overall intersection delays when compared to the overall intersection delays under the No-Build Condition for the weekday A.M. and P.M. peak periods.
9. In order to enhance the flow of traffic and to maximize safety in the vicinity of the proposed development, the following roadway modifications will be necessary and are mitigation measures proposed by the developer:
 - Motor Parkway at the Long Island Expressway South Service Road
 - Modify the weekday P.M. peak timing plan to allocate additional green time to the eastbound Long Island Expressway South Service Road Green Phase.

- Motor Parkway at the Long Island Expressway North Service Road
 - Modify the weekday A.M. peak timing plan to allocate additional green time to the westbound Long Island Expressway North Service Road Green Phase
- Veterans Memorial Highway at Motor Parkway
 - Add a westbound left turn arrow and protected/permissive left turn phase on Motor Parkway to the existing traffic signal operation.
 - Add an eastbound right turn overlap on Motor Parkway to the existing traffic signal operation.
 - Extend the existing northbound left turn lane to a total distance of 350 feet.
 - Modify the traffic signal timing to accommodate the phasing changes.
- Veterans Memorial Highway at the Long Island Expressway North Service Road
 - Modify the weekday A.M. and P.M. peak timing plan to allocate additional green time to both the westbound Long Island Expressway North Service Road Green Phase and the northbound Veterans Memorial Highway left turn lagging phase.
 - Modify the Saturday Midday peak timing plan to allocate additional green time to the northbound Veterans Memorial Highway left turn lagging phase.
- Veterans Memorial Highway at the Long Island Expressway South Service Road
 - Modify the weekday A.M. peak timing plan to allocate additional green time to the eastbound Long Island Expressway South Service Road Green Phase.
 - Modify the weekday P.M. peak timing plan to allocate additional green time to both the eastbound Long Island Expressway South Service Road Green Phase and the Veterans Memorial Highway Green Phase.
 - Modify the Saturday Midday peak timing plan to allocate additional green time to the southbound Veterans Memorial Highway left turn lagging phase.

It is recommended that the N.Y. State Department of Transportation or the Suffolk County Department of Public Works consider the implementation of the intersection improvements.

10. The site plan for Islandia Village Center contains a total of 805 parking stalls. Of these 263 are contained within the residential condominium building, meeting Village Code Requirements for the residential component of the site plan.
11. A Shared Parking Analysis was performed for the non-residential portions of the proposed Islandia Village Center. In determining the quantity of parking that should be provided on the site it is important to recognize the interaction among uses in a multi-use development. A shared parking analysis of the site following procedures in the Urban Land Institute Report Shared Parking indicates that peak parking demands for the non-residential portion of the site will be 511 stalls at 6:00 PM on a weekend day in July. As 542 stalls are provided for these uses, the analysis indicates a surplus of parking will exist on site, even on the highest demand day of the year.
12. The site of the proposed mixed-use development is served by public transportation in the form of bus service provided by Suffolk County Transit. Currently, the S-54 bus travels along Veterans Memorial Highway and Motor Parkway in the vicinity of the site. This service will be available to the residents, visitors, patrons, and employees of the proposed development, further reducing impacts. This study, however, took no credit for use of this service in reducing site generated traffic.
13. Discussions held with a representative of Suffolk County Transit revealed that at present the existing S-54 bus line buses are operating under capacity. The Suffolk County Transit representative noted that it is common practice to add buses should the buses approach their capacity and further, elaborated that should the proposed development's impact cause the buses to near or surpass their capacities due to the increase in population/ridership, additional buses would be added (as was done in the past with the S-92 bus line) to ensure that ridership on the buses does not near capacity and those from the proposed development choosing to utilize the S-54 bus line service will be accommodated.
14. Due to the excellent patrol coverage and the close proximity of the firehouse, it should be recognized that excellent emergency services are available to service the proposed development.

Since no significant adverse traffic impacts will occur with the proposed development of the mixed-use site and minor changes to the existing signal system as indicated by our detailed traffic engineering examination and analysis, it is recommended that the proposed development be approved.

APPENDIX

APPENDIX

Intersection Capacity Analyses Results

**Motor Parkway
at
The Long Island Expressway
South Service Road**

DUNN ENGINEERING ASSOCIATES
66 MAIN STREET, WESTHAMPTON BEACH, NEW YORK 11978

FILE NAME: **Feldman Residential Condominium**

TRAFFIC VOLUME SUMMARY

INTERSECTION : **Motor Parkway (CR 67) @ South Service Road (Rte. 495)**

TIME PERIOD: **AM Peak** EXISTING YEAR: **2007**

HORIZON YEAR: **2009**

DONE BY: **DEA/A**

APPROACH

ALT X CLEARS
INPUT VALUES

CONDITION	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING	0	309	151	210	442	0	519	1026	115	0	0	0
GROWTH PERCENT PER YEAR 1.50	0	318	156	216	455	0	535	1057	118	0	0	0
OTHER DEVELOPMENTS												
1)	0	0	0	0	0	0	0	0	0	0	0	0
2)	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
4)	0	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	0	0	0	0	0	0	0	0	0	0	0	0
FUTURE "NO BUILD" WITH OTHER DEV.	0	318	156	216	455	0	535	1057	118	0	0	0
SITE TRAFFIC												
1) Residential Condominiums	0	2	0	0	7	0	3	0	0	0	0	0
2) Shopping Center	0	1	0	0	1	0	8	0	0	0	0	0
3) Office	0	1	0	0	0	0	13	0	0	0	0	0
4) High-Turnover Restaurant	0	0	0	0	0	0	0	0	0	0	0	0
5) Business Hotel	0	1	0	0	1	0	12	0	0	0	0	0
6) Full-Service Hotel	0	2	0	0	2	0	24	0	0	0	0	0
SHOPPING CENTER PASS-BY CREDIT 25	0	0	0	0	0	0	2	0	0	0	0	0
RESTAURANT PASS-BY CREDIT 40	0	0	0	0	0	0	0	0	0	0	0	0
"BUILD" TRAFFIC	0	325	156	216	466	0	593	1057	118	0	0	0

DUNN ENGINEERING ASSOCIATES
66 MAIN STREET, WESTHAMPTON BEACH, NEW YORK 11978

FILE NAME: **Feldman Residential Condominium**

TRAFFIC VOLUME SUMMARY

INTERSECTION : **Motor Parkway (CR 67) @ South Service Road (Rte. 495)**

TIME PERIOD: **PM Peak** EXISTING YEAR: **2007**
 HORIZON YEAR: **2009**

DONE BY: **DEA/A**

APPROACH

ALT X CLEARS
 INPUT VALUES

CONDITION	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING	0	523	290	60	309	0	297	1715	27	0	0	0
GROWTH PERCENT PER YEAR 1.50	0	539	299	62	318	0	306	1766	28	0	0	0
OTHER DEVELOPMENTS												
1)	0	0	0	0	0	0	0	0	0	0	0	0
2)	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
4)	0	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	0	0	0	0	0	0	0	0	0	0	0	0
FUTURE "NO BUILD" WITH OTHER DEV.	0	539	299	62	318	0	306	1766	28	0	0	0
SITE TRAFFIC												
1) Residential Condominiums	0	6	0	0	3	0	11	0	0	0	0	0
2) Shopping Center	0	2	0	0	2	0	27	0	0	0	0	0
3) Office	0	0	0	0	3	0	5	0	0	0	0	0
4) High-Turnover Restaurant	0	3	0	0	2	0	32	0	0	0	0	0
5) Business Hotel	0	1	0	0	1	0	13	0	0	0	0	0
6) Full-Service Hotel	0	2	0	0	1	0	21	0	0	0	0	0
SHOPPING CENTER PASS-BY CREDIT 25	0	0	0	0	0	0	6	0	0	0	0	0
RESTAURANT PASS-BY CREDIT 40	0	1	0	0	0	0	12	0	0	0	0	0
BUILD" TRAFFIC	0	552	299	62	330	0	397	1766	28	0	0	0

DUNN ENGINEERING ASSOCIATES
66 MAIN STREET, WESTHAMPTON BEACH, NEW YORK 11978

FILE NAME: **Feldman Residential Condominium**
TRAFFIC VOLUME SUMMARY

INTERSECTION : **Motor Parkway (CR 67) @ South Service Road (Rte. 495)**

TIME PERIOD: **SAT Peak** EXISTING YEAR: **2007**
 HORIZON YEAR: **2009**

DONE BY: **DEA/A**

APPROACH

ALT X CLEARS
 INPUT VALUES

CONDITION	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING	0	262	92	71	275	0	193	482	68	0	0	0
GROWTH PERCENT PER YEAR 1.50	0	270	95	73	283	0	199	496	70	0	0	0
OTHER DEVELOPMENTS												
1)	0	0	0	0	0	0	0	0	0	0	0	0
2)	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
4)	0	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	0	0	0	0	0	0	0	0	0	0	0	0
FUTURE "NO BUILD" WITH OTHER DEV.	0	270	95	73	283	0	199	496	70	0	0	0
SITE TRAFFIC												
1) Residential Condominiums	0	5	0	0	4	0	10	0	0	0	0	0
2) Shopping Center	0	4	0	0	3	0	43	0	0	0	0	0
3) Office	0	0	0	0	0	0	0	0	0	0	0	0
4) High-Turnover Restaurant	0	5	0	0	3	0	60	0	0	0	0	0
5) Business Hotel	0	1	0	0	1	0	13	0	0	0	0	0
6) Full-Service Hotel	0	2	0	0	2	0	27	0	0	0	0	0
SHOPPING CENTER PASS-BY CREDIT 20	0	0	0	0	0	0	8	0	0	0	0	0
RESTAURANT PASS-BY CREDIT 40	0	2	0	0	1	0	24	0	0	0	0	0
'BUILD' TRAFFIC	0	285	95	73	295	0	320	496	70	0	0	0

2007 Existing Condition

SIGNALIZED INTERSECTION SUMMARY

General Information				Site Information			
Analyst	AY	Intersection	C.R. 67 & LIE South Service Rd				
Agency or Co.	DEA	Area Type	All other areas				
Date Performed	8/12/08	Jurisdiction	Village of Islandia, NY				
Time Period	Weekday AM Peak Hour	Analysis Year	2007 Existing Condition				

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes	1	2	0	0	0	0	0	2	1	1	2	0
Lane group	L	TR						T	R	L	T	
Volume (vph)	519	1026	115					309	151	210	442	
Percent heavy vehicles	2	5	2					2	2	2	2	
Peak hour factor	0.93	0.93	0.93					0.90	0.90	0.84	0.84	
Pre-timed/Actuated (P/A)	P	P	P					A	A	A	A	
Start-up lost time	2.0	2.0						2.0	2.0	2.0	2.0	
Ext. of effective green	4.0	4.0						5.0	5.0	4.0	5.0	
Arrival type	3	3						3	3	4	4	
Unit extension	3.0	3.0						3.0	3.0	3.0	3.0	
Ped/Bike/RTOR volume	0		0	0			0		0			
Lane Width	12.0	12.0						12.0	12.0	12.0	12.0	
Parking/Grade/Parking	N	0	N	N		N	N	1	N	N	-1	N
Parking/hr												
Bus stops/hr	0	0						0	0	0	0	
Phasing	EB Only	02	03	04	SB Only	NS Perm	07	08				
Timing	G = 36.0	G =	G =	G =	G = 7.0	G = 23.0	G =	G =				
	Y = 4.0	Y =	Y =	Y =	Y = 4.0	Y = 5.0	Y =	Y =				
	R = 2.0	R =	R =	R =	R = 2.0	R = 2.0	R =	R =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 85.0						

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adj. flow rate	558	1227						343	168	250	526	
Lane group cap.	791	1521						1079	482	458	1635	
v/c ratio	0.71	0.81						0.32	0.35	0.55	0.32	
Green ratio	0.45	0.45						0.31	0.31	0.45	0.46	
Uniform delay d1	19.0	20.3						22.7	22.9	15.5	14.6	
Delay factor k	0.50	0.50						0.11	0.11	0.15	0.11	
Increm. delay d2	5.2	4.7						0.2	0.4	1.4	0.1	
PF factor	1.000	1.000						1.000	1.000	1.000	0.825	
Control delay	24.2	25.0						22.9	23.4	16.8	12.2	
Lane group LOS	C	C						C	C	B	B	
Approach delay	24.8						23.0			13.7		
Approach LOS	C						C			B		
Intersection delay	21.7		Intersection LOS		C		Critical v/c ratio		0.68			

SIGNALIZED INTERSECTION SUMMARY

General Information				Site Information			
Analyst	AY	Intersection	C.R. 67 & LIE South Service Rd	Agency or Co.	DEA	Area Type	All other areas
Date Performed	8/12/08	Jurisdiction	Village of Islandia, NY	Time Period	Weekday PM Peak Hour	Analysis Year	2007 Existing Condition

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes	1	2	0	0	0	0	0	2	1	1	2	0
Lane group	L	TR						T	R	L	T	
Volume (vph)	297	1715	27					523	290	60	309	
Percent heavy vehicles	2	5	2					2	2	2	2	
Peak hour factor	0.97	0.97	0.97					0.80	0.80	0.80	0.80	
Pre-timed/Actuated (P/A)	P	P	P					A	A	A	A	
Start-up lost time	2.0	2.0						2.0	2.0	2.0	2.0	
Ext. of effective green	4.0	4.0						5.0	5.0	4.0	5.0	
Arrival type	3	3						3	3	4	4	
Unit extension	3.0	3.0						3.0	3.0	3.0	3.0	
Ped/Bike/RTOR volume	0		0	0			0		0			
Lane Width	12.0	12.0						12.0	12.0	12.0	12.0	
Parking/Grade/Parking	N	0	N	N		N	N	1	N	N	-1	N
Parking/hr												
Bus stops/hr	0	0						0	0	0	0	

Phasing	EB Only	02	03	04	SB Only	NS Perm	07	08
Timing	G = 43.0	G =	G =	G =	G = 7.0	G = 31.0	G =	G =
	Y = 4.0	Y =	Y =	Y =	Y = 4.0	Y = 5.0	Y =	Y =
	R = 2.0	R =	R =	R =	R = 2.0	R = 2.0	R =	R =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 100.0		

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adj. flow rate	306	1796						654	362	75	386	
Lane group cap.	796	1548						1200	536	322	1675	
v/c ratio	0.38	1.16						0.55	0.68	0.23	0.23	
Green ratio	0.45	0.45						0.34	0.34	0.46	0.47	
Uniform delay d1	18.3	27.5						26.7	28.3	16.6	15.8	
Delay factor k	0.50	0.50						0.15	0.25	0.11	0.11	
Increm. delay d2	1.4	79.7						0.5	3.4	0.4	0.1	
PF factor	1.000	1.000						1.000	1.000	1.000	0.810	
Control delay	19.7	107.2						27.3	31.6	16.9	12.8	
Lane group LOS	B	F						C	C	B	B	
Approach delay	94.5						28.8			13.5		
Approach LOS	F						C			B		
Intersection delay	65.4		Intersection LOS			E		Critical v/c ratio			0.91	

SIGNALIZED INTERSECTION SUMMARY

General Information				Site Information			
Analyst	AY	Intersection	C.R. 67 & LIE South Service Rd				
Agency or Co.	DEA	Area Type	All other areas				
Date Performed	8/12/08	Jurisdiction	Village of Islandia, NY				
Time Period	Saturday Midday Peak Hour	Analysis Year	2007 Existing Condition				

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes	1	2	0	0	0	0	0	2	1	1	2	0
Lane group	L	TR						T	R	L	T	
Volume (vph)	193	482	68					262	92	71	275	
Percent heavy vehicles	2	5	2					2	2	2	2	
Peak hour factor	0.94	0.94	0.94					0.88	0.88	0.70	0.70	
Pre-timed/Actuated (P/A)	P	P	P					A	A	A	A	
Start-up lost time	2.0	2.0						2.0	2.0	2.0	2.0	
Ext. of effective green	4.0	4.0						5.0	5.0	4.0	5.0	
Arrival type	3	3						3	3	4	4	
Unit extension	3.0	3.0						3.0	3.0	3.0	3.0	
Ped/Bike/RTOR volume	0		0	0			0		0			
Lane Width	12.0	12.0						12.0	12.0	12.0	12.0	
Parking/Grade/Parking	N	0	N	N		N	N	1	N	N	-1	N
Parking/hr												
Bus stops/hr	0	0						0	0	0	0	
Phasing	EB Only	02	03	04	SB Only	NS Perm	07	08				
Timing	G = 43.0	G =	G =	G =	G = 7.0	G = 31.0	G =	G =				
	Y = 4.0	Y =	Y =	Y =	Y = 4.0	Y = 5.0	Y =	Y =				
	R = 2.0	R =	R =	R =	R = 2.0	R = 2.0	R =	R =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 100.0						

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adj. flow rate	205	585						298	105	101	393	
Lane group cap.	796	1527						1200	536	488	1675	
v/c ratio	0.26	0.38						0.25	0.20	0.21	0.23	
Green ratio	0.45	0.45						0.34	0.34	0.46	0.47	
Uniform delay d1	17.1	18.3						23.8	23.3	15.7	15.8	
Delay factor k	0.50	0.50						0.11	0.11	0.11	0.11	
Increm. delay d2	0.8	0.7						0.1	0.2	0.2	0.1	
PF factor	1.000	1.000						1.000	1.000	1.000	0.810	
Control delay	17.9	19.0						23.9	23.5	15.9	12.9	
Lane group LOS	B	B						C	C	B	B	
Approach delay	18.7						23.8			13.5		
Approach LOS	B						C			B		
Intersection delay	18.4		Intersection LOS		B		Critical v/c ratio			0.36		

2009 No Build Condition*

Note:

1. 2009 No-Build Condition includes a linear 1.5% per year normal traffic growth rate.

SIGNALIZED INTERSECTION SUMMARY

General Information				Site Information			
Analyst	AY	Intersection	C.R. 67 & LIE South Service Rd				
Agency or Co.	DEA	Area Type	All other areas				
Date Performed	8/12/08	Jurisdiction	Village of Islandia, NY				
Time Period	Weekday AM Peak Hour	Analysis Year	2009 No-Build Condition				

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes	1	2	0	0	0	0	0	2	1	1	2	0
Lane group	L	TR						T	R	L	T	
Volume (vph)	535	1057	118					318	156	216	455	
Percent heavy vehicles	2	5	2					2	2	2	2	
Peak hour factor	0.93	0.93	0.93					0.90	0.90	0.84	0.84	
Pre-timed/Actuated (P/A)	P	P	P					A	A	A	A	
Start-up lost time	2.0	2.0						2.0	2.0	2.0	2.0	
Ext. of effective green	4.0	4.0						5.0	5.0	4.0	5.0	
Arrival type	3	3						3	3	4	4	
Unit extension	3.0	3.0						3.0	3.0	3.0	3.0	
Ped/Bike/RTOR volume	0		0	0			0		0			
Lane Width	12.0	12.0						12.0	12.0	12.0	12.0	
Parking/Grade/Parking	N	0	N	N		N	N	1	N	N	-1	N
Parking/hr												
Bus stops/hr	0	0						0	0	0	0	
Phasing	EB Only	02	03	04	SB Only	NS Perm	07	08				
Timing	G = 36.0	G =	G =	G =	G = 7.0	G = 23.0	G =	G =				
	Y = 4.0	Y =	Y =	Y =	Y = 4.0	Y = 5.0	Y =	Y =				
	R = 2.0	R =	R =	R =	R = 2.0	R = 2.0	R =	R =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 85.0						

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adj. flow rate	575	1264						353	173	257	542	
Lane group cap.	791	1521						1079	482	453	1635	
v/c ratio	0.73	0.83						0.33	0.36	0.57	0.33	
Green ratio	0.45	0.45						0.31	0.31	0.45	0.46	
Uniform delay d1	19.2	20.7						22.8	23.0	15.6	14.7	
Delay factor k	0.50	0.50						0.11	0.11	0.16	0.11	
Increm. delay d2	5.8	5.4						0.2	0.5	1.7	0.1	
PF factor	1.000	1.000						1.000	1.000	1.000	0.825	
Control delay	25.0	26.1						22.9	23.5	17.2	12.2	
Lane group LOS	C	C						C	C	B	B	
Approach delay	25.8						23.1			13.8		
Approach LOS	C						C			B		
Intersection delay	22.3		Intersection LOS		C		Critical v/c ratio			0.69		

SIGNALIZED INTERSECTION SUMMARY

General Information				Site Information			
Analyst	AY	Intersection	C.R. 67 & LIE South Service Rd				
Agency or Co.	DEA	Area Type	All other areas				
Date Performed	8/12/08	Jurisdiction	Village of Islandia, NY				
Time Period	Weekday PM Peak Hour	Analysis Year	2009 No-Build Condition				

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes	1	2	0	0	0	0	0	2	1	1	2	0
Lane group	L	TR						T	R	L	T	
Volume (vph)	306	1766	28					539	299	62	318	
Percent heavy vehicles	2	5	2					2	2	2	2	
Peak hour factor	0.97	0.97	0.97					0.80	0.80	0.80	0.80	
Pre-timed/Actuated (P/A)	P	P	P					A	A	A	A	
Start-up lost time	2.0	2.0						2.0	2.0	2.0	2.0	
Ext. of effective green	4.0	4.0						5.0	5.0	4.0	5.0	
Arrival type	3	3						3	3	4	4	
Unit extension	3.0	3.0						3.0	3.0	3.0	3.0	
Ped/Bike/RTOR volume	0		0	0			0		0			
Lane Width	12.0	12.0						12.0	12.0	12.0	12.0	
Parking/Grade/Parking	N	0	N	N		N	N	1	N	N	-1	N
Parking/hr												
Bus stops/hr	0	0						0	0	0	0	
Phasing	EB Only	02	03	04	SB Only	NS Perm	07	08				
Timing	G = 43.0	G =	G =	G =	G = 7.0	G = 31.0	G =	G =				
	Y = 4.0	Y =	Y =	Y =	Y = 4.0	Y = 5.0	Y =	Y =				
	R = 2.0	R =	R =	R =	R = 2.0	R = 2.0	R =	R =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 100.0						

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adj. flow rate	315	1850						674	374	77	397	
Lane group cap.	796	1548						1200	536	315	1675	
v/c ratio	0.40	1.20						0.56	0.70	0.24	0.24	
Green ratio	0.45	0.45						0.34	0.34	0.46	0.47	
Uniform delay d1	18.4	27.5						26.9	28.6	16.7	15.8	
Delay factor k	0.50	0.50						0.16	0.26	0.11	0.11	
Increm. delay d2	1.5	94.4						0.6	4.0	0.4	0.1	
PF factor	1.000	1.000						1.000	1.000	1.000	0.810	
Control delay	19.9	121.9						27.5	32.5	17.1	12.9	
Lane group LOS	B	F						C	C	B	B	
Approach delay	107.1						29.3			13.6		
Approach LOS	F						C			B		
Intersection delay	72.9		Intersection LOS		E		Critical v/c ratio			0.94		

SIGNALIZED INTERSECTION SUMMARY

General Information						Site Information						
Analyst	AY					Intersection	C.R. 67 & LIE South Service Rd					
Agency or Co.	DEA					Area Type	All other areas					
Date Performed	8/12/08					Jurisdiction	Village of Islandia, NY					
Time Period	Saturday Midday Peak Hour					Analysis Year	2009 No-Build Condition					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes	1	2	0	0	0	0	0	2	1	1	2	0
Lane group	L	TR						T	R	L	T	
Volume (vph)	199	496	70					270	95	73	283	
Percent heavy vehicles	2	5	2					2	2	2	2	
Peak hour factor	0.94	0.94	0.94					0.88	0.88	0.70	0.70	
Pre-timed/Actuated (P/A)	P	P	P					A	A	A	A	
Start-up lost time	2.0	2.0						2.0	2.0	2.0	2.0	
Ext. of effective green	4.0	4.0						5.0	5.0	4.0	5.0	
Arrival type	3	3						3	3	4	4	
Unit extension	3.0	3.0						3.0	3.0	3.0	3.0	
Ped/Bike/RTOR volume	0		0	0			0		0			
Lane Width	12.0	12.0						12.0	12.0	12.0	12.0	
Parking/Grade/Parking	N	0	N	N		N	N	1	N	N	-1	N
Parking/hr												
Bus stops/hr	0	0						0	0	0	0	
Phasing	EB Only	02	03	04	SB Only	NS Perm	07	08				
Timing	G = 43.0	G =	G =	G =	G = 7.0	G = 31.0	G =	G =				
	Y = 4.0	Y =	Y =	Y =	Y = 4.0	Y = 5.0	Y =	Y =				
	R = 2.0	R =	R =	R =	R = 2.0	R = 2.0	R =	R =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 100.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adj. flow rate	212	602						307	108	104	404	
Lane group cap.	796	1527						1200	536	483	1675	
v/c ratio	0.27	0.39						0.26	0.20	0.22	0.24	
Green ratio	0.45	0.45						0.34	0.34	0.46	0.47	
Uniform delay d1	17.2	18.4						23.9	23.4	15.7	15.8	
Delay factor k	0.50	0.50						0.11	0.11	0.11	0.11	
Increm. delay d2	0.8	0.8						0.1	0.2	0.2	0.1	
PF factor	1.000	1.000						1.000	1.000	1.000	0.810	
Control delay	18.0	19.2						24.0	23.6	15.9	12.9	
Lane group LOS	B	B						C	C	B	B	
Approach delay	18.9						23.9			13.5		
Approach LOS	B						C			B		
Intersection delay	18.5		Intersection LOS			B		Critical v/c ratio			0.37	

2009 Build Condition*

***Note:**

1. 2009 Build Condition includes a linear 1.5% per year normal traffic growth rate and the traffic generated by the proposed development.

SIGNALIZED INTERSECTION SUMMARY

General Information				Site Information			
Analyst	AY	Intersection	C.R. 67 & LIE South Service Rd	Agency or Co.	DEA	Area Type	All other areas
Date Performed	8/12/08	Jurisdiction	Village of Islandia, NY	Time Period	Weekday AM Peak Hour	Analysis Year	2009 Build Condition

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes	1	2	0	0	0	0	0	2	1	1	2	0
Lane group	L	TR						T	R	L	T	
Volume (vph)	593	1057	118					325	156	216	466	
Percent heavy vehicles	2	5	2					2	2	2	2	
Peak hour factor	0.93	0.93	0.93					0.90	0.90	0.84	0.84	
Pre-timed/Actuated (P/A)	P	P	P					A	A	A	A	
Start-up lost time	2.0	2.0						2.0	2.0	2.0	2.0	
Ext. of effective green	4.0	4.0						5.0	5.0	4.0	5.0	
Arrival type	3	3						3	3	4	4	
Unit extension	3.0	3.0						3.0	3.0	3.0	3.0	
Ped/Bike/RTOR volume	0		0	0			0		0			
Lane Width	12.0	12.0						12.0	12.0	12.0	12.0	
Parking/Grade/Parking	N	0	N	N		N	N	1	N	N	-1	N
Parking/hr												
Bus stops/hr	0	0						0	0	0	0	
Phasing	EB Only	02	03	04	SB Only	NS Perm	07	08				
Timing	G = 36.0	G =	G =	G =	G = 7.0	G = 23.0	G =	G =				
	Y = 4.0	Y =	Y =	Y =	Y = 4.0	Y = 5.0	Y =	Y =				
	R = 2.0	R =	R =	R =	R = 2.0	R = 2.0	R =	R =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 85.0						

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adj. flow rate	638	1264						361	173	257	555	
Lane group cap.	791	1521						1079	482	449	1635	
v/c ratio	0.81	0.83						0.33	0.36	0.57	0.34	
Green ratio	0.45	0.45						0.31	0.31	0.45	0.46	
Uniform delay d1	20.3	20.7						22.8	23.0	15.6	14.7	
Delay factor k	0.50	0.50						0.11	0.11	0.17	0.11	
Increm. delay d2	8.6	5.4						0.2	0.5	1.8	0.1	
PF factor	1.000	1.000						1.000	1.000	1.000	0.825	
Control delay	29.0	26.1						23.0	23.5	17.3	12.3	
Lane group LOS	C	C						C	C	B	B	
Approach delay	27.1						23.1			13.9		
Approach LOS	C						C			B		
Intersection delay	23.1		Intersection LOS		C		Critical v/c ratio		0.69			

SIGNALIZED INTERSECTION SUMMARY

General Information				Site Information			
Analyst	AY	Intersection	C.R. 67 & LIE South Service Rd				
Agency or Co.	DEA	Area Type	All other areas				
Date Performed	8/12/08	Jurisdiction	Village of Islandia, NY				
Time Period	Weekday PM Peak Hour	Analysis Year	2009 Build Condition				

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes	1	2	0	0	0	0	0	2	1	1	2	0
Lane group	L	TR						T	R	L	T	
Volume (vph)	397	1766	28					552	299	62	330	
Percent heavy vehicles	2	5	2					2	2	2	2	
Peak hour factor	0.97	0.97	0.97					0.80	0.80	0.80	0.80	
Pre-timed/Actuated (P/A)	P	P	P					A	A	A	A	
Start-up lost time	2.0	2.0						2.0	2.0	2.0	2.0	
Ext. of effective green	4.0	4.0						5.0	5.0	4.0	5.0	
Arrival type	3	3						3	3	4	4	
Unit extension	3.0	3.0						3.0	3.0	3.0	3.0	
Ped/Bike/RTOR volume	0		0	0			0		0			
Lane Width	12.0	12.0						12.0	12.0	12.0	12.0	
Parking/Grade/Parking	N	0	N	N		N	N	1	N	N	-1	N
Parking/hr												
Bus stops/hr	0	0						0	0	0	0	

Phasing	EB Only	02	03	04	SB Only	NS Perm	07	08
Timing	G = 43.0	G =	G =	G =	G = 7.0	G = 31.0	G =	G =
	Y = 4.0	Y =	Y =	Y =	Y = 4.0	Y = 5.0	Y =	Y =
	R = 2.0	R =	R =	R =	R = 2.0	R = 2.0	R =	R =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 100.0		

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adj. flow rate	409	1850					690	374	77	412		
Lane group cap	796	1548					1200	536	309	1675		
v/c ratio	0.51	1.20					0.57	0.70	0.25	0.25		
Green ratio	0.45	0.45					0.34	0.34	0.46	0.47		
Uniform delay d1	19.7	27.5					27.1	28.6	16.8	15.9		
Delay factor k	0.50	0.50					0.17	0.26	0.11	0.11		
Increm. delay d2	2.4	94.4					0.7	4.0	0.4	0.1		
PF factor	1.000	1.000					1.000	1.000	1.000	0.810		
Control delay	22.0	121.9					27.8	32.5	17.2	12.9		
Lane group LOS	C	F					C	C	B	B		
Approach delay	103.8						29.4			13.6		
Approach LOS	F						C			B		
Intersection delay	71.5		Intersection LOS			E		Critical v/c ratio			0.94	

SIGNALIZED INTERSECTION SUMMARY

General Information				Site Information			
Analyst	AY	Intersection	C.R. 67 & LIE South Service Rd				
Agency or Co.	DEA	Area Type	All other areas				
Date Performed	8/12/08	Jurisdiction	Village of Islandia, NY				
Time Period	Saturday Midday Peak Hour	Analysis Year	2009 Build Condition				

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes	1	2	0	0	0	0	0	2	1	1	2	0
Lane group	L	TR						T	R	L	T	
Volume (vph)	320	496	70					285	95	73	295	
Percent heavy vehicles	2	5	2					2	2	2	2	
Peak hour factor	0.94	0.94	0.94					0.88	0.88	0.70	0.70	
Pre-timed/Actuated (P/A)	P	P	P					A	A	A	A	
Start-up lost time	2.0	2.0						2.0	2.0	2.0	2.0	
Ext. of effective green	4.0	4.0						5.0	5.0	4.0	5.0	
Arrival type	3	3						3	3	4	4	
Unit extension	3.0	3.0						3.0	3.0	3.0	3.0	
Ped/Bike/RTOR volume	0		0	0			0		0			
Lane Width	12.0	12.0						12.0	12.0	12.0	12.0	
Parking/Grade/Parking	N	0	N	N		N	N	1	N	N	-1	N
Parking/hr												
Bus stops/hr	0	0						0	0	0	0	
Phasing	EB Only	02	03	04	SB Only	NS Perm	07	08				
Timing	G = 43.0	G =	G =	G =	G = 7.0	G = 31.0	G =	G =				
	Y = 4.0	Y =	Y =	Y =	Y = 4.0	Y = 5.0	Y =	Y =				
	R = 2.0	R =	R =	R =	R = 2.0	R = 2.0	R =	R =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 100.0						

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adj. flow rate	340	602						324	108	104	421	
Lane group cap.	796	1527						1200	536	473	1675	
v/c ratio	0.43	0.39						0.27	0.20	0.22	0.25	
Green ratio	0.45	0.45						0.34	0.34	0.46	0.47	
Uniform delay d1	18.7	18.4						24.0	23.4	15.7	15.9	
Delay factor k	0.50	0.50						0.11	0.11	0.11	0.11	
Increm. delay d2	1.7	0.8						0.1	0.2	0.2	0.1	
PF factor	1.000	1.000						1.000	1.000	1.000	0.810	
Control delay	20.4	19.2						24.1	23.6	16.0	13.0	
Lane group LOS	C	B						C	C	B	B	
Approach delay	19.6						24.0			13.6		
Approach LOS	B						C			B		
Intersection delay	18.9		Intersection LOS		B		Critical v/c ratio		0.39			

2009 Build Condition With Modifications*

***Note:**

1. 2009 Build Condition with Modifications includes a linear 1.5% per year normal traffic growth rate, the traffic generated by the proposed development, and minor timing changes made to the existing signal system.

SIGNALIZED INTERSECTION SUMMARY

General Information				Site Information			
Analyst	AY	Intersection	C.R. 67 & LIE South Service Rd				
Agency or Co.	DEA	Area Type	All other areas				
Date Performed	8/12/08	Jurisdiction	Village of Islandia, NY				
Time Period	Weekday PM Peak Hour	Analysis Year	2009 Build w/Mods				

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes	1	2	0	0	0	0	0	2	1	1	2	0
Lane group	L	TR						T	R	L	T	
Volume (vph)	397	1766	28					552	299	62	330	
Percent heavy vehicles	2	5	2					2	2	2	2	
Peak hour factor	0.97	0.97	0.97					0.80	0.80	0.80	0.80	
Pre-timed/Actuated (P/A)	P	P	P					A	A	A	A	
Start-up lost time	2.0	2.0						2.0	2.0	2.0	2.0	
Ext. of effective green	4.0	4.0						5.0	5.0	4.0	5.0	
Arrival type	3	3						3	3	4	4	
Unit extension	3.0	3.0						3.0	3.0	3.0	3.0	
Ped/Bike/RTOR volume	0		0	0			0		0			
Lane Width	12.0	12.0						12.0	12.0	12.0	12.0	
Parking/Grade/Parking	N	0	N	N		N	N	1	N	N	-1	N
Parking/hr												
Bus stops/hr	0	0						0	0	0	0	
Phasing	EB Only	02	03	04	SB Only	NS Perm	07	08				
Timing	G = 50.5	G =	G =	G =	G = 6.5	G = 24.0	G =	G =				
	Y = 4.0	Y =	Y =	Y =	Y = 4.0	Y = 5.0	Y =	Y =				
	R = 2.0	R =	R =	R =	R = 2.0	R = 2.0	R =	R =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 100.0						

Lane Group Capacity, Control Delay, and LOS Determination													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Adj. flow rate	409	1850						690	374	77	412		
Lane group cap.	929	1805						953	425	236	1408		
v/c ratio	0.44	1.02						0.72	0.88	0.33	0.29		
Green ratio	0.52	0.52						0.27	0.27	0.39	0.40		
Uniform delay d1	14.7	23.8						33.1	34.9	21.7	20.7		
Delay factor k	0.50	0.50						0.28	0.41	0.11	0.11		
Increm. delay d2	1.5	27.8						2.8	18.7	0.8	0.1		
PF factor	1.000	1.000						1.000	1.000	1.000	0.900		
Control delay	16.2	51.5						35.9	53.7	22.5	18.7		
Lane group LOS	B	D						D	D	C	B		
Approach delay	45.1						42.1			19.3			
Approach LOS	D						D			B			
Intersection delay	41.0			Intersection LOS			D			Critical v/c ratio			0.94

**Motor Parkway
at
The Long Island Expressway
North Service Road**

DUNN ENGINEERING ASSOCIATES
66 MAIN STREET, WESTHAMPTON BEACH, NEW YORK 11978

FILE NAME: **Feldman Residential Condominium**

TRAFFIC VOLUME SUMMARY

INTERSECTION : **Motor Parkway (CR 67) @ North Service Road (Rte. 495)**

TIME PERIOD: **AM Peak**

EXISTING YEAR: **2007**

HORIZON YEAR: **2009**

DONE BY: **DEA/A**

APPROACH

ALT X CLEARS
INPUT VALUES

CONDITION	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING	176	652	0	0	292	435	0	0	0	359	1815	29
GROWTH PERCENT PER YEAR 1.50	181	672	0	0	301	448	0	0	0	370	1869	30
OTHER DEVELOPMENTS												
1)	0	0	0	0	0	0	0	0	0	0	0	0
2)	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
4)	0	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	0	0	0	0	0	0	0	0	0	0	0	0
FUTURE "NO BUILD" WITH OTHER DEV.	181	672	0	0	301	448	0	0	0	370	1869	30
SITE TRAFFIC												
1) Residential Condominiums	0	5	0	0	0	0	0	0	0	7	15	2
2) Shopping Center	0	9	0	0	0	0	0	0	0	1	6	0
3) Office	0	14	0	0	0	0	0	0	0	0	2	0
4) High-Turnover Restaurant	0	0	0	0	0	0	0	0	0	0	0	0
5) Business Hotel	0	13	0	0	0	0	0	0	0	1	8	0
6) Full-Service Hotel	0	26	0	0	0	0	0	0	0	2	17	0
SHOPPING CENTER PASS-BY CREDIT 25	0	2	0	0	0	0	0	0	0	0	1	0
RESTAURANT PASS-BY CREDIT 40	0	0	0	0	0	0	0	0	0	0	0	0
BUILD* TRAFFIC	181	737	0	0	301	448	0	0	0	381	1916	32

DUNN ENGINEERING ASSOCIATES
66 MAIN STREET, WESTHAMPTON BEACH, NEW YORK 11978

FILE NAME: **Feldman Residential Condominium**

TRAFFIC VOLUME SUMMARY

INTERSECTION : **Motor Parkway (CR 67) @ North Service Road (Rte. 495)**

TIME PERIOD: **PM Peak** EXISTING YEAR: **2007**
 HORIZON YEAR: **2009**

DONE BY: **DEA/A**

APPROACH

ALT X CLEARS
 INPUT VALUES

CONDITION	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING	239	582	0	0	221	348	0	0	0	147	1200	33
GROWTH PERCENT PER YEAR 1.50	246	599	0	0	228	358	0	0	0	151	1236	34
OTHER DEVELOPMENTS												
1)	0	0	0	0	0	0	0	0	0	0	0	0
2)	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
4)	0	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	0	0	0	0	0	0	0	0	0	0	0	0
FUTURE "NO BUILD" WITH OTHER DEV.	246	599	0	0	228	358	0	0	0	151	1236	34
SITE TRAFFIC												
1) Residential Condominiums	0	17	0	0	0	0	0	0	0	3	5	7
2) Shopping Center	0	29	0	0	0	0	0	0	0	2	28	0
3) Office	0	5	0	0	0	0	0	0	0	3	27	0
4) High-Turnover Restaurant	0	35	0	0	0	0	0	0	0	2	19	0
5) Business Hotel	0	14	0	0	0	0	0	0	0	1	9	0
6) Full-Service Hotel	0	23	0	0	0	0	0	0	0	1	22	0
SHOPPING CENTER PASS-BY CREDIT 25	0	7	0	0	0	0	0	0	0	0	7	0
RESTAURANT PASS-BY CREDIT 40	0	14	0	0	0	0	0	0	0	0	7	0
"BUILD" TRAFFIC	246	701	0	0	228	358	0	0	0	163	1332	41

DUNN ENGINEERING ASSOCIATES
66 MAIN STREET, WESTHAMPTON BEACH, NEW YORK 11978

FILE NAME: **Feldman Residential Condominium**

TRAFFIC VOLUME SUMMARY

INTERSECTION : **Motor Parkway (CR 67) @ North Service Road (Rte. 495)**

TIME PERIOD: **SAT Peak** EXISTING YEAR: **2007**

HORIZON YEAR: **2009**

DONE BY: **DEA/A**

APPROACH

ALT X CLEARS
INPUT VALUES

CONDITION	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING	132	323	0	0	217	118	0	0	0	129	545	12
GROWTH PERCENT PER YEAR 1.50	136	333	0	0	224	122	0	0	0	133	561	12
OTHER DEVELOPMENTS												
1)	0	0	0	0	0	0	0	0	0	0	0	0
2)	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
4)	0	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	0	0	0	0	0	0	0	0	0	0	0	0
FUTURE "NO BUILD" WITH OTHER DEV.	136	333	0	0	224	122	0	0	0	133	561	12
SITE TRAFFIC												
1) Residential Condominiums	0	15	0	0	0	0	0	0	0	4	9	6
2) Shopping Center	0	47	0	0	0	0	0	0	0	3	40	0
3) Office	0	0	0	0	0	0	0	0	0	0	0	0
4) High-Turnover Restaurant	0	65	0	0	0	0	0	0	0	3	35	0
5) Business Hotel	0	14	0	0	0	0	0	0	0	1	9	0
6) Full-Service Hotel	0	29	0	0	0	0	0	0	0	2	27	0
SHOPPING CENTER PASS-BY CREDIT 20	0	9	0	0	0	0	0	0	0	0	8	0
RESTAURANT PASS-BY CREDIT 40	0	26	0	0	0	0	0	0	0	1	14	0
"BUILD" TRAFFIC	136	468	0	0	224	122	0	0	0	145	659	18

2007 Existing Condition

SIGNALIZED INTERSECTION SUMMARY

General Information				Site Information			
Analyst	AY	Intersection	C.R. 67 & LIE North Service Rd				
Agency or Co.	DEA	Area Type	All other areas				
Date Performed	8/12/08	Jurisdiction	Village of Islandia, NY				
Time Period	Weekday AM Peak Hour	Analysis Year	2007 Existing Condition				

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes	0	0	0	0	3	0	1	2	0	0	2	1
Lane group					LTR		L	T			T	R
Volume (vph)				359	1815	29	176	652			292	435
Percent heavy vehicles				2	5	2	2	2			2	2
Peak hour factor				0.91	0.91	0.91	0.90	0.90			0.93	0.93
Pre-timed/Actuated (P/A)				P	P	P	A	A			A	A
Start-up lost time					2.0		2.0	2.0			2.0	2.0
Ext. of effective green					4.0		4.0	5.0			5.0	5.0
Arrival type					3		4	4			3	3
Unit extension					3.0		3.0	3.0			3.0	3.0
Ped/Bike/RTOR volume	0			0		0				0		0
Lane Width					12.0		12.0	12.0			12.0	15.0
Parking/Grade/Parking	N		N	N	1	N	N	1	N	N	-1	N
Parking/hr												
Bus stops/hr					0		0	0			0	0
Phasing	WB Only	02	03	04	NB Only	NS Perm	07	08				
Timing	G = 36.0	G =	G =	G =	G = 6.0	G = 24.0	G =	G =				
	Y = 4.0	Y =	Y =	Y =	Y = 4.0	Y = 5.0	Y =	Y =				
	R = 2.0	R =	R =	R =	R = 2.0	R = 2.0	R =	R =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 85.0						

Lane Group Capacity, Control Delay, and LOS Determination													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Adj. flow rate					2422		196	724			314	468	
Lane group cap.					2182		462	1619			1132	556	
v/c ratio					1.11		0.42	0.45			0.28	0.84	
Green ratio					0.45		0.45	0.46			0.32	0.32	
Uniform delay d1					23.5		14.9	15.7			21.7	27.0	
Delay factor k					0.50		0.11	0.11			0.11	0.38	
Increm. delay d2					56.8		0.6	0.2			0.1	11.2	
PF factor					1.000		1.000	0.825			1.000	1.000	
Control delay					80.3		15.5	13.1			21.8	38.2	
Lane group LOS					F		B	B			C	D	
Approach delay				80.3			13.6			31.6			
Approach LOS				F			B			C			
Intersection delay	56.2			Intersection LOS			E			Critical v/c ratio			1.01

SIGNALIZED INTERSECTION SUMMARY

General Information				Site Information			
Analyst	AY	Intersection	C.R. 67 & LIE North Service Rd	Agency or Co.	DEA	Area Type	All other areas
Date Performed	8/12/08	Jurisdiction		Time Period	Weekday PM Peak Hour	Analysis Year	2007 Existing Condition

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes	0	0	0	0	3	0	1	2	0	0	2	1
Lane group					LTR		L	T			T	R
Volume (vph)				147	1200	33	239	582			221	348
Percent heavy vehicles				2	5	2	2	2			2	2
Peak hour factor				0.91	0.91	0.91	0.93	0.93			0.75	0.75
Pre-timed/Actuated (P/A)				P	P	P	A	A			A	A
Start-up lost time					2.0		2.0	2.0			2.0	2.0
Ext. of effective green					4.0		4.0	5.0			5.0	5.0
Arrival type					3		4	4			3	3
Unit extension					3.0		3.0	3.0			3.0	3.0
Ped/Bike/RTOR volume	0			0		0				0		0
Lane Width					12.0		12.0	12.0			12.0	15.0
Parking/Grade/Parking	N		N	N	1	N	N	1	N	N	-1	N
Parking/hr												
Bus stops/hr					0		0	0			0	0
Phasing	WB Only	02	03	04	NB Only	NS Perm	07	08				
Timing	G = 43.0	G =	G =	G =	G = 7.0	G = 31.0	G =	G =				
	Y = 4.0	Y =	Y =	Y =	Y = 4.0	Y = 5.0	Y =	Y =				
	R = 2.0	R =	R =	R =	R = 2.0	R = 2.0	R =	R =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 100.0						

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adj. flow rate					1517		257	626			295	464
Lane group cap.					2196		484	1659			1212	595
v/c ratio					0.69		0.53	0.38			0.24	0.78
Green ratio					0.45		0.46	0.47			0.34	0.34
Uniform delay d1					21.9		19.8	17.1			23.7	29.6
Delay factor k					0.50		0.13	0.11			0.11	0.33
Incram. delay d2					1.8		1.1	0.1			0.1	6.6
PF factor					1.000		1.000	0.810			1.000	1.000
Control delay					23.8		20.9	14.0			23.9	36.2
Lane group LOS					C		C	B			C	D
Approach delay				23.8			16.0			31.4		
Approach LOS				C			B			C		
Intersection delay	23.4		Intersection LOS		C		Critical v/c ratio		0.77			

SIGNALIZED INTERSECTION SUMMARY

General Information				Site Information			
Analyst	AY	Intersection	C.R. 67 & LIE North Service Rd				
Agency or Co.	DEA	Area Type	All other areas				
Date Performed	8/12/08	Jurisdiction	Village of Islandia, NY				
Time Period	Saturday Midday Peak Hour	Analysis Year	2007 Existing Condition				

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes	0	0	0	0	3	0	1	2	0	0	2	1
Lane group					LTR		L	T			T	R
Volume (vph)				129	545	12	132	323			217	118
Percent heavy vehicles				2	5	2	2	2			2	2
Peak hour factor				0.93	0.93	0.93	0.93	0.93			0.66	0.66
Pre-timed/Actuated (P/A)				P	P	P	A	A			A	A
Start-up lost time					2.0		2.0	2.0			2.0	2.0
Ext. of effective green					4.0		4.0	5.0			5.0	5.0
Arrival type					3		4	4			3	3
Unit extension					3.0		3.0	3.0			3.0	3.0
Ped/Bike/RTOR volume	0			0		0				0		0
Lane Width					12.0		12.0	12.0			12.0	15.0
Parking/Grade/Parking	N		N	N	1	N	N	1	N	N	-1	N
Parking/hr												
Bus stops/hr					0		0	0			0	0

Phasing	WB Only	02	03	04	NB Only	NS Perm	07	08
Timing	G = 43.0	G =	G =	G =	G = 7.0	G = 31.0	G =	G =
	Y = 4.0	Y =	Y =	Y =	Y = 4.0	Y = 5.0	Y =	Y =
	R = 2.0	R =	R =	R =	R = 2.0	R = 2.0	R =	R =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 100.0		

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adj. flow rate					738		142	347			329	179
Lane group cap					2194		465	1659			1212	595
v/c ratio					0.34		0.31	0.21			0.27	0.30
Green ratio					0.45		0.46	0.47			0.34	0.34
Uniform delay d1					17.8		16.1	15.6			24.0	24.3
Delay factor k					0.50		0.11	0.11			0.11	0.11
Increm. delay d2					0.4		0.4	0.1			0.1	0.3
PF factor					1.000		1.000	0.810			1.000	1.000
Control delay					18.2		16.5	12.7			24.1	24.5
Lane group LOS					B		B	B			C	C
Approach delay				18.2			13.8			24.3		
Approach LOS				B			B			C		
Intersection delay	18.8			Intersection LOS			B			Critical v/c ratio		
										0.38		

2009 No Build Condition*

***Note:**

1. 2009 No-Build Condition includes a linear 1.5% per year normal traffic growth rate.

SIGNALIZED INTERSECTION SUMMARY

General Information				Site Information			
Analyst	AY	Intersection	C.R. 67 & LIE North Service Rd				
Agency or Co	DEA	Area Type	All other areas				
Date Performed	8/12/08	Jurisdiction	Village of Islandia, NY				
Time Period	Weekday AM Peak Hour	Analysis Year	2009 No-Build Condition				

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes	0	0	0	0	3	0	1	2	0	0	2	1
Lane group					LTR		L	T			T	R
Volume (vph)				370	1869	30	181	672			301	448
Percent heavy vehicles				2	5	2	2	2			2	2
Peak hour factor				0.91	0.91	0.91	0.90	0.90			0.93	0.93
Pre-timed/Actuated (P/A)				P	P	P	A	A			A	A
Start-up lost time					2.0		2.0	2.0			2.0	2.0
Ext. of effective green					4.0		4.0	5.0			5.0	5.0
Arrival type					3		4	4			3	3
Unit extension					3.0		3.0	3.0			3.0	3.0
Ped/Bike/RTOR volume	0			0		0				0		0
Lane Width					12.0		12.0	12.0			12.0	15.0
Parking/Grade/Parking	N		N	N	1	N	N	1	N	N	-1	N
Parking/hr												
Bus stops/hr					0		0	0			0	0
Phasing	WB Only	02	03	04	NB Only	NS Perm	07	08				
Timing	G = 36.0	G =	G =	G =	G = 7.0	G = 23.0	G =	G =				
	Y = 4.0	Y =	Y =	Y =	Y = 4.0	Y = 5.0	Y =	Y =				
	R = 2.0	R =	R =	R =	R = 2.0	R = 2.0	R =	R =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 85.0						

Lane Group Capacity, Control Delay, and LOS Determination													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Adj. flow rate					2494		201	747			324	482	
Lane group cap.					2182		463	1619			1090	535	
v/c ratio					1.14		0.43	0.46			0.30	0.90	
Green ratio					0.45		0.45	0.46			0.31	0.31	
Uniform delay d1					23.5		14.9	15.8			22.5	28.3	
Delay factor k					0.50		0.11	0.11			0.11	0.42	
Increm. delay d2					70.4		0.7	0.2			0.2	18.3	
PF factor					1.000		1.000	0.825			1.000	1.000	
Control delay					93.9		15.6	13.2			22.7	46.6	
Lane group LOS					F		B	B			C	D	
Approach delay				93.9			13.7			37.0			
Approach LOS				F			B			D			
Intersection delay	65.2			Intersection LOS			E			Critical v/c ratio			1.05

SIGNALIZED INTERSECTION SUMMARY

General Information				Site Information			
Analyst	AY	Intersection	C.R. 67 & LIE North Service Rd	Agency or Co.	DEA	Area Type	All other areas
Date Performed	8/12/08	Jurisdiction	Village of Islandia, NY	Time Period	Weekday PM Peak Hour	Analysis Year	2009 No-Build Condition

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes	0	0	0	0	3	0	1	2	0	0	2	1
Lane group					LTR		L	T			T	R
Volume (vph)				151	1236	34	246	599			228	358
Percent heavy vehicles				2	5	2	2	2			2	2
Peak hour factor				0.91	0.91	0.91	0.93	0.93			0.75	0.75
Pre-timed/Actuated (P/A)				P	P	P	A	A			A	A
Start-up lost time					2.0		2.0	2.0			2.0	2.0
Ext. of effective green					4.0		4.0	5.0			5.0	5.0
Arrival type					3		4	4			3	3
Unit extension					3.0		3.0	3.0			3.0	3.0
Ped/Bike/RTOR volume	0			0		0				0		0
Lane Width					12.0		12.0	12.0			12.0	15.0
Parking/Grade/Parking	N		N	N	1	N	N	1	N	N	-1	N
Parking/hr												
Bus stops/hr					0		0	0			0	0
Phasing	WB Only	02	03	04	NB Only	NS Perm	07	08				
Timing	G = 43.0	G =	G =	G =	G = 7.0	G = 31.0	G =	G =				
	Y = 4.0	Y =	Y =	Y =	Y = 4.0	Y = 5.0	Y =	Y =				
	R = 2.0	R =	R =	R =	R = 2.0	R = 2.0	R =	R =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 100.0						

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adj. flow rate					1561		265	644			304	477
Lane group cap.					2196		479	1659			1212	595
v/c ratio					0.71		0.55	0.39			0.25	0.80
Green ratio					0.45		0.46	0.47			0.34	0.34
Uniform delay d1					22.2		20.3	17.2			23.8	29.9
Delay factor k					0.50		0.15	0.11			0.11	0.35
Increm delay d2					2.0		1.4	0.2			0.1	7.8
PF factor					1.000		1.000	0.810			1.000	1.000
Control delay					24.2		21.7	14.1			23.9	37.7
Lane group LOS					C		C	B			C	D
Approach delay				24.2			16.3			32.3		
Approach LOS				C			B			C		
Intersection delay	24.0		Intersection LOS		C		Critical v/c ratio		0.78			

SIGNALIZED INTERSECTION SUMMARY

General Information				Site Information			
Analyst	AY	Intersection	C.R. 67 & LIE North Service Rd				
Agency or Co.	DEA	Area Type	All other areas				
Date Performed	8/12/08	Jurisdiction	Village of Islandia, NY				
Time Period	Saturday Midday Peak Hour	Analysis Year	2009 No-Build Condition				

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes	0	0	0	0	3	0	1	2	0	0	2	1
Lane group					LTR		L	T			T	R
Volume (vph)				133	561	12	136	333			224	122
Percent heavy vehicles				2	5	2	2	2			2	2
Peak hour factor				0.93	0.93	0.93	0.93	0.93			0.66	0.66
Pre-timed/Actuated (P/A)				P	P	P	A	A			A	A
Start-up lost time					2.0		2.0	2.0			2.0	2.0
Ext. of effective green					4.0		4.0	5.0			5.0	5.0
Arrival type					3		4	4			3	3
Unit extension					3.0		3.0	3.0			3.0	3.0
Ped/Bike/RTOR volume	0			0		0				0		0
Lane Width					12.0		12.0	12.0			12.0	15.0
Parking/Grade/Parking	N		N	N	1	N	N	1	N	N	-1	N
Parking/hr												
Bus stops/hr					0		0	0			0	0
Phasing	WB Only	02	03	04	NB Only	NS Perm	07	08				
Timing	G = 43.0	G =	G =	G =	G = 7.0	G = 31.0	G =	G =				
	Y = 4.0	Y =	Y =	Y =	Y = 4.0	Y = 5.0	Y =	Y =				
	R = 2.0	R =	R =	R =	R = 2.0	R = 2.0	R =	R =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 100.0						

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adj. flow rate					759		146	358			339	185
Lane group cap.					2194		460	1659			1212	595
v/c ratio					0.35		0.32	0.22			0.28	0.31
Green ratio					0.45		0.46	0.47			0.34	0.34
Uniform delay d1					17.9		16.2	15.6			24.1	24.4
Delay factor k					0.50		0.11	0.11			0.11	0.11
Increm. delay d2					0.4		0.4	0.1			0.1	0.3
PF factor					1.000		1.000	0.810			1.000	1.000
Control delay					18.3		16.6	12.7			24.2	24.7
Lane group LOS					B		B	B			C	C
Approach delay				18.3			13.9			24.4		
Approach LOS				B			B			C		
Intersection delay	18.8			Intersection LOS			B			Critical v/c ratio		
										0.40		

2009 Build Condition*

***Note:**

1. 2009 Build Condition includes a linear 1.5% per year normal traffic growth rate and the traffic generated by the proposed development.

SIGNALIZED INTERSECTION SUMMARY

General Information				Site Information			
Analyst	AY	Intersection	C R 67 & LIE North Service Rd	Agency or Co.	DEA	Area Type	All other areas
Date Performed	8/12/08	Jurisdiction	Village of Islandia, NY	Time Period	Weekday AM Peak Hour	Analysis Year	2009 Build Condition

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes	0	0	0	0	3	0	1	2	0	0	2	1
Lane group					LTR		L	T			T	R
Volume (vph)				381	1916	32	181	737			301	448
Percent heavy vehicles				2	5	2	2	2			2	2
Peak hour factor				0.91	0.91	0.91	0.90	0.90			0.93	0.93
Pre-timed/Actuated (P/A)				P	P	P	A	A			A	A
Start-up lost time					2.0		2.0	2.0			2.0	2.0
Ext. of effective green					4.0		4.0	5.0			5.0	5.0
Arrival type					3		4	4			3	3
Unit extension					3.0		3.0	3.0			3.0	3.0
Ped/Bike/RTOR volume	0			0		0				0		0
Lane Width					12.0		12.0	12.0			12.0	15.0
Parking/Grade/Parking	N		N	N	1	N	N	1	N	N	-1	N
Parking/hr												
Bus stops/hr					0		0	0			0	0

Phasing	WB Only	02	03	04	NB Only	NS Perm	07	08
Timing	G = 36.0	G =	G =	G =	G = 7.0	G = 23.0	G =	G =
	Y = 4.0	Y =	Y =	Y =	Y = 4.0	Y = 5.0	Y =	Y =
	R = 2.0	R =	R =	R =	R = 2.0	R = 2.0	R =	R =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 85.0		

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adj. flow rate					2559		201	819			324	482
Lane group cap.					2181		463	1619			1090	535
v/c ratio					1.17		0.43	0.51			0.30	0.90
Green ratio					0.45		0.45	0.46			0.31	0.31
Uniform delay d1					23.5		14.9	16.2			22.5	28.3
Delay factor k					0.50		0.11	0.11			0.11	0.42
Increm. delay d2					83.2		0.7	0.3			0.2	18.3
PF factor					1.000		1.000	0.825			1.000	1.000
Control delay					106.7		15.6	13.6			22.7	46.6
Lane group LOS					F		B	B			C	D
Approach delay				106.7			14.0			37.0		
Approach LOS				F			B			D		
Intersection delay	72.3		Intersection LOS		E		Critical v/c ratio		1.07			

SIGNALIZED INTERSECTION SUMMARY

General Information				Site Information			
Analyst	AY	Intersection	C R. 67 & LIE North Service Rd				
Agency or Co.	DEA	Area Type	All other areas				
Date Performed	8/12/08	Jurisdiction	Village of Islandia, NY				
Time Period	Weekday PM Peak Hour	Analysis Year	2009 Build Condition				

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes	0	0	0	0	3	0	1	2	0	0	2	1
Lane group					LTR		L	T			T	R
Volume (vph)				163	1332	41	246	701			228	358
Percent heavy vehicles				2	5	2	2	2			2	2
Peak hour factor				0.91	0.91	0.91	0.93	0.93			0.75	0.75
Pre-timed/Actuated (P/A)				P	P	P	A	A			A	A
Start-up lost time					2.0		2.0	2.0			2.0	2.0
Ext. of effective green					4.0		4.0	5.0			5.0	5.0
Arrival type					3		4	4			3	3
Unit extension					3.0		3.0	3.0			3.0	3.0
Ped/Bike/RTOR volume	0			0		0				0		0
Lane Width					12.0		12.0	12.0			12.0	15.0
Parking/Grade/Parking	N		N	N	1	N	N	1	N	N	-1	N
Parking/hr												
Bus stops/hr					0		0	0			0	0

Phasing	WB Only	02	03	04	NB Only	NS Perm	07	08
Timing	G = 43.0	G =	G =	G =	G = 7.0	G = 31.0	G =	G =
	Y = 4.0	Y =	Y =	Y =	Y = 4.0	Y = 5.0	Y =	Y =
	R = 2.0	R =	R =	R =	R = 2.0	R = 2.0	R =	R =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 100.0		

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adj flow rate					1688		265	754			304	477
Lane group cap.					2195		479	1659			1212	595
v/c ratio					0.77		0.55	0.45			0.25	0.80
Green ratio					0.45		0.46	0.47			0.34	0.34
Uniform delay d1					23.1		20.3	17.9			23.8	29.9
Delay factor k					0.50		0.15	0.11			0.11	0.35
Increm. delay d2					2.7		1.4	0.2			0.1	7.8
PF factor					1.000		1.000	0.810			1.000	1.000
Control delay					25.8		21.7	14.7			23.9	37.7
Lane group LOS					C		C	B			C	D
Approach delay				25.8			16.5			32.3		
Approach LOS				C			B			C		
Intersection delay	24.5		Intersection LOS		C		Critical v/c ratio		0.81			

SIGNALIZED INTERSECTION SUMMARY

General Information				Site Information			
Analyst	AY	Intersection	C.R. 67 & LIE North Service Rd	Agency or Co.	DEA	Area Type	All other areas
Date Performed	8/12/08	Jurisdiction	Village of Islandia, NY	Time Period	Saturday Midday Peak Hour	Analysis Year	2009 Build Condition

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes	0	0	0	0	3	0	1	2	0	0	2	1
Lane group					LTR		L	T			T	R
Volume (vph)				145	659	18	136	468			224	122
Percent heavy vehicles				2	5	2	2	2			2	2
Peak hour factor				0.93	0.93	0.93	0.93	0.93			0.66	0.66
Pre-timed/Actuated (P/A)				P	P	P	A	A			A	A
Start-up lost time					2.0		2.0	2.0			2.0	2.0
Ext. of effective green					4.0		4.0	5.0			5.0	5.0
Arrival type					3		4	4			3	3
Unit extension					3.0		3.0	3.0			3.0	3.0
Ped/Bike/RTOR volume	0			0		0				0		0
Lane Width					12.0		12.0	12.0			12.0	15.0
Parking/Grade/Parking	N		N	N	1	N	N	1	N	N	-1	N
Parking/hr												
Bus stops/hr					0		0	0			0	0

Phasing	WB Only	02	03	04	NB Only	NS Perm	07	08
Timing	G = 43.0	G =	G =	G =	G = 7.0	G = 31.0	G =	G =
	Y = 4.0	Y =	Y =	Y =	Y = 4.0	Y = 5.0	Y =	Y =
	R = 2.0	R =	R =	R =	R = 2.0	R = 2.0	R =	R =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 100.0		

Lane Group Capacity, Control Delay, and LOS Determination													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Adj. flow rate					884		146	503			339	185	
Lane group cap.					2193		460	1659			1212	595	
v/c ratio					0.40		0.32	0.30			0.28	0.31	
Green ratio					0.45		0.46	0.47			0.34	0.34	
Uniform delay d1					18.5		16.2	16.4			24.1	24.4	
Delay factor k					0.50		0.11	0.11			0.11	0.11	
Increm. delay d2					0.6		0.4	0.1			0.1	0.3	
PF factor					1.000		1.000	0.810			1.000	1.000	
Control delay					19.0		16.6	13.4			24.2	24.7	
Lane group LOS					B		B	B			C	C	
Approach delay				19.0			14.1			24.4			
Approach LOS				B			B			C			
Intersection delay	18.8			Intersection LOS			B			Critical v/c ratio			0.43

2009 Build Condition With Modifications*

***Note:**

1. 2009 Build Condition with Modifications includes a linear 1.5% per year normal traffic growth rate, the traffic generated by the proposed development, and minor timing changes made to the existing signal system.

SIGNALIZED INTERSECTION SUMMARY

General Information				Site Information			
Analyst	AY	Intersection	C.R. 67 & LIE North Service Rd				
Agency or Co	DEA	Area Type	All other areas				
Date Performed	8/12/08	Jurisdiction	Village of Islandia, NY				
Time Period	Weekday AM Peak Hour	Analysis Year	2009 Build w/Mods				

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes	0	0	0	0	3	0	1	2	0	0	2	1
Lane group					LTR		L	T			T	R
Volume (vph)				381	1916	32	181	737			301	448
Percent heavy vehicles				2	5	2	2	2			2	2
Peak hour factor				0.91	0.91	0.91	0.90	0.90			0.93	0.93
Pre-timed/Actuated (P/A)				P	P	P	A	A			A	A
Start-up lost time					2.0		2.0	2.0			2.0	2.0
Ext. of effective green					4.0		4.0	5.0			5.0	5.0
Arrival type					3		4	4			3	3
Unit extension					3.0		3.0	3.0			3.0	3.0
Ped/Bike/RTOR volume	0			0		0				0		0
Lane Width					12.0		12.0	12.0			12.0	15.0
Parking/Grade/Parking	N		N	N	1	N	N	1	N	N	-1	N
Parking/hr												
Bus stops/hr					0		0	0			0	0

Phasing	WB Only	02	03	04	NB Only	NS Perm	07	08
Timing	G = 41.7	G =	G =	G =	G = 6.0	G = 18.3	G =	G =
	Y = 4.0	Y =	Y =	Y =	Y = 4.0	Y = 5.0	Y =	Y =
	R = 2.0	R =	R =	R =	R = 2.0	R = 2.0	R =	R =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 85.0		

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adj. flow rate					2559		201	819			324	482
Lane group cap.					2508		380	1383			893	439
v/c ratio					1.02		0.53	0.59			0.36	1.10
Green ratio					0.51		0.38	0.39			0.25	0.25
Uniform delay d1					20.6		18.8	20.5			26.3	31.9
Delay factor k					0.50		0.13	0.18			0.11	0.50
Increm. delay d2					23.3		1.4	0.7			0.3	72.2
PF factor					1.000		1.000	0.903			1.000	1.000
Control delay					43.9		20.2	19.2			26.5	104.0
Lane group LOS					D		C	B			C	F
Approach delay				43.9			19.4			72.9		
Approach LOS				D			B			E		
Intersection delay	43.5		Intersection LOS		D		Critical v/c ratio		1.06			

**Veterans Highway
at
Motor Parkway**

DUNN ENGINEERING ASSOCIATES
66 MAIN STREET, WESTHAMPTON BEACH, NEW YORK 11978

FILE NAME: **Feldman Residential Condominium**

TRAFFIC VOLUME SUMMARY

INTERSECTION : **Veterans Highway (Rte. 454) @ Motor Parkway (CR 67)**

TIME PERIOD: **AM Peak**

EXISTING YEAR: **2007**

HORIZON YEAR: **2009**

DONE BY: **DEA/A**

APPROACH

ALT X CLEARS
INPUT VALUES

CONDITION	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING	71	1462	51	163	800	94	123	441	33	109	650	198
GROWTH PERCENT PER YEAR 1.50	73	1506	53	168	824	97	127	454	34	112	670	204
OTHER DEVELOPMENTS												
1)	0	0	0	0	0	0	0	0	0	0	0	0
2)	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
4)	0	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	0	0	0	0	0	0	0	0	0	0	0	0
FUTURE "NO BUILD" WITH OTHER DEV.	73	1506	53	168	824	97	127	454	34	112	670	204
SITE TRAFFIC												
1) Residential Condominiums	1	0	0	0	0	2	8	4	20	0	1	0
2) Shopping Center	10	0	0	0	2	0	1	2	0	2	0	0
3) Office	17	0	0	0	3	0	0	1	0	4	0	0
4) High-Turnover Restaurant	0	0	0	0	0	0	0	0	0	0	0	0
5) Business Hotel	16	0	0	0	2	0	2	2	0	3	0	0
6) Full-Service Hotel	31	0	0	0	5	0	4	4	0	6	0	0
SHOPPING CENTER PASS-BY CREDIT 25	2	0	0	0	0	0	0	0	0	0	0	0
RESTAURANT PASS-BY CREDIT 40	0	0	0	0	0	0	0	0	0	0	0	0
"BUILD" TRAFFIC	146	1506	53	168	836	99	142	467	54	127	671	204

DUNN ENGINEERING ASSOCIATES
66 MAIN STREET, WESTHAMPTON BEACH, NEW YORK 11978

FILE NAME: **Feldman Residential Condominium**

TRAFFIC VOLUME SUMMARY

INTERSECTION : **Veterans Highway (Rte. 454) @ Motor Parkway (CR 67)**

TIME PERIOD: **PM Peak** EXISTING YEAR: **2007**

HORIZON YEAR: **2009**

DONE BY: **DEA/A**

APPROACH

ALT X CLEARS
INPUT VALUES

CONDITION	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING	69	977	90	355	1664	89	138	517	66	132	308	131
GROWTH PERCENT PER YEAR 1.50	71	1008	93	366	1714	92	142	533	68	136	317	135
OTHER DEVELOPMENTS												
1)	0	0	0	0	0	0	0	0	0	0	0	0
2)	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
4)	0	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	0	0	0	0	0	0	0	0	0	0	0	0
FUTURE "NO BUILD" WITH OTHER DEV.	71	1008	93	366	1714	92	142	533	68	136	317	135
SITE TRAFFIC												
1) Residential Condominiums	6	0	0	0	0	6	3	1	7	0	3	0
2) Shopping Center	35	0	0	0	5	0	6	7	0	7	0	0
3) Office	7	0	0	0	1	0	5	7	0	1	0	0
4) High-Turnover Restaurant	42	0	0	0	6	0	4	5	0	8	0	0
5) Business Hotel	17	0	0	0	3	0	2	2	0	3	0	0
6) Full-Service Hotel	28	0	0	0	4	0	4	6	0	5	0	0
SHOPPING CENTER PASS-BY CREDIT 25	8	0	0	0	1	0			0	1	0	0
RESTAURANT PASS-BY CREDIT 40	16	0	0	0	2	0	1	2	0	3	0	0
BUILD* TRAFFIC	182	1006	193	366	1730	198	164	558	75	156	320	135

DUNN ENGINEERING ASSOCIATES
66 MAIN STREET, WEST HAMPTON BEACH, NEW YORK 11978

FILE NAME: **Feldman Residential Condominium**

TRAFFIC VOLUME SUMMARY

INTERSECTION : **Veterans Highway (Rte. 454) @ Motor Parkway (CR 67)**

TIME PERIOD: **SAT Peak** EXISTING YEAR: **2007**

HORIZON YEAR: **2009**

DONE BY: **DEVA**

APPROACH

ALT X CLEARS
INPUT VALUES

CONDITION	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING	41	695	30	115	751	11	64	243	26	103	191	78
GROWTH PERCENT PER YEAR 1.50	42	716	31	118	774	11	66	250	27	106	197	80
OTHER DEVELOPMENTS												
1)	0	0	0	0	0	0	0	0	0	0	0	0
2)	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
4)	0	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	0	0	0	0	0	0	0	0	0	0	0	0
FUTURE "NO BUILD" WITH OTHER DEV.	42	716	31	118	774	11	66	250	27	106	197	80
SITE TRAFFIC												
1) Residential Condominiums	5	0	0	0	0	6	5	2	11	0	2	0
2) Shopping Center	57	0	0	0	9	0	8	10	0	11	0	0
3) Office	0	0	0	0	0	0	0	0	0	0	0	0
4) High-Turnover Restaurant	79	0	0	0	12	0	7	9	0	16	0	0
5) Business Hotel	17	0	0	0	3	0	2	2	0	3	0	0
6) Full-Service Hotel	35	0	0	0	5	0	5	7	0	7	0	0
SHOPPING CENTER PASS-BY CREDIT 20	11	0	0	0	1	0	1	2	0	2	0	0
RESTAURANT PASS-BY CREDIT 40	31	0	0	0	4	0	2	3	0	6	0	0
BUILD TRAFFIC	193	716	31	118	798	17	90	275	38	135	199	80

2007 Existing Condition

SIGNALIZED INTERSECTION SUMMARY

General Information				Site Information			
Analyst	AY	Intersection	Route 454 @ Motor Pkwy				
Agency or Co.	DEA	Area Type	All other areas				
Date Performed	8/13/08	Jurisdiction	Village of Islandia, NY				
Time Period	Weekday AM Peak Hour	Analysis Year	2007 Existing Condition				

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes	1	2	1	1	2	1	1	2	0	2	2	0
Lane group	L	T	R	L	T	R	L	T		L	T	
Volume (vph)	123	441	33	109	650	198	71	1462		163	800	
Percent heavy vehicles	2	2	2	2	2	2	2	5		2	5	
Peak hour factor	0.85	0.85	0.85	0.84	0.84	0.84	0.93	0.93		0.94	0.94	
Pre-timed/Actuated (P/A)	A	A	A	A	A	A	A	P		A	P	
Start-up lost time	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Ext. of effective green	3.0	4.0	4.0	4.0	4.0	4.0	3.0	5.0		3.0	5.0	
Arrival type	3	3	3	3	3	3	4	4		4	4	
Unit extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Ped/Bike/RTOR volume	0		0	0		0	0			0		
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Parking/Grade/Parking	N	1	N	N	1	N	N	2	N	N	-2	N
Parking/hr												
Bus stops/hr	0	0	0	0	0	0	0	0		0	0	
Phasing	EB Only	EW Perm	03	04	NS Exc LT	NS TH	07	08				
Timing	G = 17.0	G = 30.0	G =	G =	G = 9.1	G = 60.0	G =	G =				
	Y = 3.0	Y = 4.0	Y =	Y =	Y = 3.0	Y = 5.0	Y =	Y =				
	R = 2.0	R = 2.9	R =	R =	R = 2.0	R = 2.0	R =	R =				
Duration of Analysis (hrs) = 0.25							Cycle Length C = 140.0					

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adj. flow rate	145	519	39	130	774	236	76	1572		173	851	
Lane group cap.	279	1361	608	195	807	540	126	1535		250	1566	
v/c ratio	0.52	0.38	0.06	0.67	0.96	0.44	0.60	1.02		0.69	0.54	
Green ratio	0.38	0.39	0.39	0.23	0.23	0.34	0.07	0.45		0.07	0.45	
Uniform delay d1	34.8	31.0	27.1	49.1	53.4	35.6	63.0	38.5		63.4	28.0	
Delay factor k	0.13	0.11	0.11	0.24	0.47	0.11	0.19	0.50		0.26	0.50	
Increm. delay d2	1.7	0.2	0.0	8.4	22.2	0.6	7.9	29.3		7.9	1.4	
PF factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.836		1.000	0.836	
Control delay	36.5	31.1	27.1	57.5	75.6	36.1	70.9	61.5		71.4	24.8	
Lane group LOS	D	C	C	E	E	D	E	E		E	C	
Approach delay	32.0			65.3			61.9			32.7		
Approach LOS	C			E			E			C		
Intersection delay	51.5		Intersection LOS			D		Critical v/c ratio		0.94		

SIGNALIZED INTERSECTION SUMMARY

General Information				Site Information			
Analyst	AY	Intersection	C.R. 67 & Route 454	Agency or Co.	DEA	Area Type	All other areas
Date Performed	8/13/08	Jurisdiction	Village of Islandia, NY	Time Period	Weekday PM Peak Hour	Analysis Year	2007 Existing Condition

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes	1	2	1	1	2	1	1	2	0	2	2	0
Lane group	L	T	R	L	T	R	L	T		L	T	
Volume (vph)	138	517	66	132	308	131	69	977		355	1664	
Percent heavy vehicles	2	2	2	2	2	2	2	5		2	5	
Peak hour factor	0.87	0.87	0.87	0.84	0.84	0.84	0.90	0.90		0.81	0.81	
Pre-timed/Actuated (P/A)	A	A	A	A	A	A	A	P		A	P	
Start-up lost time	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Ext. of effective green	3.0	4.0	4.0	4.0	4.0	4.0	3.0	5.0		3.0	5.0	
Arrival type	3	3	3	3	3	3	4	4		4	4	
Unit extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Ped/Bike/RTOR volume	0		0	0		0	0			0		
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Parking/Grade/Parking	N	1	N	N	1	N	N	2	N	N	-2	N
Parking/hr												
Bus stops/hr	0	0	0	0	0	0	0	0		0	0	

Phasing	EB Only	EW Perm	03	04	NS Exc LT	NS TH	07	08
Timing	G = 10.0	G = 34.0	G =	G =	G = 21.1	G = 61.0	G =	G =
	Y = 3.0	Y = 4.0	Y =	Y =	Y = 3.0	Y = 5.0	Y =	Y =
	R = 2.0	R = 2.9	R =	R =	R = 2.0	R = 2.0	R =	R =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 150.0		

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adj. flow rate	159	594	76	157	367	156	77	1086		438	2054	
Lane group cap.	296	1200	536	186	847	672	258	1455		511	1485	
v/c ratio	0.54	0.50	0.14	0.84	0.43	0.23	0.30	0.75		0.86	1.38	
Green ratio	0.33	0.34	0.34	0.24	0.24	0.43	0.15	0.43		0.15	0.43	
Uniform delay d1	37.4	39.3	34.3	54.3	48.3	27.4	57.0	36.2		62.4	43.0	
Delay factor k	0.14	0.11	0.11	0.38	0.11	0.11	0.11	0.50		0.39	0.50	
Incram. delay d2	1.9	0.3	0.1	28.3	0.4	0.2	0.7	3.5		13.6	176.7	
PF factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.865		1.000	0.865	
Control delay	39.3	39.6	34.4	82.6	48.7	27.5	57.7	34.8		76.0	213.9	
Lane group LOS	D	D	C	F	D	C	E	C		E	F	
Approach delay	39.1			51.7			36.3			189.6		
Approach LOS	D			D			D			F		
Intersection delay	112.8		Intersection LOS				F		Critical v/c ratio		1.13	

SIGNALIZED INTERSECTION SUMMARY

General Information				Site Information			
Analyst	AY	Intersection	C.R. 67 & Route 454				
Agency or Co.	DEA	Area Type	All other areas				
Date Performed	8/13/08	Jurisdiction	Village of Islandia, NY				
Time Period	Saturday Midday Peak Hour	Analysis Year	2007 Existing Condition				

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes	1	2	1	1	2	1	1	2	0	2	2	0
Lane group	L	T	R	L	T	R	L	T		L	T	
Volume (vph)	64	243	26	103	191	78	41	695		115	751	
Percent heavy vehicles	2	2	2	2	2	2	2	5		2	5	
Peak hour factor	0.86	0.86	0.86	0.90	0.90	0.90	0.94	0.94		0.88	0.88	
Pre-timed/Actuated (P/A)	A	A	A	A	A	A	A	P		A	P	
Start-up lost time	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Ext. of effective green	3.0	4.0	4.0	4.0	4.0	4.0	3.0	5.0		3.0	5.0	
Arrival type	3	3	3	3	3	3	4	4		4	4	
Unit extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Ped/Bike/RTOR volume	0		0	0		0	0			0		
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Parking/Grade/Parking	N	1	N	N	1	N	N	2	N	N	-2	N
Parking/hr												
Bus stops/hr	0	0	0	0	0	0	0	0		0	0	
Phasing	EB Only	EW Perm	03	04	NS Exc LT	NS TH	07	08				
Timing	G = 16.0	G = 27.0	G =	G =	G = 15.1	G = 38.0	G =	G =				
	Y = 3.0	Y = 4.0	Y =	Y =	Y = 3.0	Y = 5.0	Y =	Y =				
	R = 2.0	R = 2.9	R =	R =	R = 2.0	R = 2.0	R =	R =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 120.0						

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adj. flow rate	74	283	30	114	212	87	44	739		131	853	
Lane group cap.	498	1470	656	259	853	669	235	1165		466	1189	
v/c ratio	0.15	0.19	0.05	0.44	0.25	0.13	0.19	0.63		0.28	0.72	
Green ratio	0.41	0.42	0.42	0.24	0.24	0.43	0.13	0.34		0.13	0.34	
Uniform delay d1	22.1	22.2	20.8	38.6	36.7	21.0	46.1	33.2		46.7	34.4	
Delay factor k	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.50		0.11	0.50	
Increm. delay d2	0.1	0.1	0.0	1.2	0.2	0.1	0.4	2.6		0.3	3.7	
PF factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.951		1.000	0.951	
Control delay	22.2	22.3	20.8	39.8	36.9	21.1	46.5	34.2		47.1	36.5	
Lane group LOS	C	C	C	D	D	C	D	C		D	D	
Approach delay	22.1			34.4			34.9			37.9		
Approach LOS	C			C			C			D		
Intersection delay	34.0		Intersection LOS				C		Critical v/c ratio		0.51	

2009 No Build Condition*

***Note:**

1. 2009 No-Build Condition includes a linear 1.5% per year normal traffic growth rate.

SIGNALIZED INTERSECTION SUMMARY

General Information				Site Information			
Analyst	AY			Intersection	Route 454 @ Motor Pkwy		
Agency or Co.	DEA			Area Type	All other areas		
Date Performed	8/13/08			Jurisdiction	Village of Islandia, NY		
Time Period	Weekday AM Peak Hour			Analysis Year	2009 No-Build Condition		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes	1	2	1	1	2	1	1	2	0	2	2	0
Lane group	L	T	R	L	T	R	L	T		L	T	
Volume (vph)	127	454	34	112	670	204	73	1506		168	824	
Percent heavy vehicles	2	2	2	2	2	2	2	5		2	5	
Peak hour factor	0.85	0.85	0.85	0.84	0.84	0.84	0.93	0.93		0.94	0.94	
Pre-timed/Actuated (P/A)	A	A	A	A	A	A	A	P		A	P	
Start-up lost time	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Ext. of effective green	3.0	4.0	4.0	4.0	4.0	4.0	3.0	5.0		3.0	5.0	
Arrival type	3	3	3	3	3	3	4	4		4	4	
Unit extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Ped/Bike/RTOR volume	0		0	0		0	0			0		
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Parking/Grade/Parking	N	1	N	N	1	N	N	2	N	N	-2	N
Parking/hr												
Bus stops/hr	0	0	0	0	0	0	0	0		0	0	

Phasing	EB Only	EW Perm	03	04	NS Exc LT	NS TH	07	08
Timing	G = 13.0	G = 30.0	G =	G =	G = 9.1	G = 64.0	G =	G =
	Y = 3.0	Y = 4.0	Y =	Y =	Y = 3.0	Y = 5.0	Y =	Y =
	R = 2.0	R = 2.9	R =	R =	R = 2.0	R = 2.0	R =	R =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 140.0		

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adj. flow rate	149	534	40	133	798	243	78	1619		179	877	
Lane group cap.	229	1260	563	192	807	540	126	1632		250	1665	
v/c ratio	0.65	0.42	0.07	0.69	0.99	0.45	0.62	0.99		0.72	0.53	
Green ratio	0.35	0.36	0.36	0.23	0.23	0.34	0.07	0.48		0.07	0.48	
Uniform delay d1	37.0	34.1	29.7	49.5	53.8	35.7	63.1	36.2		63.5	25.4	
Delay factor k	0.23	0.11	0.11	0.26	0.49	0.11	0.20	0.50		0.28	0.50	
Increm. delay d2	6.4	0.2	0.1	10.2	28.8	0.6	9.0	20.5		9.4	1.2	
PF factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.798		1.000	0.798	
Control delay	43.4	34.3	29.7	59.7	82.6	36.3	72.0	49.4		73.0	21.5	
Lane group LOS	D	C	C	E	F	D	E	D		E	C	
Approach delay	35.9			70.5			50.4			30.2		
Approach LOS	D			E			D			C		
Intersection delay	48.6		Intersection LOS			D		Critical v/c ratio		0.97		

LaneGroup	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T		L	T	
Init Queue	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Flow Rate	149	280	40	133	419	243	78	850		92	460	
So	1900	1900	1900	1900	1900	1900	1900	1900		1900	1900	
No.Lanes	1	2	1	1	2	1	1	2	0	2	2	0
3L	655	1853	1575	841	1853	1575	1752	1791		1787	1827	
LnCapacity	229	661	563	192	423	540	126	857		128	874	
Flow Ratio	0.23	0.15	0.03	0.16	0.23	0.15	0.04	0.47		0.05	0.25	
v/c Ratio	0.65	0.42	0.07	0.69	0.99	0.45	0.62	0.99		0.72	0.53	
Grn Ratio	0.35	0.36	0.36	0.23	0.23	0.34	0.07	0.48		0.07	0.48	
I Factor		1.000			1.000			1.000			1.000	
AT or PVG	3	3	3	3	3	3	4	4		4	4	
Pltn Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33		1.33	1.33	
PF2	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99		0.99	0.78	
Q1	4.0	8.2	1.0	4.7	16.2	7.3	2.9	32.6		3.5	9.7	
kB	0.4	0.7	0.6	0.3	0.5	0.6	0.3	1.4		0.3	1.4	
Q2	0.6	0.5	0.0	0.7	5.1	0.5	0.4	11.8		0.6	1.5	
Q Average	4.7	8.8	1.1	5.4	21.3	7.8	3.3	44.3		4.1	11.3	
Q Spacing	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0		20.0	20.0	
Q Storage												
Q S Ratio												
70th Percentile Output:												
fB%	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2		1.2	1.2	
BOQ	5.6	10.3	1.3	6.4	24.7	9.3	3.9	53.2		4.8	13.6	
QSRatio												
85th Percentile Output:												
fB%	1.6	1.5	1.6	1.6	1.4	1.5	1.6	1.4		1.6	1.4	
BOQ	7.3	13.3	1.7	8.4	30.8	12.0	5.2	62.1		6.4	16.1	
QSRatio												
90th Percentile Output:												
fB%	1.7	1.7	1.8	1.7	1.5	1.7	1.7	1.5		1.7	1.6	
OQ	8.0	14.5	1.9	9.3	32.8	13.1	5.8	66.5		7.0	17.5	
QSRatio												
95th Percentile Output:												
fB%	2.0	1.9	2.1	1.9	1.7	1.9	2.0	1.6		2.0	1.7	
BOQ	9.2	16.4	2.2	10.6	35.9	14.8	6.6	70.9		8.0	19.2	
QSRatio												
98th Percentile Output:												
fB%	2.4	2.2	2.6	2.4	1.9	2.2	2.5	1.7		2.4	1.9	
BOQ	11.2	19.4	2.8	12.8	40.4	17.6	8.2	75.4		9.9	20.9	
QSRatio												

ERROR MESSAGES

No errors to report.

SIGNALIZED INTERSECTION SUMMARY

General Information				Site Information			
Analyst	AY	Intersection	C.R. 67 & Route 454	Area Type	All other areas		
Agency or Co.	DEA	Jurisdiction	Village of Islandia, NY	Analysis Year	2009 No-Build Condition		
Date Performed	8/13/08	Time Period	Weekday PM Peak Hour				

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes	1	2	1	1	2	1	1	2	0	2	2	0
Lane group	L	T	R	L	T	R	L	T		L	T	
Volume (vph)	142	533	68	136	317	135	71	1006		366	1714	
Percent heavy vehicles	2	2	2	2	2	2	2	5		2	5	
Peak hour factor	0.87	0.87	0.87	0.84	0.84	0.84	0.90	0.90		0.81	0.81	
Pre-timed/Actuated (P/A)	A	A	A	A	A	A	A	P		A	P	
Start-up lost time	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Ext. of effective green	3.0	4.0	4.0	4.0	4.0	4.0	3.0	5.0		3.0	5.0	
Arrival type	3	3	3	3	3	3	4	4		4	4	
Unit extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Ped/Bike/RTOR volume	0		0	0		0	0			0		
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Parking/Grade/Parking	N	1	N	N	1	N	N	2	N	N	-2	N
Parking/hr												
Bus stops/hr	0	0	0	0	0	0	0	0		0	0	
Phasing	EB Only	EW Perm	03	04	NS Exc LT	NS TH	07	08				
Timing	G = 10.0	G = 34.0	G =	G =	G = 21.1	G = 61.0	G =	G =				
	Y = 3.0	Y = 4.0	Y =	Y =	Y = 3.0	Y = 5.0	Y =	Y =				
	R = 2.0	R = 2.9	R =	R =	R = 2.0	R = 2.0	R =	R =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 150.0						

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adj. flow rate	163	613	78	162	377	161	79	1118		452	2116	
Lane group cap.	292	1200	536	178	847	672	258	1455		511	1485	
v/c ratio	0.56	0.51	0.15	0.91	0.45	0.24	0.31	0.77		0.88	1.42	
Green ratio	0.33	0.34	0.34	0.24	0.24	0.43	0.15	0.43		0.15	0.43	
Uniform delay d1	37.5	39.5	34.4	55.4	48.5	27.5	57.1	36.7		62.7	43.0	
Delay factor k	0.16	0.12	0.11	0.43	0.11	0.11	0.11	0.50		0.41	0.50	
Increm. delay d2	2.4	0.4	0.1	42.8	0.4	0.2	0.7	4.0		16.7	195.2	
PF factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.865		1.000	0.865	
Control delay	39.9	39.9	34.5	98.2	48.9	27.6	57.8	35.7		79.4	232.4	
Lane group LOS	D	D	C	F	D	C	E	D		E	F	
Approach delay	39.4			55.4			37.1			205.5		
Approach LOS	D			E			D			F		
Intersection delay	121.2		Intersection LOS			F		Critical v/c ratio		1.18		

LaneGroup	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T		L	T	
Init Queue	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Flow Rate	163	321	78	162	198	161	79	587		232	1111	
So	1900	1900	1900	1900	1900	1900	1900	1900		1900	1900	
No.Lanes	1	2	1	1	2	1	1	2	0	2	2	0
3L	876	1853	1575	743	1853	1575	1752	1791		1787	1827	
LnCapacity	292	630	536	178	444	672	258	764		263	779	
Flow Ratio	0.19	0.17	0.05	0.22	0.11	0.10	0.05	0.33		0.13	0.61	
v/c Ratio	0.56	0.51	0.15	0.91	0.45	0.24	0.31	0.77		0.88	1.43	
Grn Ratio	0.33	0.34	0.34	0.24	0.24	0.43	0.15	0.43		0.15	0.43	
I Factor		1.000			1.000			1.000			1.000	
AT or PVG	3	3	3	3	3	3	4	4		4	4	
Pltn Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33		1.33	1.33	
PF2	1.00	1.00	1.00	1.00	1.00	1.00	0.96	0.90		0.99	1.00	
Q1	4.7	10.7	2.3	6.6	7.0	4.3	2.8	18.7		9.4	46.3	
kB	0.4	0.7	0.6	0.3	0.6	0.7	0.4	1.4		0.4	1.4	
Q2	0.5	0.7	0.1	1.8	0.5	0.2	0.2	3.8		2.1	45.7	
Q Average	5.3	11.4	2.4	8.3	7.5	4.5	3.0	22.6		11.5	92.0	
Q Spacing	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0		20.0	20.0	
Q Storage												
Q S Ratio												
70th Percentile Output:												
fB%	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2		1.2	1.2	
BOQ	6.3	13.4	2.8	9.9	8.8	5.4	3.6	27.1		13.5	110	
QSRatio												
85th Percentile Output:												
fB%	1.6	1.5	1.6	1.5	1.5	1.6	1.6	1.4		1.5	1.4	
BOQ	8.2	17.2	3.7	12.7	11.5	7.0	4.7	31.7		17.2	129	
QSRatio												
90th Percentile Output:												
fB%	1.7	1.6	1.8	1.7	1.7	1.7	1.7	1.5		1.6	1.5	
BOQ	9.0	18.5	4.2	13.9	12.5	7.8	5.2	34.0		18.6	138	
QSRatio												
95th Percentile Output:												
fB%	1.9	1.8	2.0	1.9	1.9	2.0	2.0	1.6		1.8	1.6	
BOQ	10.3	20.7	4.8	15.7	14.2	8.9	6.0	36.3		20.8	147	
QSRatio												
98th Percentile Output:												
fB%	2.4	2.1	2.5	2.2	2.3	2.4	2.5	1.7		2.1	1.7	
BOQ	12.5	24.1	6.0	18.6	16.9	10.9	7.5	38.7		24.2	156	
QSRatio												

ERROR MESSAGES

No errors to report.

SIGNALIZED INTERSECTION SUMMARY

General Information				Site Information			
Analyst	AY	Intersection	C.R. 67 & Route 454				
Agency or Co.	DEA	Area Type	All other areas				
Date Performed	8/13/08	Jurisdiction	Village of Islandia, NY				
Time Period	Saturday Midday Peak Hour	Analysis Year	2009 No-Build Condition				

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes	1	2	1	1	2	1	1	2	0	2	2	0
Lane group	L	T	R	L	T	R	L	T		L	T	
Volume (vph)	66	250	27	106	197	80	42	716		118	774	
Percent heavy vehicles	2	2	2	2	2	2	2	5		2	5	
Peak hour factor	0.86	0.86	0.86	0.90	0.90	0.90	0.94	0.94		0.88	0.88	
Pre-timed/Actuated (P/A)	A	A	A	A	A	A	A	P		A	P	
Start-up lost time	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Ext. of effective green	3.0	4.0	4.0	4.0	4.0	4.0	3.0	5.0		3.0	5.0	
Arrival type	3	3	3	3	3	3	4	4		4	4	
Unit extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Ped/Bike/RTOR volume	0		0	0		0	0			0		
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Parking/Grade/Parking	N	1	N	N	1	N	N	2	N	N	-2	N
Parking/hr												
Bus stops/hr	0	0	0	0	0	0	0	0		0	0	
Phasing	EB Only	EW Perm	03	04	NS Exc LT	NS TH	07	08				
Timing	G = 7.0	G = 27.0	G =	G =	G = 15.1	G = 47.0	G =	G =				
	Y = 3.0	Y = 4.0	Y =	Y =	Y = 3.0	Y = 5.0	Y =	Y =				
	R = 2.0	R = 2.9	R =	R =	R = 2.0	R = 2.0	R =	R =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 120.0						

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adj. flow rate	77	291	31	118	219	89	45	762		134	880	
Lane group cap.	362	1206	538	257	853	669	235	1421		466	1450	
v/c ratio	0.21	0.24	0.06	0.46	0.26	0.13	0.19	0.54		0.29	0.61	
Green ratio	0.33	0.34	0.34	0.24	0.24	0.43	0.13	0.42		0.13	0.42	
Uniform delay d1	28.1	28.3	26.5	38.8	36.8	21.0	46.2	26.3		46.8	27.3	
Delay factor k	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.50		0.11	0.50	
Increm. delay d2	0.3	0.1	0.0	1.3	0.2	0.1	0.4	1.5		0.3	1.9	
PF factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.876		1.000	0.876	
Control delay	28.4	28.4	26.6	40.1	36.9	21.1	46.6	24.5		47.1	25.8	
Lane group LOS	C	C	C	D	D	C	D	C		D	C	
Approach delay	28.3			34.5			25.7			28.7		
Approach LOS	C			C			C			C		
Intersection delay	28.6		Intersection LOS			C		Critical v/c ratio			0.53	

LaneGroup	Eastbound			Westbound			Northbound			Southbound	
	L	T	R	L	T	R	L	T	L	T	
Init Queue	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Flow Rate	77	152	31	118	115	89	45	400	69	462	
So	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
No.Lanes	1	2	1	1	2	1	1	2	2	0	
SL	1087	1853	1575	1064	1853	1575	1752	1791	1787	1827	
LnCapacity	362	633	538	257	448	669	235	746	239	761	
Flow Ratio	0.07	0.08	0.02	0.11	0.06	0.06	0.03	0.22	0.04	0.25	
v/c Ratio	0.21	0.24	0.06	0.46	0.26	0.13	0.19	0.54	0.29	0.61	
Grn Ratio	0.33	0.34	0.34	0.24	0.24	0.43	0.13	0.42	0.13	0.42	
I Factor		1.000			1.000			1.000		1.000	
AT or PVG	3	3	3	3	3	3	4	4	4	4	
Pltn Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	
PF2	1.00	1.00	1.00	1.00	1.00	1.00	0.96	0.84	0.96	0.86	
Q1	1.7	3.6	0.7	3.4	3.1	1.8	1.3	8.4	2.0	10.3	
kB	0.4	0.6	0.6	0.4	0.5	0.6	0.3	1.1	0.3	1.2	
Q2	0.1	0.2	0.0	0.3	0.2	0.1	0.1	1.3	0.1	1.7	
Q Average	1.9	3.8	0.7	3.7	3.3	1.9	1.4	9.7	2.1	12.0	
Q Spacing	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	
Q Storage											
Q S Ratio											
70th Percentile Output:											
fB%	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	
BOQ	2.2	4.6	0.9	4.4	3.9	2.3	1.6	11.8	2.5	14.5	
QSRatio											
85th Percentile Output:											
fB%	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.4	1.6	1.4	
BOQ	2.9	6.0	1.2	5.7	5.1	3.0	2.2	14.0	3.4	17.2	
QSRatio											
90th Percentile Output:											
fB%	1.8	1.7	1.8	1.7	1.7	1.8	1.8	1.6	1.8	1.5	
3OQ	3.3	6.6	1.3	6.3	5.7	3.4	2.4	15.3	3.8	18.6	
QSRatio											
95th Percentile Output:											
fB%	2.0	2.0	2.1	2.0	2.0	2.0	2.1	1.7	2.0	1.7	
BOQ	3.8	7.6	1.5	7.3	6.5	3.9	2.8	16.9	4.3	20.3	
QSRatio											
98th Percentile Output:											
fB%	2.6	2.4	2.6	2.5	2.5	2.6	2.6	1.9	2.5	1.8	
BOQ	4.8	9.4	1.9	9.0	8.1	4.9	3.5	18.6	5.4	22.1	
QSRatio											

ERROR MESSAGES

No errors to report.

2009 Build Condition*

***Note:**

1. 2009 Build Condition includes a linear 1.5% per year normal traffic growth rate and the traffic generated by the proposed development.

SIGNALIZED INTERSECTION SUMMARY

General Information				Site Information			
Analyst	AY	Intersection	Route 454 @ Motor Pkwy				
Agency or Co.	DEA	Area Type	All other areas				
Date Performed	8/13/08	Jurisdiction	Village of Islandia, NY				
Time Period	Weekday AM Peak Hour	Analysis Year	2009 Build Condition				

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes	1	2	1	1	2	1	1	2	0	2	2	0
Lane group	L	T	R	L	T	R	L	T		L	T	
Volume (vph)	142	467	54	127	671	204	146	1506		168	836	
Percent heavy vehicles	2	2	2	2	2	2	2	5		2	5	
Peak hour factor	0.85	0.85	0.85	0.84	0.84	0.84	0.93	0.93		0.94	0.94	
Pre-timed/Actuated (P/A)	A	A	A	A	A	A	A	P		A	P	
Start-up lost time	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Ext. of effective green	3.0	4.0	4.0	4.0	4.0	4.0	3.0	5.0		3.0	5.0	
Arrival type	3	3	3	3	3	3	4	4		4	4	
Unit extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Ped/Bike/RTOR volume	0		0	0		0	0			0		
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Parking/Grade/Parking	N	1	N	N	1	N	N	2	N	N	-2	N
Parking/hr												
Bus stops/hr	0	0	0	0	0	0	0	0		0	0	
Phasing	EB Only	EW Perm	03	04	NS Exc LT	NS TH	07	08				
Timing	G = 13.0	G = 30.0	G =	G =	G = 9.1	G = 64.0	G =	G =				
	Y = 3.0	Y = 4.0	Y =	Y =	Y = 3.0	Y = 5.0	Y =	Y =				
	R = 2.0	R = 2.9	R =	R =	R = 2.0	R = 2.0	R =	R =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 140.0						

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adj. flow rate	167	549	64	151	799	243	157	1619		179	889	
Lane group cap.	229	1260	563	189	807	540	126	1632		250	1665	
v/c ratio	0.73	0.44	0.11	0.80	0.99	0.45	1.25	0.99		0.72	0.53	
Green ratio	0.35	0.36	0.36	0.23	0.23	0.34	0.07	0.48		0.07	0.48	
Uniform delay d1	37.4	34.3	30.2	51.0	53.8	35.7	64.9	36.2		63.5	25.6	
Delay factor k	0.29	0.11	0.11	0.34	0.49	0.11	0.50	0.50		0.28	0.50	
Increm. delay d2	11.2	0.2	0.1	21.1	29.1	0.6	160.6	20.5		9.4	1.2	
PF factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.798		1.000	0.798	
Control delay	48.6	34.5	30.2	72.0	83.0	36.3	225.5	49.4		73.0	21.6	
Lane group LOS	D	C	C	E	F	D	F	D		E	C	
Approach delay	37.2			72.1			65.0			30.2		
Approach LOS	D			E			E			C		
Intersection delay	54.5		Intersection LOS		D		Critical v/c ratio		1.02			

LaneGroup	Eastbound			Westbound			Northbound		Southbound		
	L	T	R	L	T	R	L	T	L	T	
Init Queue	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Flow Rate	167	288	64	151	419	243	157	850	92	466	
So	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
No.Lanes	1	2	1	1	2	1	1	2	0	2	2
SL	655	1853	1575	829	1853	1575	1752	1791		1787	1827
LnCapacity	229	661	563	189	423	540	126	857		128	874
Flow Ratio	0.25	0.16	0.04	0.18	0.23	0.15	0.09	0.47		0.05	0.26
v/c Ratio	0.73	0.44	0.11	0.80	0.99	0.45	1.25	0.99		0.72	0.53
Grn Ratio	0.35	0.36	0.36	0.23	0.23	0.34	0.07	0.48		0.07	0.48
I Factor		1.000			1.000			1.000			1.000
AT or PVG	3	3	3	3	3	3	4	4		4	4
Pltn Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33		1.33	1.33
PF2	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.99		0.99	0.78
Q1	4.6	8.5	1.7	5.5	16.2	7.3	6.1	32.6		3.5	9.9
kB	0.4	0.7	0.6	0.3	0.5	0.6	0.3	1.4		0.3	1.4
Q2	0.9	0.5	0.1	1.1	5.1	0.5	4.9	11.8		0.6	1.6
Q Average	5.5	9.1	1.7	6.6	21.3	7.8	11.0	44.3		4.1	11.5
Q Spacing	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0		20.0	20.0
Q Storage											
Q S Ratio											
70th Percentile Output:											
FB%	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2		1.2	1.2
BOQ	6.5	10.7	2.1	7.8	24.7	9.3	13.0	53.2		4.8	13.9
QSRatio											
85th Percentile Output:											
FB%	1.6	1.5	1.6	1.5	1.4	1.5	1.5	1.4		1.6	1.4
BOQ	8.4	13.8	2.8	10.2	30.8	12.0	16.6	62.1		6.4	16.5
QSRatio											
90th Percentile Output:											
FB%	1.7	1.7	1.8	1.7	1.5	1.7	1.6	1.5		1.7	1.6
OQ	9.3	15.0	3.1	11.2	32.8	13.1	18.0	66.5		7.0	17.8
QSRatio											
95th Percentile Output:											
FB%	1.9	1.9	2.0	1.9	1.7	1.9	1.8	1.6		2.0	1.7
BOQ	10.6	16.9	3.6	12.7	35.9	14.8	20.1	70.9		8.0	19.6
QSRatio											
98th Percentile Output:											
FB%	2.4	2.2	2.6	2.3	1.9	2.2	2.1	1.7		2.4	1.9
BOQ	12.8	19.9	4.5	15.2	40.4	17.6	23.5	75.4		9.9	21.3
QSRatio											

ERROR MESSAGES

No errors to report.

SIGNALIZED INTERSECTION SUMMARY

General Information				Site Information			
Analyst	AY	Intersection	C.R. 67 & Route 454				
Agency or Co.	DEA	Area Type	All other areas				
Date Performed	8/13/08	Jurisdiction	Village of Islandia, NY				
Time Period	Weekday PM Peak Hour	Analysis Year	2009 Build Condition				

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes	1	2	1	1	2	1	1	2	0	2	2	0
Lane group	L	T	R	L	T	R	L	T		L	T	
Volume (vph)	164	558	75	156	320	135	182	1006		366	1730	
Percent heavy vehicles	2	2	2	2	2	2	2	5		2	5	
Peak hour factor	0.87	0.87	0.87	0.84	0.84	0.84	0.90	0.90		0.81	0.81	
Pre-timed/Actuated (P/A)	A	A	A	A	A	A	A	P		A	P	
Start-up lost time	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Ext. of effective green	3.0	4.0	4.0	4.0	4.0	4.0	3.0	5.0		3.0	5.0	
Arrival type	3	3	3	3	3	3	4	4		4	4	
Unit extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Ped/Bike/RTOR volume	0		0	0		0	0			0		
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Parking/Grade/Parking	N	1	N	N	1	N	N	2	N	N	-2	N
Parking/hr												
Bus stops/hr	0	0	0	0	0	0	0	0		0	0	

Phasing	EB Only	EW Perm	03	04	NS Exc LT	NS TH	07	08
Timing	G = 10.0	G = 34.0	G =	G =	G = 21.1	G = 61.0	G =	G =
	Y = 3.0	Y = 4.0	Y =	Y =	Y = 3.0	Y = 5.0	Y =	Y =
	R = 2.0	R = 2.9	R =	R =	R = 2.0	R = 2.0	R =	R =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 150.0		

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adj. flow rate	189	641	86	186	381	161	202	1118		452	2136	
Lane group cap.	290	1200	536	167	847	672	258	1455		511	1485	
v/c ratio	0.65	0.53	0.16	1.11	0.45	0.24	0.78	0.77		0.88	1.44	
Green ratio	0.33	0.34	0.34	0.24	0.24	0.43	0.15	0.43		0.15	0.43	
Uniform delay d1	44.7	39.9	34.6	57.0	48.6	27.5	61.6	36.7		62.7	43.0	
Delay factor k	0.23	0.14	0.11	0.50	0.11	0.11	0.33	0.50		0.41	0.50	
Increm. delay d2	5.1	0.5	0.1	103.4	0.4	0.2	14.5	4.0		16.7	201.2	
PF factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.865		1.000	0.865	
Control delay	49.9	40.4	34.7	160.4	48.9	27.6	76.1	35.7		79.4	238.4	
Lane group LOS	D	D	C	F	D	C	E	D		E	F	
Approach delay	41.8			72.7			41.9			210.6		
Approach LOS	D			E			D			F		
Intersection delay	124.6		Intersection LOS			F		Critical v/c ratio		1.24		

LaneGroup	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T		L	T	
Init Queue	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Flow Rate	189	336	86	186	200	161	202	587		232	1121	
So	1900	1900	1900	1900	1900	1900	1900	1900		1900	1900	
No.Lanes	1	2	1	1	2	1	1	2	0	2	2	0
SL	870	1853	1575	697	1853	1575	1752	1791		1787	1827	
LnCapacity	290	630	536	167	444	672	258	764		263	779	
Flow Ratio	0.22	0.18	0.05	0.27	0.11	0.10	0.12	0.33		0.13	0.61	
v/c Ratio	0.65	0.53	0.16	1.11	0.45	0.24	0.78	0.77		0.88	1.44	
Grn Ratio	0.33	0.34	0.34	0.24	0.24	0.43	0.15	0.43		0.15	0.43	
I Factor		1.000			1.000			1.000			1.000	
AT or PVG	3	3	3	3	3	3	4	4		4	4	
Pltn Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33		1.33	1.33	
PF2	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.90		0.99	1.00	
Q1	5.5	11.3	2.5	7.8	7.1	4.3	8.0	18.7		9.4	46.7	
kB	0.4	0.7	0.6	0.3	0.6	0.7	0.4	1.4		0.4	1.4	
Q2	0.8	0.8	0.1	4.2	0.5	0.2	1.3	3.8		2.1	46.9	
Q Average	6.3	12.1	2.6	11.9	7.6	4.5	9.3	22.6		11.5	93.6	
Q Spacing	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0		20.0	20.0	
Q Storage												
Q S Ratio												
70th Percentile Output:												
FB%	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2		1.2	1.2	
BOQ	7.5	14.2	3.1	14.0	8.9	5.4	10.9	27.1		13.5	112	
QSRatio												
85th Percentile Output:												
FB%	1.5	1.5	1.6	1.5	1.5	1.6	1.5	1.4		1.5	1.4	
BOQ	9.7	18.1	4.1	17.9	11.6	7.0	14.1	31.7		17.2	131	
QSRatio												
90th Percentile Output:												
FB%	1.7	1.6	1.8	1.6	1.7	1.7	1.7	1.5		1.6	1.5	
OQ	10.7	19.6	4.6	19.3	12.7	7.8	15.3	34.0		18.6	140	
QSRatio												
95th Percentile Output:												
FB%	1.9	1.8	2.0	1.8	1.9	2.0	1.9	1.6		1.8	1.6	
BOQ	12.1	21.8	5.3	21.6	14.3	8.9	17.2	36.3		20.8	150	
QSRatio												
98th Percentile Output:												
FB%	2.3	2.1	2.5	2.1	2.3	2.4	2.2	1.7		2.1	1.7	
BOQ	14.6	25.3	6.6	25.0	17.1	10.9	20.3	38.7		24.2	159	
QSRatio												

ERROR MESSAGES

No errors to report.

SIGNALIZED INTERSECTION SUMMARY

General Information				Site Information			
Analyst	AY	Intersection	C.R. 67 & Route 454				
Agency or Co.	DEA	Area Type	All other areas				
Date Performed	8/13/08	Jurisdiction	Village of Islandia, NY				
Time Period	Saturday Midday Peak Hour	Analysis Year	2009 Build Condition				

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes	1	2	1	1	2	1	1	2	0	2	2	0
Lane group	L	T	R	L	T	R	L	T		L	T	
Volume (vph)	90	275	38	135	199	80	193	716		118	798	
Percent heavy vehicles	2	2	2	2	2	2	2	5		2	5	
Peak hour factor	0.86	0.86	0.86	0.90	0.90	0.90	0.94	0.94		0.88	0.88	
Pre-timed/Actuated (P/A)	A	A	A	A	A	A	A	P		A	P	
Start-up lost time	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Ext. of effective green	3.0	4.0	4.0	4.0	4.0	4.0	3.0	5.0		3.0	5.0	
Arrival type	3	3	3	3	3	3	4	4		4	4	
Unit extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Ped/Bike/RTOR volume	0		0	0		0	0			0		
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Parking/Grade/Parking	N	1	N	N	1	N	N	2	N	N	-2	N
Parking/hr												
Bus stops/hr	0	0	0	0	0	0	0	0		0	0	
Phasing	EB Only	EW Perm	03	04	NS Exc LT	NS TH	07	08				
Timing	G = 7.0	G = 27.0	G =	G =	G = 15.1	G = 47.0	G =	G =				
	Y = 3.0	Y = 4.0	Y =	Y =	Y = 3.0	Y = 5.0	Y =	Y =				
	R = 2.0	R = 2.9	R =	R =	R = 2.0	R = 2.0	R =	R =				
Duration of Analysis (hrs) = 0.25							Cycle Length C = 120.0					

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adj. flow rate	105	320	44	150	221	89	205	762		134	907	
Lane group cap.	361	1206	538	250	853	669	235	1421		466	1450	
v/c ratio	0.29	0.27	0.08	0.60	0.26	0.13	0.87	0.54		0.29	0.63	
Green ratio	0.33	0.34	0.34	0.24	0.24	0.43	0.13	0.42		0.13	0.42	
Uniform delay d1	28.5	28.6	26.8	40.4	36.8	21.0	50.9	26.3		46.8	27.6	
Delay factor k	0.11	0.11	0.11	0.19	0.11	0.11	0.40	0.50		0.11	0.50	
Increm. delay d2	0.4	0.1	0.1	4.0	0.2	0.1	28.1	1.5		0.3	2.0	
PF factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.876		1.000	0.876	
Control delay	29.0	28.7	26.8	44.3	37.0	21.1	79.1	24.5		47.1	26.2	
Lane group LOS	C	C	C	D	D	C	E	C		D	C	
Approach delay	28.6			36.3			36.1			28.9		
Approach LOS	C			D			D			C		
Intersection delay	32.4		Intersection LOS				C		Critical v/c ratio		0.69	

LaneGroup	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T		L	T	
Init Queue	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Flow Rate	105	168	44	150	116	89	205	400		69	476	
So	1900	1900	1900	1900	1900	1900	1900	1900		1900	1900	
No.Lanes	1	2	1	1	2	1	1	2	0	2	2	0
SL	1084	1853	1575	1035	1853	1575	1752	1791		1787	1827	
LnCapacity	361	633	538	250	448	669	235	746		239	761	
Flow Ratio	0.10	0.09	0.03	0.14	0.06	0.06	0.12	0.22		0.04	0.26	
v/c Ratio	0.29	0.27	0.08	0.60	0.26	0.13	0.87	0.54		0.29	0.63	
Grn Ratio	0.33	0.34	0.34	0.24	0.24	0.43	0.13	0.42		0.13	0.42	
I Factor		1.000			1.000			1.000			1.000	
AT or PVG	3	3	3	3	3	3	4	4		4	4	
Pltn Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33		1.33	1.33	
PF2	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.84		0.96	0.86	
Q1	2.4	4.1	1.0	4.4	3.1	1.8	6.6	8.4		2.0	10.8	
kB	0.4	0.6	0.6	0.4	0.5	0.6	0.3	1.1		0.3	1.2	
Q2	0.2	0.2	0.1	0.5	0.2	0.1	1.6	1.3		0.1	1.8	
Q Average	2.6	4.3	1.0	4.9	3.3	1.9	8.3	9.7		2.1	12.6	
Q Spacing	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0		20.0	20.0	
Q Storage												
Q S Ratio												
70th Percentile Output:												
fB%	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2		1.2	1.2	
BOQ	3.1	5.1	1.2	5.9	3.9	2.3	9.8	11.8		2.5	15.3	
QSRatio												
85th Percentile Output:												
fB%	1.6	1.6	1.6	1.6	1.6	1.6	1.5	1.4		1.6	1.4	
BOQ	4.0	6.7	1.7	7.7	5.2	3.0	12.7	14.0		3.4	18.0	
QSRatio												
90th Percentile Output:												
fB%	1.8	1.7	1.8	1.7	1.7	1.8	1.7	1.6		1.8	1.5	
BOQ	4.5	7.4	1.9	8.5	5.7	3.4	13.8	15.3		3.8	19.5	
QSRatio												
95th Percentile Output:												
fB%	2.0	2.0	2.1	2.0	2.0	2.0	1.9	1.7		2.0	1.7	
BOQ	5.2	8.4	2.2	9.7	6.6	3.9	15.6	16.9		4.3	21.2	
QSRatio												
98th Percentile Output:												
fB%	2.5	2.4	2.6	2.4	2.5	2.6	2.2	1.9		2.5	1.8	
BOQ	6.5	10.4	2.7	11.8	8.2	4.9	18.5	18.6		5.4	23.0	
QSRatio												

ERROR MESSAGES

No errors to report.

2009 Build Condition With Modifications*

***Note:**

1. 2009 Build Condition with Modifications includes a linear 1.5% per year normal traffic growth rate, the traffic generated by the proposed development, and minor timing changes made to the existing signal system.

SIGNALIZED INTERSECTION SUMMARY

General Information				Site Information			
Analyst	AY	Intersection	Route 454 @ Motor Pkwy				
Agency or Co.	DEA	Area Type	All other areas				
Date Performed	8/13/08	Jurisdiction	Village of Islandia, NY				
Time Period	Weekday AM Peak Hour	Analysis Year	2009 Build Condition with Mods				

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes	1	2	1	1	2	1	1	2	0	2	2	0.
Lane group	L	T	R	L	T	R	L	T		L	T	
Volume (vph)	142	467	54	127	671	204	146	1506		168	836	
Percent heavy vehicles	2	2	2	2	2	2	2	5		2	5	
Peak hour factor	0.85	0.85	0.85	0.84	0.84	0.84	0.93	0.93		0.94	0.94	
Pre-timed/Actuated (P/A)	A	A	A	A	A	A	A	A		A	P	
Start-up lost time	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Ext. of effective green	3.0	4.0	4.0	4.0	4.0	4.0	3.0	5.0		3.0	5.0	
Arrival type	3	3	3	3	3	3	4	4		4	4	
Unit extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Ped/Bike/RTOR volume	0		0	0		0	0			0		
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Parking/Grade/Parking	N	1	N	N	1	N	N	2	N	N	-2	N
Parking/hr												
Bus stops/hr	0	0	0	0	0	0	0	0		0	0	

Phasing	EW Exc LT	EW Perm	03	04	NS Exc LT	NB Only	NS TH	08
Timing	G = 12.0	G = 31.0	G =	G =	G = 9.0	G = 3.0	G = 61.1	G =
	Y = 3.0	Y = 4.0	Y =	Y =	Y = 3.0	Y = 0.0	Y = 5.0	Y =
	R = 2.0	R = 2.9	R =	R =	R = 2.0	R = 0.0	R = 2.0	R =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 140.0		

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adj. flow rate	167	549	64	151	799	243	157	1619		179	889	
Lane group cap.	217	832	640	268	832	550	225	1635		248	1593	
v/c ratio	0.77	0.66	0.10	0.56	0.96	0.44	0.70	0.99		0.72	0.56	
Green ratio	0.35	0.24	0.41	0.36	0.24	0.35	0.13	0.48		0.07	0.46	
Uniform delay d1	38.4	48.4	25.7	33.5	52.9	35.0	58.4	36.1		63.6	27.6	
Delay factor k	0.32	0.23	0.11	0.16	0.47	0.11	0.26	0.49		0.28	0.50	
Increm. delay d2	15.4	1.9	0.1	2.7	22.0	0.6	9.1	19.9		9.9	1.4	
PF factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.797		1.000	0.826	
Control delay	53.8	50.4	25.8	36.2	74.9	35.6	67.5	48.7		73.5	24.3	
Lane group LOS	D	D	C	D	E	D	E	D		E	C	
Approach delay	49.1			62.0			50.4			32.5		
Approach LOS	D			E			D			C		
Intersection delay	49.1		Intersection LOS			D		Critical v/c ratio		0.98		

LaneGroup	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T		L	T	
Init Queue	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Flow Rate	167	288	64	151	419	243	157	850		92	466	
So	1900	1900	1900	1900	1900	1900	1900	1900		1900	1900	
No. Lanes	1	2	1	1	2	1	1	2	0	2	2	0
SL	619	1853	1575	752	1853	1575	1752	1791		1787	1827	
LnCapacity	217	436	640	268	436	550	225	858		127	836	
Flow Ratio	0.27	0.16	0.04	0.20	0.23	0.15	0.09	0.47		0.05	0.26	
v/c Ratio	0.77	0.66	0.10	0.56	0.96	0.44	0.70	0.99		0.72	0.56	
Grn Ratio	0.35	0.24	0.41	0.36	0.24	0.35	0.13	0.48		0.07	0.46	
I Factor		1.000			1.000			1.000			1.000	
AT or PVG	3	3	3	3	3	3	4	4		4	4	
Pltn Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33		1.33	1.33	
PF2	1.00	1.00	1.00	1.00	1.00	1.00	0.98	0.99		0.99	0.81	
Q1	4.5	10.1	1.5	4.0	16.1	7.3	5.7	32.5		3.5	10.7	
kB	0.4	0.5	0.7	0.4	0.5	0.6	0.4	0.8		0.3	1.4	
Q2	1.0	1.0	0.1	0.5	4.4	0.5	0.8	8.9		0.6	1.7	
Q Average	5.6	11.1	1.6	4.5	20.5	7.8	6.5	41.4		4.1	12.4	
Q Spacing	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0		20.0	20.0	
Q Storage												
Q S Ratio												
70th Percentile Output:												
fB%	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.1		1.2	1.2	
BOQ	6.6	13.1	1.9	5.4	23.8	9.2	7.7	47.0		4.9	14.9	
QSRatio												
85th Percentile Output:												
fB%	1.5	1.5	1.6	1.6	1.5	1.5	1.5	1.4		1.6	1.4	
BOQ	8.6	16.8	2.6	7.0	29.7	11.9	10.1	56.9		6.4	17.6	
QSRatio												
90th Percentile Output:												
fB%	1.7	1.6	1.8	1.7	1.5	1.7	1.7	1.5		1.7	1.5	
BOQ	9.5	18.2	2.9	7.8	31.6	13.0	11.0	60.0		7.0	19.1	
QSRatio												
95th Percentile Output:												
fB%	1.9	1.8	2.0	2.0	1.7	1.9	1.9	1.6		2.0	1.7	
BOQ	10.8	20.3	3.3	8.9	34.7	14.7	12.5	64.5		8.1	20.8	
QSRatio												
98th Percentile Output:												
fB%	2.4	2.1	2.6	2.4	1.9	2.3	2.3	1.7		2.4	1.8	
BOQ	13.1	23.7	4.2	10.9	39.1	17.5	15.0	72.0		9.9	22.6	
QSRatio												

ERROR MESSAGES

No errors to report.

SIGNALIZED INTERSECTION SUMMARY

General Information				Site Information			
Analyst	AY	Intersection	C.R. 67 & Route 454				
Agency or Co.	DEA	Area Type	All other areas				
Date Performed	8/13/08	Jurisdiction	Village of Islandia, NY				
Time Period	Weekday PM Peak Hour	Analysis Year	2009 Build Condition with Mods				

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes	1	2	1	1	2	1	1	2	0	2	2	0
Lane group	L	T	R	L	T	R	L	T		L	T	
Volume (vph)	164	558	75	156	320	135	182	1006		366	1730	
Percent heavy vehicles	2	2	2	2	2	2	2	5		2	5	
Peak hour factor	0.87	0.87	0.87	0.84	0.84	0.84	0.90	0.90		0.81	0.81	
Pre-timed/Actuated (P/A)	A	A	A	A	A	A	A	P		A	P	
Start-up lost time	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Ext. of effective green	3.0	4.0	4.0	4.0	4.0	4.0	3.0	5.0		3.0	5.0	
Arrival type	3	3	3	3	3	3	4	4		4	4	
Unit extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Ped/Bike/RTOR volume	0		0	0		0	0			0		
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Parking/Grade/Parking	N	1	N	N	1	N	N	2	N	N	-2	N
Parking/hr												
Bus stops/hr	0	0	0	0	0	0	0	0		0	0	

Phasing	EW Exc LT	EW Perm	03	04	NS Exc LT	NS TH	07	08
Timing	G = 10.0	G = 31.0	G =	G =	G = 20.0	G = 65.1	G =	G =
	Y = 3.0	Y = 4.0	Y =	Y =	Y = 3.0	Y = 5.0	Y =	Y =
	R = 2.0	R = 2.9	R =	R =	R = 2.0	R = 2.0	R =	R =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 150.0		

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adj. flow rate	189	641	86	186	381	161	202	1118		452	2136	
Lane group cap.	268	776	629	190	776	629	245	1549		486	1580	
v/c ratio	0.71	0.83	0.14	0.98	0.49	0.26	0.82	0.72		0.93	1.35	
Green ratio	0.31	0.22	0.40	0.32	0.22	0.40	0.14	0.45		0.14	0.45	
Uniform delay d1	47.8	55.8	28.6	54.4	51.2	30.1	62.7	33.3		63.8	41.0	
Delay factor k	0.27	0.36	0.11	0.48	0.11	0.11	0.36	0.50		0.45	0.50	
Incram. delay d2	8.2	7.3	0.1	59.0	0.5	0.2	20.0	2.9		24.6	162.6	
PF factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.831		1.000	0.831	
Control delay	55.9	63.1	28.7	113.4	51.6	30.4	82.7	30.6		88.4	196.7	
Lane group LOS	E	E	C	F	D	C	F	C		F	F	
Approach delay	58.4			62.7			38.6			177.7		
Approach LOS	E			E			D			F		
Intersection delay	109.9		Intersection LOS			F		Critical v/c ratio			1.14	

LaneGroup	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T		L	T	
Init Queue	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Flow Rate	189	336	86	186	200	161	202	587		232	1121	
So	1900	1900	1900	1900	1900	1900	1900	1900		1900	1900	
No.Lanes	1	2	1	1	2	1	1	2	0	2	2	0
3L	1856	1853	1575	1595	1853	1575	1752	1791		1787	1827	
LnCapacity	268	407	629	190	407	629	245	813		250	829	
Flow Ratio	0.22	0.18	0.05	0.31	0.11	0.10	0.12	0.33		0.13	0.61	
v/c Ratio	0.71	0.83	0.14	0.98	0.49	0.26	0.82	0.72		0.93	1.35	
Grn Ratio	0.31	0.22	0.40	0.32	0.22	0.40	0.14	0.45		0.14	0.45	
I Factor		1.000			1.000			1.000			1.000	
AT or PVG	3	3	3	3	3	3	4	4		4	4	
Pltn Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33		1.33	1.33	
PF2	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.86		1.00	1.00	
Q1	5.7	13.3	2.3	5.7	7.3	4.5	8.1	17.1		9.5	46.7	
kB	0.4	0.5	0.7	0.3	0.5	0.7	0.4	1.4		0.4	1.4	
Q2	0.9	2.1	0.1	2.6	0.5	0.2	1.5	3.3		2.5	41.4	
Q Average	6.6	15.4	2.4	8.3	7.8	4.7	9.6	20.4		12.0	88.1	
Q Spacing	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0		20.0	20.0	
Q Storage												
Q S Ratio												
70th Percentile Output:												
fB%	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2		1.2	1.2	
BOQ	7.9	18.0	2.9	9.8	9.2	5.6	11.3	24.6		14.1	106	
QSRatio												
85th Percentile Output:												
fB%	1.5	1.5	1.6	1.5	1.5	1.6	1.5	1.4		1.5	1.4	
BOQ	10.2	22.8	3.8	12.7	12.0	7.4	14.5	28.7		18.0	123	
QSRatio												
90th Percentile Output:												
fB%	1.7	1.6	1.8	1.7	1.7	1.7	1.6	1.5		1.6	1.5	
BOQ	11.2	24.5	4.2	13.8	13.0	8.1	15.8	30.8		19.4	132	
QSRatio												
95th Percentile Output:												
fB%	1.9	1.8	2.0	1.9	1.9	2.0	1.9	1.6		1.8	1.6	
BOQ	12.7	27.1	4.8	15.6	14.7	9.3	17.7	33.0		21.7	141	
QSRatio												
98th Percentile Output:												
fB%	2.3	2.0	2.5	2.2	2.2	2.4	2.2	1.7		2.1	1.7	
BOQ	15.3	31.0	6.0	18.5	17.6	11.3	20.9	35.3		25.2	150	
QSRatio												

ERROR MESSAGES

No errors to report.

SIGNALIZED INTERSECTION SUMMARY

General Information				Site Information			
Analyst	AY	Intersection	C.R. 67 & Route 454	Area Type	All other areas		
Agency or Co.	DEA	Jurisdiction	Village of Islandia, NY	Analysis Year	2009 Build Condition with Mods		
Date Performed	8/13/08						
Time Period	Saturday Midday Peak Hour						

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes	1	2	1	1	2	1	1	2	0	2	2	0
Lane group	L	T	R	L	T	R	L	T		L	T	
Volume (vph)	90	275	38	135	199	80	193	716		118	798	
Percent heavy vehicles	2	2	2	2	2	2	2	5		2	5	
Peak hour factor	0.86	0.86	0.86	0.90	0.90	0.90	0.94	0.94		0.88	0.88	
Pre-timed/Actuated (P/A)	A	A	A	A	A	A	A	A		A	A	
Start-up lost time	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Ext. of effective green	3.0	4.0	4.0	4.0	4.0	4.0	3.0	5.0		3.0	5.0	
Arrival type	3	3	3	3	3	3	4	4		4	4	
Unit extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Ped/Bike/RTOR volume	0		0	0		0	0			0		
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Parking/Grade/Parking	N	1	N	N	1	N	N	2	N	N	-2	N
Parking/hr												
Bus stops/hr	0	0	0	0	0	0	0	0		0	0	
Phasing	EW Exc LT	EW Perm	03	04	NS Exc LT	NS Perm	NS TH	08				
Timing	G = 7.0	G = 25.0	G =	G =	G = 10.1	G = 13.0	G = 41.0	G =				
	Y = 3.0	Y = 4.0	Y =	Y =	Y = 3.0	Y = 0.0	Y = 5.0	Y =				
	R = 2.0	R = 2.9	R =	R =	R = 2.0	R = 0.0	R = 2.0	R =				
Duration of Analysis (hrs) = 0.25							Cycle Length C = 120.0					

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adj. flow rate	105	320	44	150	221	89	205	762		134	907	
Lane group cap.	341	794	814	308	794	578	224	1620		321	1653	
v/c ratio	0.31	0.40	0.05	0.49	0.28	0.15	0.92	0.47		0.42	0.55	
Green ratio	0.32	0.22	0.52	0.32	0.22	0.37	0.24	0.47		0.09	0.47	
Uniform delay d1	30.0	39.6	14.4	30.3	38.4	25.5	39.4	21.3		51.4	22.4	
Delay factor k	0.11	0.11	0.11	0.11	0.11	0.11	0.43	0.11		0.11	0.15	
Increm. delay d2	0.5	0.3	0.0	1.2	0.2	0.1	37.8	0.2		0.9	0.4	
PF factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.803		1.000	0.803	
Control delay	30.5	40.0	14.4	31.5	38.6	25.6	77.2	17.3		52.3	18.4	
Lane group LOS	C	D	B	C	D	C	E	B		D	B	
Approach delay	35.5			33.8			30.0			22.7		
Approach LOS	D			C			C			C		
Intersection delay	28.9		Intersection LOS				C		Critical v/c ratio		0.58	

LaneGroup	Eastbound			Westbound			Northbound			Southbound	
	L	T	R	L	T	R	L	T		L	T
Init Queue	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Flow Rate	105	168	44	150	116	89	205	400		69	476
So	1900	1900	1900	1900	1900	1900	1900	1900		1900	1900
No. Lanes	1	2	1	1	2	1	1	2	0	2	2
SL	1077	1853	1575	948	1853	1575	922	1791		1787	1827
LnCapacity	341	417	814	308	417	578	224	850		165	868
Flow Ratio	0.10	0.09	0.03	0.16	0.06	0.06	0.22	0.22		0.04	0.26
v/c Ratio	0.31	0.40	0.05	0.49	0.28	0.15	0.92	0.47		0.42	0.55
Grn Ratio	0.32	0.22	0.52	0.32	0.22	0.37	0.24	0.47		0.09	0.47
I Factor		1.000			1.000			1.000			1.000
AT or PVG	3	3	3	3	3	3	4	4		4	4
Pltn Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33		1.33	1.33
PF2	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.77		0.98	0.79
Q1	2.4	4.8	0.7	3.5	3.2	2.0	5.6	7.0		2.1	8.9
kB	0.4	0.5	0.7	0.4	0.5	0.6	0.3	0.7		0.3	0.8
Q2	0.2	0.3	0.0	0.4	0.2	0.1	2.0	0.7		0.2	0.9
Q Average	2.6	5.1	0.8	3.9	3.4	2.1	7.6	7.6		2.3	9.8
Q Spacing	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0		20.0	20.0
Q Storage											
Q S Ratio											
70th Percentile Output:											
fB%	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2		1.2	1.2
BOQ	3.1	6.1	0.9	4.6	4.0	2.5	8.9	9.0		2.8	11.6
QSRatio											
85th Percentile Output:											
fB%	1.6	1.6	1.6	1.6	1.6	1.6	1.5	1.5		1.6	1.5
BOQ	4.1	7.9	1.2	6.1	5.3	3.3	11.6	11.7		3.7	14.9
QSRatio											
90th Percentile Output:											
fB%	1.8	1.7	1.8	1.7	1.7	1.8	1.7	1.7		1.8	1.6
BOQ	4.6	8.7	1.4	6.7	5.9	3.7	12.6	12.7		4.1	16.1
QSRatio											
95th Percentile Output:											
fB%	2.0	2.0	2.1	2.0	2.0	2.0	1.9	1.9		2.0	1.8
BOQ	5.3	9.9	1.6	7.7	6.8	4.3	14.3	14.4		4.7	18.1
QSRatio											
98th Percentile Output:											
fB%	2.5	2.4	2.6	2.4	2.5	2.6	2.3	2.3		2.5	2.2
BOQ	6.6	12.1	2.0	9.5	8.4	5.4	17.1	17.2		5.9	21.3
QSRatio											

ERROR MESSAGES

No errors to report.

**Veterans Highway
at
The Long Island Expressway
North Service Road**

DUNN ENGINEERING ASSOCIATES
66 MAIN STREET, WESTHAMPTON BEACH, NEW YORK 11978

FILE NAME: **Feldman Residential Condominium**

TRAFFIC VOLUME SUMMARY

INTERSECTION : **Veterans Highway (Rte. 454) @ North Service Road (Rte. 495)**

TIME PERIOD: **AM Peak** EXISTING YEAR: **2007**
 HORIZON YEAR: **2009**

DONE BY: **DEA/A**

APPROACH

ALT X CLEARS
 INPUT VALUES

CONDITION	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING	1041	992	0	0	850	61	0	0	0	246	1391	631
GROWTH PERCENT PER YEAR 1.50	1072	1022	0	0	876	63	0	0	0	253	1433	650
OTHER DEVELOPMENTS												
1)	0	0	0	0	0	0	0	0	0	0	0	0
2)	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
4)	0	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	0	0	0	0	0	0	0	0	0	0	0	0
FUTURE "NO BUILD" WITH OTHER DEV.	1072	1022	0	0	876	63	0	0	0	253	1433	650
SITE TRAFFIC												
1) Residential Condominiums	1	0	0	0	17	22	0	0	0	0	1	1
2) Shopping Center	0	2	0	0	8	7	0	0	0	0	0	8
3) Office	0	4	0	0	2	2	0	0	0	0	0	13
4) High-Turnover Restaurant	0	0	0	0	0	0	0	0	0	0	0	0
5) Business Hotel	0	4	0	0	11	9	0	0	0	0	0	12
6) Full-Service Hotel	0	7	0	0	22	19	0	0	0	0	0	24
SHOPPING CENTER PASS-BY CREDIT 25	0	0	0	0	2	1	0	0	0	0	0	2
RESTAURANT PASS-BY CREDIT 40	0	0	0	0	0	0	0	0	0	0	0	0
'BUILD' TRAFFIC	1073	1039	0	0	934	121	0	0	0	253	1434	706

DUNN ENGINEERING ASSOCIATES
66 MAIN STREET, WESTHAMPTON BEACH, NEW YORK 11978

FILE NAME: **Feldman Residential Condominium**

TRAFFIC VOLUME SUMMARY

INTERSECTION : **Veterans Highway (Rte. 454) @ North Service Road (Rte. 495)**

TIME PERIOD: **PM Peak** EXISTING YEAR: **2007**

HORIZON YEAR: **2009**

DONE BY: **DEA/A**

APPROACH

ALT X CLEARS
INPUT VALUES

CONDITION	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING	1006	969	0	0	1703	76	0	0	0	298	449	385
GROWTH PERCENT PER YEAR 1.50	1036	998	0	0	1754	78	0	0	0	307	462	397
OTHER DEVELOPMENTS												
1)	0	0	0	0	0	0	0	0	0	0	0	0
2)	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
4)	0	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	0	0	0	0	0	0	0	0	0	0	0	0
FUTURE "NO BUILD" WITH OTHER DEV.	1036	998	0	0	1754	78	0	0	0	307	462	397
SITE TRAFFIC												
1) Residential Condominiums	3	3	0	0	6	8	0	0	0	0	4	3
2) Shopping Center	0	8	0	0	36	30	0	0	0	0	0	27
3) Office	0	2	0	0	36	30	0	0	0	0	0	5
4) High-Turnover Restaurant	0	10	0	0	25	21	0	0	0	0	0	32
5) Business Hotel	0	4	0	0	11	10	0	0	0	0	0	13
6) Full-Service Hotel	0	7	0	0	29	23	0	0	0	0	0	21
SHOPPING CENTER PASS-BY CREDIT 25	0	2	0	0	9	7	0	0	0	0	0	6
RESTAURANT PASS-BY CREDIT 40	0	4	0	0	10	8	0	0	0	0	0	12
"BUILD" TRAFFIC	1039	1026	0	0	1878	185	0	0	0	307	466	480

DUNN ENGINEERING ASSOCIATES
66 MAIN STREET, WESTHAMPTON BEACH, NEW YORK 11978

FILE NAME: **Feldman Residential Condominium**

TRAFFIC VOLUME SUMMARY

INTERSECTION : **Veterans Highway (Rte. 454) @ North Service Road (Rte. 495)**

TIME PERIOD: **SAT Peak** EXISTING YEAR: **2007**
 HORIZON YEAR: **2009**

DONE BY: **DEA/A**

APPROACH

ALT X CLEARS
 INPUT VALUES

CONDITION	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING	574	516	0	0	875	40	0	0	0	201	156	227
GROWTH PERCENT PER YEAR 1.50	591	531	0	0	901	41	0	0	0	207	161	234
OTHER DEVELOPMENTS												
1)	0	0	0	0	0	0	0	0	0	0	0	0
2)	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
4)	0	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	0	0	0	0	0	0	0	0	0	0	0	0
FUTURE "NO BUILD" WITH OTHER DEV.	591	531	0	0	901	41	0	0	0	207	161	234
SITE TRAFFIC												
1) Residential Condominiums	3	2	0	0	9	13	0	0	0	0	3	3
2) Shopping Center	0	14	0	0	52	43	0	0	0	0	0	43
3) Office	0	0	0	0	0	0	0	0	0	0	0	0
4) High-Turnover Restaurant	0	19	0	0	46	38	0	0	0	0	0	60
5) Business Hotel	0	4	0	0	11	10	0	0	0	0	0	13
6) Full-Service Hotel	0	8	0	0	35	29	0	0	0	0	0	27
SHOPPING CENTER PASS-BY CREDIT 20	0	2	0	0	10	8	0	0	0	0	0	8
RESTAURANT PASS-BY CREDIT 40	0	7	0	0	18	15	0	0	0	0	0	24
"BUILD" TRAFFIC	594	569	0	0	1026	151	0	0	0	207	164	348

2007 Existing Condition

SIGNALIZED INTERSECTION SUMMARY

General Information				Site Information			
Analyst	AY	Intersection	Route 454 & LIE N. Service Rd				
Agency or Co.	DEA	Area Type	All other areas				
Date Performed	8/13/08	Jurisdiction	Village of Islandia, NY				
Time Period	Weekday AM Peak Hour	Analysis Year	2007 Existing Condition				

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes	0	0	0	1	3	1	2	3	0	0	5	0
Lane group				L	TR	R	L	T			TR	
Volume (vph)				246	1391	631	1041	992			850	61
Percent heavy vehicles				2	5	2	2	5			5	2
Peak hour factor				0.85	0.85	0.85	0.97	0.97			0.89	0.89
Pre-timed/Actuated (P/A)				A	A	A	A	P			P	P
Start-up lost time				2.0	2.0	2.0	2.0	2.0			2.0	
Ext. of effective green				5.0	5.0	5.0	5.0	5.0			5.0	
Arrival type				3	3	3	4	4			4	
Unit extension				3.0	3.0	3.0	3.0	3.0			3.0	
Ped/Bike/RTOR volume	0			0		0				0		0
Lane Width				12.0	12.0	12.0	12.0	12.0			12.0	
Parking/Grade/Parking	N		N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr				0	0	0	0	0			0	

Phasing	WB Only	02	03	04	NS TH/RT	NB Only	07	08
Timing	G = 37.0	G =	G =	G =	G = 43.0	G = 38.0	G =	G =
	Y = 5.0	Y =	Y =	Y =	Y = 5.0	Y = 5.0	Y =	Y =
	R = 3.0	R =	R =	R =	R = 2.0	R = 2.0	R =	R =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 140.0		

Lane Group Capacity, Control Delay, and LOS Determination													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Adj. flow rate				289	1747	631	1073	1023			1024		
Lane group cap.				506	1397	452	1007	3204			2677		
v/c ratio				0.57	1.25	1.40	1.07	0.32			0.38		
Green ratio				0.29	0.29	0.29	0.29	0.65			0.33		
Uniform delay d1				42.7	50.0	50.0	49.5	10.8			36.1		
Delay factor k				0.17	0.50	0.50	0.50	0.50			0.50		
Increm. delay d2				1.6	118.8	191.3	47.5	0.3			0.4		
PF factor				1.000	1.000	1.000	0.991	0.438			0.962		
Control delay				44.2	168.8	241.3	96.6	5.0			35.2		
Lane group LOS				D	F	F	F	A			D		
Approach delay				172.5			51.9			35.2			
Approach LOS				F			D			D			
Intersection delay	104.5			Intersection LOS			F			Critical v/c ratio			0.92

SIGNALIZED INTERSECTION SUMMARY

General Information				Site Information			
Analyst	AY	Intersection	Route 454 & LIE N. Service Rd	Agency or Co.	DEA	Area Type	All other areas
Date Performed	8/13/08	Jurisdiction	Village of Islandia, NY	Time Period	Weekday PM Peak Hour	Analysis Year	2007 Existing Condition

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes	0	0	0	1	3	1	2	3	0	0	5	0
Lane group				L	TR	R	L	T			TR	
Volume (vph)				298	449	385	1006	969			1703	76
Percent heavy vehicles				2	5	2	2	5			5	2
Peak hour factor				0.91	0.91	0.91	0.87	0.87			0.86	0.86
Pre-timed/Actuated (P/A)				A	A	A	A	P			P	P
Start-up lost time				2.0	2.0	2.0	2.0	2.0			2.0	
Ext. of effective green				5.0	5.0	5.0	5.0	5.0			5.0	
Arrival type				3	3	3	4	4			4	
Unit extension				3.0	3.0	3.0	3.0	3.0			3.0	
Ped/Bike/RTOR volume	0			0		0				0		0
Lane Width				12.0	12.0	12.0	12.0	12.0			12.0	
Parking/Grade/Parking	N		N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr				0	0	0	0	0			0	
Phasing	WB Only	02	03	04	NS TH/RT	NB Only	07	08				
Timing	G = 26.0	G =	G =	G =	G = 55.0	G = 47.0	G =	G =				
	Y = 5.0	Y =	Y =	Y =	Y = 5.0	Y = 5.0	Y =	Y =				
	R = 3.0	R =	R =	R =	R = 2.0	R = 2.0	R =	R =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 150.0						

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adj. flow rate				327	556	360	1156	1114			2068	
Lane group cap.				342	940	306	1146	3680			3160	
v/c ratio				0.96	0.59	1.18	1.01	0.30			0.65	
Green ratio				0.19	0.19	0.19	0.33	0.75			0.39	
Uniform delay d1				59.9	55.1	60.5	50.0	6.2			37.8	
Delay factor k				0.47	0.18	0.50	0.50	0.50			0.50	
Increm. delay d2				37.1	1.0	108.2	28.7	0.2			1.1	
PF factor				1.000	1.000	1.000	0.958	0.227			0.908	
Control delay				97.0	56.1	168.7	76.7	1.6			35.4	
Lane group LOS				F	E	F	E	A			D	
Approach delay				99.5			39.8			35.4		
Approach LOS				F			D			D		
Intersection delay	51.5		Intersection LOS			D		Critical v/c ratio		0.89		

SIGNALIZED INTERSECTION SUMMARY

General Information				Site Information			
Analyst	AY	Intersection	Route 454 & LIE N. Service Rd				
Agency or Co.	DEA	Area Type	All other areas				
Date Performed	8/13/08	Jurisdiction	Village of Islandia, NY				
Time Period	Saturday Midday Peak Hour	Analysis Year	2007 Existing Condition				

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes	0	0	0	1	3	1	2	3	0	0	5	0
Lane group				L	TR	R	L	T			TR	
Volume (vph)				201	156	227	574	516			875	40
Percent heavy vehicles				2	5	2	2	5			5	2
Peak hour factor				0.91	0.91	0.91	0.95	0.95			0.90	0.90
Pre-timed/Actuated (P/A)				A	A	A	A	P			P	P
Start-up lost time				2.0	2.0	2.0	2.0	2.0			2.0	
Ext. of effective green				5.0	5.0	5.0	5.0	5.0			5.0	
Arrival type				3	3	3	4	4			4	
Unit extension				3.0	3.0	3.0	3.0	3.0			3.0	
Ped/Bike/RTOR volume	0			0		0				0		0
Lane Width				12.0	12.0	12.0	12.0	12.0			12.0	
Parking/Grade/Parking	N		N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr				0	0	0	0	0			0	
Phasing	WB Only	02	03	04	NS TH/RT	NB Only	07	08				
Timing	G = 22.0	G =	G =	G =	G = 63.0	G = 13.0	G =	G =				
	Y = 5.0	Y =	Y =	Y =	Y = 5.0	Y = 5.0	Y =	Y =				
	R = 3.0	R =	R =	R =	R = 2.0	R = 2.0	R =	R =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 120.0						

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adj. flow rate				221	208	212	604	543			1016	
Lane group cap.				369	1004	330	458	3532			4495	
v/c ratio				0.60	0.21	0.64	1.32	0.15			0.23	
Green ratio				0.21	0.21	0.21	0.13	0.72			0.55	
Uniform delay d1				43.0	39.3	43.4	52.0	5.4			13.9	
Delay factor k				0.19	0.11	0.22	0.50	0.50			0.50	
Increm. delay d2				2.7	0.1	4.2	158.2	0.1			0.1	
PF factor				1.000	1.000	1.000	1.000	0.203			0.681	
Control delay				45.7	39.4	47.6	210.2	1.2			9.6	
Lane group LOS				D	D	D	F	A			A	
Approach delay				44.3			111.2			9.6		
Approach LOS				D			F			A		
Intersection delay	59.1		Intersection LOS			E		Critical v/c ratio		0.49		

2009 No Build Condition*

***Note:**

1. 2009 No-Build Condition includes a linear 1.5% per year normal traffic growth rate.

SIGNALIZED INTERSECTION SUMMARY

General Information				Site Information			
Analyst	AY	Intersection	Route 454 & LIE N. Service Rd				
Agency or Co.	DEA	Area Type	All other areas				
Date Performed	8/13/08	Jurisdiction	Village of Islandia, NY				
Time Period	Weekday AM Peak Hour	Analysis Year	2009 No-Build Condition				

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes	0	0	0	1	3	1	2	3	0	0	5	0
Lane group				L	TR	R	L	T			TR	
Volume (vph)				253	1433	650	1072	1022			876	63
Percent heavy vehicles				2	5	2	2	5			5	2
Peak hour factor				0.85	0.85	0.85	0.97	0.97			0.89	0.89
Pre-timed/Actuated (P/A)				A	A	A	A	P			P	P
Start-up lost time				2.0	2.0	2.0	2.0	2.0			2.0	
Ext. of effective green				5.0	5.0	5.0	5.0	5.0			5.0	
Arrival type				3	3	3	4	4			4	
Unit extension				3.0	3.0	3.0	3.0	3.0			3.0	
Ped/Bike/RTOR volume	0			0		0				0		0
Lane Width				12.0	12.0	12.0	12.0	12.0			12.0	
Parking/Grade/Parking	N		N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr				0	0	0	0	0			0	
Phasing	WB Only	02	03	04	NS TH/RT	NB Only	07	08				
Timing	G = 37.0	G =	G =	G =	G = 43.0	G = 38.0	G =	G =				
	Y = 5.0	Y =	Y =	Y =	Y = 5.0	Y = 5.0	Y =	Y =				
	R = 3.0	R =	R =	R =	R = 2.0	R = 2.0	R =	R =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 140.0						

Lane Group Capacity, Control Delay, and LOS Determination													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Adj. flow rate				298	1801	650	1105	1054			1055		
Lane group cap.				506	1397	452	1007	3204			2677		
v/c ratio				0.59	1.29	1.44	1.10	0.33			0.39		
Green ratio				0.29	0.29	0.29	0.29	0.65			0.33		
Uniform delay d1				42.9	50.0	50.0	49.5	10.9			36.3		
Delay factor k				0.18	0.50	0.50	0.50	0.50			0.50		
Increm. delay d2				1.8	135.6	209.4	58.8	0.3			0.4		
PF factor				1.000	1.000	1.000	0.991	0.438			0.962		
Control delay				44.8	185.6	259.4	107.9	5.1			35.3		
Lane group LOS				D	F	F	F	A			D		
Approach delay				187.8			57.7			35.3			
Approach LOS				F			E			D			
Intersection delay	113.7			Intersection LOS			F			Critical v/c ratio			0.95

SIGNALIZED INTERSECTION SUMMARY

General Information				Site Information			
Analyst	AY	Intersection	Route 454 & LIE N. Service Rd				
Agency or Co.	DEA	Area Type	All other areas				
Date Performed	8/13/08	Jurisdiction	Village of Islandia, NY				
Time Period	Weekday PM Peak Hour	Analysis Year	2009 No-Build Condition				

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes	0	0	0	1	3	1	2	3	0	0	5	0
Lane group				L	TR	R	L	T			TR	
Volume (vph)				307	462	397	1036	998			1754	78
Percent heavy vehicles				2	5	2	2	5			5	2
Peak hour factor				0.91	0.91	0.91	0.87	0.87			0.86	0.86
Pre-timed/Actuated (P/A)				A	A	A	A	P			P	P
Start-up lost time				2.0	2.0	2.0	2.0	2.0			2.0	
Ext. of effective green				5.0	5.0	5.0	5.0	5.0			5.0	
Arrival type				3	3	3	4	4			4	
Unit extension				3.0	3.0	3.0	3.0	3.0			3.0	
Ped/Bike/RTOR volume	0			0		0				0		0
Lane Width				12.0	12.0	12.0	12.0	12.0			12.0	
Parking/Grade/Parking	N		N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr				0	0	0	0	0			0	

Phasing	WB Only	02	03	04	NS TH/RT	NB Only	07	08
Timing	G = 26.0	G =	G =	G =	G = 55.0	G = 47.0	G =	G =
	Y = 5.0	Y =	Y =	Y =	Y = 5.0	Y = 5.0	Y =	Y =
	R = 3.0	R =	R =	R =	R = 2.0	R = 2.0	R =	R =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 150.0		

Lane Group Capacity, Control Delay, and LOS Determination													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Adj. flow rate				337	573	371	1191	1147			2131		
Lane group cap.				342	940	306	1146	3680			3160		
v/c ratio				0.99	0.61	1.21	1.04	0.31			0.67		
Green ratio				0.19	0.19	0.19	0.33	0.75			0.39		
Uniform delay d1				60.3	55.3	60.5	50.0	6.3			38.2		
Delay factor k				0.49	0.20	0.50	0.50	0.50			0.50		
Increm. delay d2				44.6	1.2	121.9	37.3	0.2			1.2		
PF factor				1.000	1.000	1.000	0.958	0.227			0.908		
Control delay				104.9	56.5	182.4	85.3	1.6			35.8		
Lane group LOS				F	E	F	F	A			D		
Approach delay				105.7			44.2			35.8			
Approach LOS				F			D			D			
Intersection delay	54.8			Intersection LOS			D			Critical v/c ratio			0.92

SIGNALIZED INTERSECTION SUMMARY

General Information				Site Information			
Analyst	AY	Intersection	Route 454 & LIE N. Service Rd	Agency or Co.	DEA	Area Type	All other areas
Date Performed	8/13/08	Jurisdiction	Village of Islandia, NY	Time Period	Saturday Midday Peak Hour	Analysis Year	2009 No-Build Condition

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes	0	0	0	1	3	1	2	3	0	0	5	0
Lane group				L	TR	R	L	T			TR	
Volume (vph)				207	161	234	591	531			901	41
Percent heavy vehicles				2	5	2	2	5			5	2
Peak hour factor				0.91	0.91	0.91	0.95	0.95			0.90	0.90
Pre-timed/Actuated (P/A)				A	A	A	A	P			P	P
Start-up lost time				2.0	2.0	2.0	2.0	2.0			2.0	
Ext. of effective green				5.0	5.0	5.0	5.0	5.0			5.0	
Arrival type				3	3	3	4	4			4	
Unit extension				3.0	3.0	3.0	3.0	3.0			3.0	
Ped/Bike/RTOR volume	0			0		0				0		0
Lane Width				12.0	12.0	12.0	12.0	12.0			12.0	
Parking/Grade/Parking	N		N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr				0	0	0	0	0			0	
Phasing	WB Only	02	03	04	NS TH/RT	NB Only	07	08				
Timing	G = 22.0	G =	G =	G =	G = 63.0	G = 13.0	G =	G =				
	Y = 5.0	Y =	Y =	Y =	Y = 5.0	Y = 5.0	Y =	Y =				
	R = 3.0	R =	R =	R =	R = 2.0	R = 2.0	R =	R =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 120.0						

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adj. flow rate				227	216	218	622	559			1047	
Lane group cap.				369	1005	330	458	3532			4494	
v/c ratio				0.62	0.21	0.66	1.36	0.16			0.23	
Green ratio				0.21	0.21	0.21	0.13	0.72			0.55	
Uniform delay d1				43.1	39.4	43.6	52.0	5.4			13.9	
Delay factor k				0.20	0.11	0.24	0.50	0.50			0.50	
Increm. delay d2				3.1	0.1	4.8	174.9	0.1			0.1	
PF factor				1.000	1.000	1.000	1.000	0.203			0.681	
Control delay				46.2	39.5	48.4	226.9	1.2			9.6	
Lane group LOS				D	D	D	F	A			A	
Approach delay				44.7			120.1			9.6		
Approach LOS				D			F			A		
Intersection delay	62.8		Intersection LOS		E		Critical v/c ratio		0.50			

2009 Build Condition*

***Note:**

1. 2009 Build Condition includes a linear 1.5% per year normal traffic growth rate and the traffic generated by the proposed development.

SIGNALIZED INTERSECTION SUMMARY

General Information				Site Information			
Analyst	AY	Intersection	Route 454 & LIE N. Service Rd	Agency or Co.	DEA	Area Type	All other areas
Date Performed	8/13/08	Jurisdiction	Village of Islandia, NY	Time Period	Weekday AM Peak Hour	Analysis Year	2009 Build Condition

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes	0	0	0	1	3	1	2	3	0	0	5	0
Lane group				L	TR	R	L	T			TR	
Volume (vph)				253	1434	706	1073	1039			934	121
Percent heavy vehicles				2	5	2	2	5			5	2
Peak hour factor				0.85	0.85	0.85	0.97	0.97			0.89	0.89
Pre-timed/Actuated (P/A)				A	A	A	A	P			P	P
Start-up lost time				2.0	2.0	2.0	2.0	2.0			2.0	
Ext. of effective green				5.0	5.0	5.0	5.0	5.0			5.0	
Arrival type				3	3	3	4	4			4	
Unit extension				3.0	3.0	3.0	3.0	3.0			3.0	
Ped/Bike/RTOR volume	0			0		0				0		0
Lane Width				12.0	12.0	12.0	12.0	12.0			12.0	
Parking/Grade/Parking	N		N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr				0	0	0	0	0			0	

Phasing	WB Only	02	03	04	NS TH/RT	NB Only	07	08
Timing	G = 37.0	G =	G =	G =	G = 43.0	G = 38.0	G =	G =
	Y = 5.0	Y =	Y =	Y =	Y = 5.0	Y = 5.0	Y =	Y =
	R = 3.0	R =	R =	R =	R = 2.0	R = 2.0	R =	R =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 140.0		

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adj. flow rate				298	1812	706	1106	1071			1185	
Lane group cap.				506	1397	452	1007	3204			2661	
v/c ratio				0.59	1.30	1.56	1.10	0.33			0.45	
Green ratio				0.29	0.29	0.29	0.29	0.65			0.33	
Uniform delay d1				42.9	50.0	50.0	49.5	11.0			37.0	
Delay factor k				0.18	0.50	0.50	0.50	0.50			0.50	
Increm. delay d2				1.8	139.1	263.5	59.2	0.3			0.5	
PF factor				1.000	1.000	1.000	0.991	0.438			0.962	
Control delay				44.8	189.1	313.5	108.2	5.1			36.1	
Lane group LOS				D	F	F	F	A			D	
Approach delay				205.0			57.5			36.1		
Approach LOS				F			E			D		
Intersection delay	120.6		Intersection LOS		F		Critical v/c ratio		1.01			

SIGNALIZED INTERSECTION SUMMARY

General Information				Site Information			
Analyst	AY	Intersection	Route 454 & LIE N. Service Rd				
Agency or Co.	DEA	Area Type	All other areas				
Date Performed	8/13/08	Jurisdiction	Village of Islandia, NY				
Time Period	Weekday PM Peak Hour	Analysis Year	2009 Build Condition				

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes	0	0	0	1	3	1	2	3	0	0	5	0
Lane group				L	TR	R	L	T			TR	
Volume (vph)				307	466	480	1039	1026			1878	185
Percent heavy vehicles				2	5	2	2	5			5	2
Peak hour factor				0.91	0.91	0.91	0.87	0.87			0.86	0.86
Pre-timed/Actuated (P/A)				A	A	A	A	P			P	P
Start-up lost time				2.0	2.0	2.0	2.0	2.0			2.0	
Ext. of effective green				5.0	5.0	5.0	5.0	5.0			5.0	
Arrival type				3	3	3	4	4			4	
Unit extension				3.0	3.0	3.0	3.0	3.0			3.0	
Ped/Bike/RTOR volume	0			0		0				0		0
Lane Width				12.0	12.0	12.0	12.0	12.0			12.0	
Parking/Grade/Parking	N		N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr				0	0	0	0	0			0	
Phasing	WB Only	02	03	04	NS TH/RT	NB Only	07	08				
Timing	G = 26.0	G =	G =	G =	G = 55.0	G = 47.0	G =	G =				
	Y = 5.0	Y =	Y =	Y =	Y = 5.0	Y = 5.0	Y =	Y =				
	R = 3.0	R =	R =	R =	R = 2.0	R = 2.0	R =	R =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 150.0						

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adj. flow rate				337	591	448	1194	1179			2399	
Lane group cap.				342	937	306	1146	3680			3142	
v/c ratio				0.99	0.63	1.46	1.04	0.32			0.76	
Green ratio				0.19	0.19	0.19	0.33	0.75			0.39	
Uniform delay d1				60.3	55.6	60.5	50.0	6.3			40.0	
Delay factor k				0.49	0.21	0.50	0.50	0.50			0.50	
Increm. delay d2				44.6	1.4	226.0	38.2	0.2			1.8	
PF factor				1.000	1.000	1.000	0.958	0.227			0.908	
Control delay				104.9	57.0	286.5	86.1	1.7			38.2	
Lane group LOS				F	E	F	F	A			D	
Approach delay				143.4			44.1			38.2		
Approach LOS				F			D			D		
Intersection delay	64.0		Intersection LOS			E		Critical v/c ratio		1.01		

SIGNALIZED INTERSECTION SUMMARY

General Information				Site Information			
Analyst	AY	Intersection	Route 454 & LIE N. Service Rd				
Agency or Co.	DEA	Area Type	All other areas				
Date Performed	8/13/08	Jurisdiction	Village of Islandia, NY				
Time Period	Saturday Midday Peak Hour	Analysis Year	2009 Build Condition				

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes	0	0	0	1	3	1	2	3	0	0	5	0
Lane group				L	TR	R	L	T			TR	
Volume (vph)				207	164	348	594	569			1026	151
Percent heavy vehicles				2	5	2	2	5			5	2
Peak hour factor				0.91	0.91	0.91	0.95	0.95			0.90	0.90
Pre-timed/Actuated (P/A)				A	A	A	A	P			P	P
Start-up lost time				2.0	2.0	2.0	2.0	2.0			2.0	
Ext. of effective green				5.0	5.0	5.0	5.0	5.0			5.0	
Arrival type				3	3	3	4	4			4	
Unit extension				3.0	3.0	3.0	3.0	3.0			3.0	
Ped/Bike/RTOR volume	0			0		0				0		0
Lane Width				12.0	12.0	12.0	12.0	12.0			12.0	
Parking/Grade/Parking	N		N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr				0	0	0	0	0			0	
Phasing	WB Only	02	03	04	NS TH/RT	NB Only	07	08				
Timing	G = 22.0	G =	G =	G =	G = 63.0	G = 13.0	G =	G =				
	Y = 5.0	Y =	Y =	Y =	Y = 5.0	Y = 5.0	Y =	Y =				
	R = 3.0	R =	R =	R =	R = 2.0	R = 2.0	R =	R =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 120.0						

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adj. flow rate				227	237	325	625	599			1308	
Lane group cap.				369	996	330	458	3532			4448	
v/c ratio				0.62	0.24	0.98	1.36	0.17			0.29	
Green ratio				0.21	0.21	0.21	0.13	0.72			0.55	
Uniform delay d1				43.1	39.6	47.3	52.0	5.5			14.5	
Delay factor k				0.20	0.11	0.49	0.50	0.50			0.50	
Increm. delay d2				3.1	0.1	45.3	177.7	0.1			0.2	
PF factor				1.000	1.000	1.000	1.000	0.203			0.681	
Control delay				46.2	39.7	92.6	229.7	1.2			10.0	
Lane group LOS				D	D	F	F	A			B	
Approach delay				63.4			117.9			10.0		
Approach LOS				E			F			B		
Intersection delay	62.5		Intersection LOS		E		Critical v/c ratio		0.62			

2009 Build Condition With Modifications*

***Note:**

1. 2009 Build Condition with Modifications includes a linear 1.5% per year normal traffic growth rate, the traffic generated by the proposed development, and minor timing changes made to the existing signal system.

SIGNALIZED INTERSECTION SUMMARY

General Information				Site Information			
Analyst	AY	Intersection	Route 454 & LIE N. Service Rd				
Agency or Co.	DEA	Area Type	All other areas				
Date Performed	8/13/08	Jurisdiction	Village of Islandia, NY				
Time Period	Weekday AM Peak Hour	Analysis Year	2009 Build Condition w/Mods				

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes	0	0	0	1	3	1	2	3	0	0	5	0
Lane group				L	TR	R	L	T			TR	
Volume (vph)				253	1434	706	1073	1039			934	121
Percent heavy vehicles				2	5	2	2	5			5	2
Peak hour factor				0.85	0.85	0.85	0.97	0.97			0.89	0.89
Pre-timed/Actuated (P/A)				A	A	A	A	P			P	P
Start-up lost time				2.0	2.0	2.0	2.0	2.0			2.0	
Ext. of effective green				5.0	5.0	5.0	5.0	5.0			5.0	
Arrival type				3	3	3	4	4			4	
Unit extension				3.0	3.0	3.0	3.0	3.0			3.0	
Ped/Bike/RTOR volume	0			0		0				0		0
Lane Width				12.0	12.0	12.0	12.0	12.0			12.0	
Parking/Grade/Parking	N		N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr				0	0	0	0	0			0	

Phasing	WB Only	02	03	04	NS TH/RT	NB Only	07	08
Timing	G = 56.0	G =	G =	G =	G = 19.0	G = 43.0	G =	G =
	Y = 5.0	Y =	Y =	Y =	Y = 5.0	Y = 5.0	Y =	Y =
	R = 3.0	R =	R =	R =	R = 2.0	R = 2.0	R =	R =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 140.0		

Lane Group Capacity, Control Delay, and LOS Determination													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Adj. flow rate				298	1812	706	1106	1071			1185		
Lane group cap.				746	2060	667	1129	2535			1273		
v/c ratio				0.40	0.88	1.06	0.98	0.42			0.93		
Green ratio				0.42	0.42	0.42	0.33	0.51			0.16		
Uniform delay d1				28.2	37.2	40.5	46.5	21.1			58.2		
Delay factor k				0.11	0.41	0.50	0.48	0.50			0.50		
Incram. delay d2				0.4	4.8	51.3	21.9	0.5			13.3		
PF factor				1.000	1.000	1.000	0.962	0.744			1.000		
Control delay				28.5	42.0	91.8	66.7	16.2			71.6		
Lane group LOS				C	D	F	E	B			E		
Approach delay				53.1			41.9			71.6			
Approach LOS				D			D			E			
Intersection delay	52.7			Intersection LOS			D			Critical v/c ratio			1.01

SIGNALIZED INTERSECTION SUMMARY

General Information				Site Information			
Analyst	AY	Intersection	Route 454 & LIE N. Service Rd				
Agency or Co.	DEA	Area Type	All other areas				
Date Performed	8/13/08	Jurisdiction	Village of Islandia, NY				
Time Period	Weekday PM Peak Hour	Analysis Year	2009 Build Condition w/Mods				

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes	0	0	0	1	3	1	2	3	0	0	5	0
Lane group				L	TR	R	L	T			TR	
Volume (vph)				307	466	480	1039	1026			1878	185
Percent heavy vehicles				2	5	2	2	5			5	2
Peak hour factor				0.91	0.91	0.91	0.87	0.87			0.86	0.86
Pre-timed/Actuated (P/A)				A	A	A	A	P			P	P
Start-up lost time				2.0	2.0	2.0	2.0	2.0			2.0	
Ext. of effective green				5.0	5.0	5.0	5.0	5.0			5.0	
Arrival type				3	3	3	4	4			4	
Unit extension				3.0	3.0	3.0	3.0	3.0			3.0	
Ped/Bike/RTOR volume	0			0		0				0		0
Lane Width				12.0	12.0	12.0	12.0	12.0			12.0	
Parking/Grade/Parking	N		N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr				0	0	0	0	0			0	
Phasing	WB Only	02	03	04	NS TH/RT	NB Only	07	08				
Timing	G = 35.0	G =	G =	G =	G = 45.0	G = 48.0	G =	G =				
	Y = 5.0	Y =	Y =	Y =	Y = 5.0	Y = 5.0	Y =	Y =				
	R = 3.0	R =	R =	R =	R = 2.0	R = 2.0	R =	R =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 150.0						

Lane Group Capacity, Control Delay, and LOS Determination													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Adj. flow rate				337	591	448	1194	1179			2399		
Lane group cap.				448	1228	401	1169	3385			2600		
v/c ratio				0.75	0.48	1.12	1.02	0.35			0.92		
Green ratio				0.25	0.25	0.25	0.34	0.69			0.32		
Uniform delay d1				51.7	47.6	56.0	49.5	9.7			49.2		
Delay factor k				0.31	0.11	0.50	0.50	0.50			0.50		
Increm. delay d2				7.0	0.3	80.7	31.8	0.3			6.9		
PF factor				1.000	1.000	1.000	0.953	0.310			0.970		
Control delay				58.7	47.9	136.7	79.0	3.3			54.6		
Lane group LOS				E	D	F	E	A			D		
Approach delay				79.5			41.4			54.6			
Approach LOS				E			D			D			
Intersection delay	55.1			Intersection LOS			E			Critical v/c ratio			1.01

SIGNALIZED INTERSECTION SUMMARY

General Information				Site Information			
Analyst	AY	Intersection	Route 454 & LIE N. Service Rd				
Agency or Co.	DEA	Area Type	All other areas				
Date Performed	8/13/08	Jurisdiction	Village of Islandia, NY				
Time Period	Saturday Midday Peak Hour	Analysis Year	2009 Build Condition w/Mods				

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes	0	0	0	1	3	1	2	3	0	0	5	0
Lane group				L	TR	R	L	T			TR	
Volume (vph)				207	164	348	594	569			1026	151
Percent heavy vehicles				2	5	2	2	5			5	2
Peak hour factor				0.91	0.91	0.91	0.95	0.95			0.90	0.90
Pre-timed/Actuated (P/A)				A	A	A	A	P			P	P
Start-up lost time				2.0	2.0	2.0	2.0	2.0			2.0	
Ext. of effective green				5.0	5.0	5.0	5.0	5.0			5.0	
Arrival type				3	3	3	4	4			4	
Unit extension				3.0	3.0	3.0	3.0	3.0			3.0	
Ped/Bike/RTOR volume	0			0		0				0		0
Lane Width				12.0	12.0	12.0	12.0	12.0			12.0	
Parking/Grade/Parking	N		N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr				0	0	0	0	0			0	
Phasing	WB Only	02	03	04	NS TH/RT	NB Only	07	08				
Timing	G = 22.0	G =	G =	G =	G = 56.0	G = 20.0	G =	G =				
	Y = 5.0	Y =	Y =	Y =	Y = 5.0	Y = 5.0	Y =	Y =				
	R = 3.0	R =	R =	R =	R = 2.0	R = 2.0	R =	R =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 120.0						

Lane Group Capacity, Control Delay, and LOS Determination													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Adj. flow rate				227	237	325	625	599			1308		
Lane group cap.				369	996	330	659	3532			3976		
v/c ratio				0.62	0.24	0.98	0.95	0.17			0.33		
Green ratio				0.21	0.21	0.21	0.19	0.72			0.49		
Uniform delay d1				43.1	39.6	47.3	47.9	5.5			18.5		
Delay factor k				0.20	0.11	0.49	0.46	0.50			0.50		
Increm. delay d2				3.1	0.1	45.3	23.1	0.1			0.2		
PF factor				1.000	1.000	1.000	1.000	0.203			0.779		
Control delay				46.2	39.7	92.6	71.0	1.2			14.6		
Lane group LOS				D	D	F	E	A			B		
Approach delay				63.4			36.9			14.6			
Approach LOS				E			D			B			
Intersection delay	34.4			Intersection LOS			C			Critical v/c ratio			0.62

**Veterans Highway
at
The Long Island Expressway
South Service Road**

DUNN ENGINEERING ASSOCIATES
66 MAIN STREET, WESTHAMPTON BEACH, NEW YORK 11978

FILE NAME: **Feldman Residential Condominium**

TRAFFIC VOLUME SUMMARY

INTERSECTION : **Veterans Highway (Rte. 454) @ South Service Road (Rte. 495)**

TIME PERIOD: **AM Peak** EXISTING YEAR: **2007**

HORIZON YEAR: **2009**

DONE BY: **DEA/A**

APPROACH

ALT X CLEARS
INPUT VALUES

CONDITION	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING	0	1920	40	346	749	0	113	238	900	0	0	0
GROWTH PERCENT PER YEAR 1.50	0	1978	41	356	771	0	116	245	927	0	0	0
OTHER DEVELOPMENTS												
1)	0	0	0	0	0	0	0	0	0	0	0	0
2)	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
4)	0	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	0	0	0	0	0	0	0	0	0	0	0	0
FUTURE "NO BUILD" WITH OTHER DEV.	0	1978	41	356	771	0	116	245	927	0	0	0
SITE TRAFFIC												
1) Residential Condominiums	0	1	0	9	8	0	0	0	0	0	0	0
2) Shopping Center	0	2	0	6	2	0	0	0	0	0	0	0
3) Office	0	4	0	1	1	0	0	0	0	0	0	0
4) High-Turnover Restaurant	0	0	0	0	0	0	0	0	0	0	0	0
5) Business Hotel	0	4	0	8	3	0	0	0	0	0	0	0
6) Full-Service Hotel	0	7	0	17	5	0	0	0	0	0	0	0
SHOPPING CENTER PASS-BY CREDIT 25	0	0	0	1	0	0	0	0	0	0	0	0
RESTAURANT PASS-BY CREDIT 40	0	0	0	0	0	0	0	0	0	0	0	0
BUILD* TRAFFIC	0	1996	41	396	790	0	116	245	927	0	0	0

DUNN ENGINEERING ASSOCIATES
66 MAIN STREET, WESTHAMPTON BEACH, NEW YORK 11978

FILE NAME: **Feldman Residential Condominium**

TRAFFIC VOLUME SUMMARY

INTERSECTION : **Veterans Highway (Rte. 454) @ South Service Road (Rte. 495)**

TIME PERIOD: **PM Peak** EXISTING YEAR: **2007**

HORIZON YEAR: **2009**

DONE BY: **DEA/A**

APPROACH

ALT X CLEARS
INPUT VALUES

CONDITION	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING	0	1846	97	823	1178	0	129	1247	1031	0	0	0
GROWTH PERCENT PER YEAR 1.50	0	1901	100	848	1213	0	133	1284	1062	0	0	0
OTHER DEVELOPMENTS												
1)	0	0	0	0	0	0	0	0	0	0	0	0
2)	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
4)	0	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	0	0	0	0	0	0	0	0	0	0	0	0
FUTURE "NO BUILD" WITH OTHER DEV.	0	1901	100	848	1213	0	133	1284	1062	0	0	0
SITE TRAFFIC												
1) Residential Condominiums	0	6	0	3	3	0	0	0	0	0	0	0
2) Shopping Center	0	8	0	27	9	0	0	0	0	0	0	0
3) Office	0	2	0	27	9	0	0	0	0	0	0	0
4) High-Turnover Restaurant	0	10	0	19	6	0	0	0	0	0	0	0
5) Business Hotel	0	4	0	9	2	0	0	0	0	0	0	0
6) Full-Service Hotel	0	7	0	22	7	0	0	0	0	0	0	0
SHOPPING CENTER PASS-BY CREDIT 25	0	2	0	6	2	0	0	0	0	0	0	0
RESTAURANT PASS-BY CREDIT 40	0	4	0	7	2	0	0	0	0	0	0	0
"BUILD" TRAFFIC	0	1932	100	942	1245	0	133	1284	1062	0	0	0

DUNN ENGINEERING ASSOCIATES
66 MAIN STREET, WESTHAMPTON BEACH, NEW YORK 11978

FILE NAME: **Feldman Residential Condominium**

TRAFFIC VOLUME SUMMARY

INTERSECTION : **Veterans Highway (Rte. 454) @ South Service Road (Rte. 495)**

TIME PERIOD: **SAT Peak** EXISTING YEAR: **2007**

HORIZON YEAR: **2009**

DONE BY: **DEA/A**

APPROACH

ALT X CLEARS
INPUT VALUES

CONDITION	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING	0	1036	80	359	717	0	54	165	476	0	0	0
GROWTH PERCENT PER YEAR 1.50	0	1067	82	370	739	0	56	170	490	0	0	0
OTHER DEVELOPMENTS												
1)	0	0	0	0	0	0	0	0	0	0	0	0
2)	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
4)	0	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	0	0	0	0	0	0	0	0	0	0	0	0
FUTURE "NO BUILD" WITH OTHER DEV.	0	1067	82	370	739	0	56	170	490	0	0	0
SITE TRAFFIC												
1) Residential Condominiums	0	5	0	5	4	0	0	0	0	0	0	0
2) Shopping Center	0	14	0	40	12	0	0	0	0	0	0	0
3) Office	0	0	0	0	0	0	0	0	0	0	0	0
4) High-Turnover Restaurant	0	19	0	35	11	0	0	0	0	0	0	0
5) Business Hotel	0	4	0	9	2	0	0	0	0	0	0	0
6) Full-Service Hotel	0	8	0	27	8	0	0	0	0	0	0	0
SHOPPING CENTER PASS-BY CREDIT 20	0	2	0	8	2	0	0	0	0	0	0	0
RESTAURANT PASS-BY CREDIT 40	0	7	0	14	4	0	0	0	0	0	0	0
"BUILD" TRAFFIC	0	1108	82	464	770	0	56	170	490	0	0	0

2007 Existing Condition

SIGNALIZED INTERSECTION SUMMARY

General Information				Site Information			
Analyst	AY			Intersection	Route 454 & LIE S. Service Rd		
Agency or Co.	DEA			Area Type	All other areas		
Date Performed	8/13/08			Jurisdiction	Village of Islandia, NY		
Time Period	Weekday AM Peak Hour			Analysis Year	2007 Existing Condition		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes	0	3	1	0	0	0	0	5	0	2	3	0
Lane group		LTR	R					TR		L	T	
Volume (vph)	113	238	900					1920	40	346	749	
Percent heavy vehicles	2	5	2					5	2	2	5	
Peak hour factor	0.93	0.93	0.93					0.91	0.91	0.92	0.92	
Pre-timed/Actuated (P/A)	A	A	A					P	P	A	P	
Start-up lost time		2.0	2.0					2.0		2.0	2.0	
Ext. of effective green		5.0	5.0					5.0		5.0	5.0	
Arrival type		3	3					4		4	4	
Unit extension		3.0	3.0					3.0		3.0	3.0	
Ped/Bike/RTOR volume	0		0	0			0		0			
Lane Width		12.0	12.0					12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N		N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr		0	0					0		0	0	

Phasing	EB Only	02	03	04	NS TH/RT	SB Only	07	08
Timing	G = 44.0	G =	G =	G =	G = 54.0	G = 20.0	G =	G =
	Y = 5.0	Y =	Y =	Y =	Y = 5.0	Y = 5.0	Y =	Y =
	R = 3.0	R =	R =	R =	R = 2.0	R = 2.0	R =	R =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 140.0		

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adj. flow rate		572	774					2154		376	814	
Lane group cap.		1579	531					3337		565	2957	
v/c ratio		0.36	1.46					0.65		0.67	0.28	
Green ratio		0.34	0.34					0.41		0.16	0.60	
Uniform delay d1		35.2	46.5					33.4		54.9	13.4	
Delay factor k		0.11	0.50					0.50		0.24	0.50	
Increm. delay d2		0.1	216.2					1.0		3.0	0.2	
PF factor		1.000	1.000					0.887		1.000	0.575	
Control delay		35.3	262.7					30.6		57.9	7.9	
Lane group LOS		D	F					C		E	A	
Approach delay	166.1						30.6			23.7		
Approach LOS	F						C			C		
Intersection delay	67.7		Intersection LOS		E		Critical v/c ratio		0.95			

SIGNALIZED INTERSECTION SUMMARY

General Information				Site Information			
Analyst	AY	Intersection	Route 454 & LIE S. Service Rd				
Agency or Co.	DEA	Area Type	All other areas				
Date Performed	8/13/08	Jurisdiction	Village of Islandia, NY				
Time Period	Weekday PM Peak Hour	Analysis Year	2007 Existing Condition				

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes	0	3	1	0	0	0	0	5	0	2	3	0
Lane group		LTR	R					TR		L	T	
Volume (vph)	129	1247	1031					1846	97	823	1178	
Percent heavy vehicles	2	5	2					5	2	2	5	
Peak hour factor	0.91	0.91	0.91					0.91	0.91	0.89	0.89	
Pre-timed/Actuated (P/A)	A	A	A					P	P	A	P	
Start-up lost time		2.0	2.0					2.0		2.0	2.0	
Ext. of effective green		5.0	5.0					5.0		5.0	5.0	
Arrival type		3	3					4		4	4	
Unit extension		3.0	3.0					3.0		3.0	3.0	
Ped/Bike/RTOR volume	0		0	0			0		0			
Lane Width		12.0	12.0					12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N		N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr		0	0					0		0	0	
Phasing	EB Only	02	03	04	NS TH/RT	SB Only	07	08				
Timing	G = 54.0	G =	G =	G =	G = 33.0	G = 41.0	G =	G =				
	Y = 5.0	Y =	Y =	Y =	Y = 5.0	Y = 5.0	Y =	Y =				
	R = 3.0	R =	R =	R =	R = 2.0	R = 2.0	R =	R =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 150.0						

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adj. flow rate		2045	600					2136		925	1324	
Lane group cap.		1811	602					1960		1008	2760	
v/c ratio		1.13	1.00					1.09		0.92	0.48	
Green ratio		0.38	0.38					0.24		0.29	0.56	
Uniform delay d1		46.5	46.4					57.0		51.2	19.9	
Delay factor k		0.50	0.50					0.50		0.44	0.50	
Increm. delay d2		65.8	35.8					49.5		12.9	0.6	
PF factor		1.000	1.000					1.000		0.991	0.662	
Control delay		112.3	82.2					106.5		63.7	13.7	
Lane group LOS		F	F					F		E	B	
Approach delay	105.5						106.5			34.3		
Approach LOS	F						F			C		
Intersection delay	83.0		Intersection LOS		F		Critical v/c ratio		1.05			

SIGNALIZED INTERSECTION SUMMARY

General Information				Site Information			
Analyst	AY			Intersection	Route 454 & LIE S. Service Rd		
Agency or Co.	DEA			Area Type	All other areas		
Date Performed	8/13/08			Jurisdiction	Village of Islandia, NY		
Time Period	Saturday Midday Peak Hour			Analysis Year	2007 Existing Condition		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes	0	3	1	0	0	0	0	5	0	2	3	0
Lane group		LTR	R					TR		L	T	
Volume (vph)	54	165	476					1036	80	359	717	
Percent heavy vehicles	2	5	2					5	2	2	5	
Peak hour factor	0.90	0.90	0.90					0.90	0.90	0.91	0.91	
Pre-timed/Actuated (P/A)	A	A	A					P	P	A	P	
Start-up lost time		2.0	2.0					2.0		2.0	2.0	
Ext. of effective green		5.0	5.0					5.0		5.0	5.0	
Arrival type		3	3					4		4	4	
Unit extension		3.0	3.0					3.0		3.0	3.0	
Ped/Bike/RTOR volume	0		0	0			0		0			
Lane Width		12.0	12.0					12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N		N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr		0	0					0		0	0	

Phasing	EB Only	02	03	04	NS TH/RT	SB Only	07	08
Timing	G = 25.0	G =	G =	G =	G = 60.0	G = 13.0	G =	G =
	Y = 5.0	Y =	Y =	Y =	Y = 5.0	Y = 5.0	Y =	Y =
	R = 3.0	R =	R =	R =	R = 2.0	R = 2.0	R =	R =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 120.0		

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adj. flow rate		492	280					1240		395	788	
Lane group cap.		1076	369					4275		458	3409	
v/c ratio		0.46	0.76					0.29		0.86	0.23	
Green ratio		0.23	0.23					0.52		0.13	0.69	
Uniform delay d1		39.5	42.9					16.0		50.9	6.8	
Delay factor k		0.11	0.31					0.50		0.39	0.50	
Increm. delay d2		0.3	8.9					0.2		15.5	0.2	
PF factor		1.000	1.000					0.726		1.000	0.290	
Control delay		39.8	51.7					11.8		66.4	2.1	
Lane group LOS		D	D					B		E	A	
Approach delay	44.1						11.8			23.6		
Approach LOS	D						B			C		
Intersection delay	24.0		Intersection LOS		C		Critical v/c ratio		0.50			

2009 No Build Condition*

***Note:**

1. 2009 No-Build Condition includes a linear 1.5% per year normal traffic growth rate.

SIGNALIZED INTERSECTION SUMMARY

General Information				Site Information			
Analyst	AY	Intersection	Route 454 & LIE S. Service Rd				
Agency or Co.	DEA	Area Type	All other areas				
Date Performed	8/13/08	Jurisdiction	Village of Islandia, NY				
Time Period	Weekday AM Peak Hour	Analysis Year	2009 No-Build Condition				

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes	0	3	1	0	0	0	0	5	0	2	3	0
Lane group		LTR	R					TR		L	T	
Volume (vph)	116	245	927					1978	41	356	771	
Percent heavy vehicles	2	5	2					5	2	2	5	
Peak hour factor	0.93	0.93	0.93					0.91	0.91	0.92	0.92	
Pre-timed/Actuated (P/A)	A	A	A					P	P	A	P	
Start-up lost time		2.0	2.0					2.0		2.0	2.0	
Ext. of effective green		5.0	5.0					5.0		5.0	5.0	
Arrival type		3	3					4		4	4	
Unit extension		3.0	3.0					3.0		3.0	3.0	
Ped/Bike/RTOR volume	0		0	0			0		0			
Lane Width		12.0	12.0					12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N		N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr		0	0					0		0	0	
Phasing	EB Only	02	03	04	NS TH/RT	SB Only	07	08				
Timing	G = 44.0	G =	G =	G =	G = 54.0	G = 20.0	G =	G =				
	Y = 5.0	Y =	Y =	Y =	Y = 5.0	Y = 5.0	Y =	Y =				
	R = 3.0	R =	R =	R =	R = 2.0	R = 2.0	R =	R =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 140.0						

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adj. flow rate		587	798					2219		387	838	
Lane group cap.		1579	531					3337		565	2957	
v/c ratio		0.37	1.50					0.66		0.68	0.28	
Green ratio		0.34	0.34					0.41		0.16	0.60	
Uniform delay d1		35.3	46.5					33.7		55.1	13.5	
Delay factor k		0.11	0.50					0.50		0.25	0.50	
Increm. delay d2		0.1	236.0					1.1		3.4	0.2	
PF factor		1.000	1.000					0.887		1.000	0.575	
Control delay		35.4	282.5					31.0		58.5	8.0	
Lane group LOS		D	F					C		E	A	
Approach delay	177.8						31.0			24.0		
Approach LOS	F						C			C		
Intersection delay	71.3		Intersection LOS			E		Critical v/c ratio			0.98	

SIGNALIZED INTERSECTION SUMMARY

General Information				Site Information			
Analyst	AY	Intersection	Route 454 & LIE S. Service Rd				
Agency or Co.	DEA	Area Type	All other areas				
Date Performed	8/13/08	Jurisdiction	Village of Islandia, NY				
Time Period	Weekday PM Peak Hour	Analysis Year	2009 No-Build Condition				

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes	0	3	1	0	0	0	0	5	0	2	3	0
Lane group		LTR	R					TR		L	T	
Volume (vph)	133	1284	1062					1901	100	848	1213	
Percent heavy vehicles	2	5	2					5	2	2	5	
Peak hour factor	0.91	0.91	0.91					0.91	0.91	0.89	0.89	
Pre-timed/Actuated (P/A)	A	A	A					P	P	A	P	
Start-up lost time		2.0	2.0					2.0		2.0	2.0	
Ext. of effective green		5.0	5.0					5.0		5.0	5.0	
Arrival type		3	3					4		4	4	
Unit extension		3.0	3.0					3.0		3.0	3.0	
Ped/Bike/RTOR volume	0		0	0			0		0			
Lane Width		12.0	12.0					12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N		N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr		0	0					0		0	0	
Phasing	EB Only	02	03	04	NS TH/RT	SB Only	07	08				
Timing	G = 54.0	G =	G =	G =	G = 33.0	G = 41.0	G =	G =				
	Y = 5.0	Y =	Y =	Y =	Y = 5.0	Y = 5.0	Y =	Y =				
	R = 3.0	R =	R =	R =	R = 2.0	R = 2.0	R =	R =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 150.0						

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adj. flow rate		2105	619					2199		953	1363	
Lane group cap.		1811	602					1960		1008	2760	
v/c ratio		1.16	1.03					1.12		0.95	0.49	
Green ratio		0.38	0.38					0.24		0.29	0.56	
Uniform delay d1		46.5	46.5					57.0		51.8	20.1	
Delay factor k		0.50	0.50					0.50		0.46	0.50	
Increm. delay d2		79.6	44.1					62.3		16.8	0.6	
PF factor		1.000	1.000					1.000		0.991	0.662	
Control delay		126.1	90.6					119.3		68.2	13.9	
Lane group LOS		F	F					F		E	B	
Approach delay	118.0						119.3			36.2		
Approach LOS	F						F			D		
Intersection delay	92.2		Intersection LOS		F		Critical v/c ratio		1.08			

SIGNALIZED INTERSECTION SUMMARY

General Information				Site Information			
Analyst	AY	Intersection	Route 454 & LIE S. Service Rd	Agency or Co.	DEA	Area Type	All other areas
Date Performed	8/13/08	Jurisdiction	Village of Islandia, NY	Time Period	Saturday Midday Peak Hour	Analysis Year	2009 No-Build Condition

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes	0	3	1	0	0	0	0	5	0	2	3	0
Lane group		LTR	R					TR		L	T	
Volume (vph)	56	170	490					1067	82	370	739	
Percent heavy vehicles	2	5	2					5	2	2	5	
Peak hour factor	0.90	0.90	0.90					0.90	0.90	0.91	0.91	
Pre-timed/Actuated (P/A)	A	A	A					P	P	A	P	
Start-up lost time		2.0	2.0					2.0		2.0	2.0	
Ext. of effective green		5.0	5.0					5.0		5.0	5.0	
Arrival type		3	3					4		4	4	
Unit extension		3.0	3.0					3.0		3.0	3.0	
Ped/Bike/RTOR volume	0		0	0			0		0			
Lane Width		12.0	12.0					12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N		N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr		0	0					0		0	0	
Phasing	EB Only	02	03	04	NS TH/RT	SB Only	07	08				
Timing	G = 25.0	G =	G =	G =	G = 60.0	G = 13.0	G =	G =				
	Y = 5.0	Y =	Y =	Y =	Y = 5.0	Y = 5.0	Y =	Y =				
	R = 3.0	R =	R =	R =	R = 2.0	R = 2.0	R =	R =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 120.0						

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adj. flow rate		507	288					1277		407	812	
Lane group cap.		1076	369					4276		458	3409	
v/c ratio		0.47	0.78					0.30		0.89	0.24	
Green ratio		0.23	0.23					0.52		0.13	0.69	
Uniform delay d1		39.6	43.1					16.1		51.1	6.8	
Delay factor k		0.11	0.33					0.50		0.41	0.50	
Increm. delay d2		0.3	10.3					0.2		18.8	0.2	
PF factor		1.000	1.000					0.726		1.000	0.290	
Control delay		40.0	53.4					11.8		70.0	2.1	
Lane group LOS		D	D					B		E	A	
Approach delay	44.8						11.8			24.8		
Approach LOS	D						B			C		
Intersection delay	24.6		Intersection LOS		C		Critical v/c ratio		0.51			

2009 Build Condition*

***Note:**

1. 2009 Build Condition includes a linear 1.5% per year normal traffic growth rate and the traffic generated by the proposed development.

SIGNALIZED INTERSECTION SUMMARY

General Information				Site Information			
Analyst	AY	Intersection	Route 454 & LIE S. Service Rd				
Agency or Co.	DEA	Area Type	All other areas				
Date Performed	8/13/08	Jurisdiction	Village of Islandia, NY				
Time Period	Weekday AM Peak Hour	Analysis Year	2009 Build Condition				

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes	0	3	1	0	0	0	0	5	0	2	3	0
Lane group		LTR	R					TR		L	T	
Volume (vph)	116	245	927					1996	41	396	790	
Percent heavy vehicles	2	5	2					5	2	2	5	
Peak hour factor	0.93	0.93	0.93					0.91	0.91	0.92	0.92	
Pre-timed/Actuated (P/A)	A	A	A					P	P	A	P	
Start-up lost time		2.0	2.0					2.0		2.0	2.0	
Ext. of effective green		5.0	5.0					5.0		5.0	5.0	
Arrival type		3	3					4		4	4	
Unit extension		3.0	3.0					3.0		3.0	3.0	
Ped/Bike/RTOR volume	0		0	0			0		0			
Lane Width		12.0	12.0					12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N		N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr		0	0					0		0	0	
Phasing	EB Only	02	03	04	NS TH/RT	SB Only	07	08				
Timing	G = 44.0	G =	G =	G =	G = 54.0	G = 20.0	G =	G =				
	Y = 5.0	Y =	Y =	Y =	Y = 5.0	Y = 5.0	Y =	Y =				
	R = 3.0	R =	R =	R =	R = 2.0	R = 2.0	R =	R =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 140.0						

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adj. flow rate		587	798					2238		430	859	
Lane group cap.		1579	531					3337		565	2957	
v/c ratio		0.37	1.50					0.67		0.76	0.29	
Green ratio		0.34	0.34					0.41		0.16	0.60	
Uniform delay d1		35.3	46.5					33.8		55.9	13.6	
Delay factor k		0.11	0.50					0.50		0.31	0.50	
Increm. delay d2		0.1	236.0					1.1		6.0	0.2	
PF factor		1.000	1.000					0.887		1.000	0.575	
Control delay		35.4	282.5					31.1		61.9	8.0	
Lane group LOS		D	F					C		E	A	
Approach delay	177.8						31.1			26.0		
Approach LOS	F						C			C		
Intersection delay	71.1		Intersection LOS			E		Critical v/c ratio			0.99	

SIGNALIZED INTERSECTION SUMMARY

General Information				Site Information			
Analyst	AY	Intersection	Route 454 & LIE S. Service Rd				
Agency or Co.	DEA	Area Type	All other areas				
Date Performed	8/13/08	Jurisdiction	Village of Islandia, NY				
Time Period	Weekday PM Peak Hour	Analysis Year	2009 Build Condition				

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes	0	3	1	0	0	0	0	5	0	2	3	0
Lane group		LTR	R					TR		L	T	
Volume (vph)	133	1284	1062					1932	100	942	1245	
Percent heavy vehicles	2	5	2					5	2	2	5	
Peak hour factor	0.91	0.91	0.91					0.91	0.91	0.89	0.89	
Pre-timed/Actuated (P/A)	A	A	A					P	P	A	P	
Start-up lost time		2.0	2.0					2.0		2.0	2.0	
Ext. of effective green		5.0	5.0					5.0		5.0	5.0	
Arrival type		3	3					4		4	4	
Unit extension		3.0	3.0					3.0		3.0	3.0	
Ped/Bike/RTOR volume	0		0	0			0		0			
Lane Width		12.0	12.0					12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N		N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr		0	0					0		0	0	

Phasing	EB Only	02	03	04	NS TH/RT	SB Only	07	08
Timing	G = 54.0	G =	G =	G =	G = 33.0	G = 41.0	G =	G =
	Y = 5.0	Y =	Y =	Y =	Y = 5.0	Y = 5.0	Y =	Y =
	R = 3.0	R =	R =	R =	R = 2.0	R = 2.0	R =	R =

Duration of Analysis (hrs) = 0.25 Cycle Length C = 150.0

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adj. flow rate		2105	619					2233		1058	1399	
Lane group cap.		1811	602					1960		1008	2760	
v/c ratio		1.16	1.03					1.14		1.05	0.51	
Green ratio		0.38	0.38					0.24		0.29	0.56	
Uniform delay d1		46.5	46.5					57.0		53.0	20.3	
Delay factor k		0.50	0.50					0.50		0.50	0.50	
Increm. delay d2		79.6	44.1					69.5		42.3	0.7	
PF factor		1.000	1.000					1.000		0.991	0.662	
Control delay		126.1	90.6					126.5		94.8	14.1	
Lane group LOS		F	F					F		F	B	
Approach delay	118.0						126.5			48.8		
Approach LOS	F						F			D		
Intersection delay	97.6		Intersection LOS		F		Critical v/c ratio		1.12			

SIGNALIZED INTERSECTION SUMMARY

General Information				Site Information			
Analyst	AY	Intersection	Route 454 & LIE S. Service Rd				
Agency or Co.	DEA	Area Type	All other areas				
Date Performed	8/13/08	Jurisdiction	Village of Islandia, NY				
Time Period	Saturday Midday Peak Hour	Analysis Year	2009 Build Condition				

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes	0	3	1	0	0	0	0	5	0	2	3	0
Lane group		LTR	R					TR		L	T	
Volume (vph)	56	170	490					1108	82	464	770	
Percent heavy vehicles	2	5	2					5	2	2	5	
Peak hour factor	0.90	0.90	0.90					0.90	0.90	0.91	0.91	
Pre-timed/Actuated (P/A)	A	A	A					P	P	A	P	
Start-up lost time		2.0	2.0					2.0		2.0	2.0	
Ext. of effective green		5.0	5.0					5.0		5.0	5.0	
Arrival type		3	3					4		4	4	
Unit extension		3.0	3.0					3.0		3.0	3.0	
Ped/Bike/RTOR volume	0		0	0			0		0			
Lane Width		12.0	12.0					12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N		N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr		0	0					0		0	0	
Phasing	EB Only	02	03	04	NS TH/RT	SB Only	07	08				
Timing	G = 25.0	G =	G =	G =	G = 60.0	G = 13.0	G =	G =				
	Y = 5.0	Y =	Y =	Y =	Y = 5.0	Y = 5.0	Y =	Y =				
	R = 3.0	R =	R =	R =	R = 2.0	R = 2.0	R =	R =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 120.0						

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adj. flow rate		507	288					1322		510	846	
Lane group cap.		1076	369					4277		458	3409	
v/c ratio		0.47	0.78					0.31		1.11	0.25	
Green ratio		0.23	0.23					0.52		0.13	0.69	
Uniform delay d1		39.6	43.1					16.2		52.0	6.9	
Delay factor k		0.11	0.33					0.50		0.50	0.50	
Increm. delay d2		0.3	10.3					0.2		76.8	0.2	
PF factor		1.000	1.000					0.726		1.000	0.290	
Control delay		40.0	53.4					11.9		128.8	2.2	
Lane group LOS		D	D					B		F	A	
Approach delay	44.8						11.9			49.8		
Approach LOS	D						B			D		
Intersection delay	34.2		Intersection LOS				C		Critical v/c ratio			0.55

2009 Build Condition With Modifications*

***Note:**

1. 2009 Build Condition with Modifications includes a linear 1.5% per year normal traffic growth rate, the traffic generated by the proposed development, and minor timing changes made to the existing signal system.

SIGNALIZED INTERSECTION SUMMARY

General Information				Site Information			
Analyst	AY	Intersection	Route 454 & LIE S. Service Rd	Agency or Co.	DEA	Area Type	All other areas
Date Performed	8/13/08	Jurisdiction	Village of Islandia, NY	Time Period	Weekday AM Peak Hour	Analysis Year	2009 Build w/Mods

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes	0	3	1	0	0	0	0	5	0	2	3	0
Lane group		LTR	R					TR		L	T	
Volume (vph)	116	245	927					1996	41	396	790	
Percent heavy vehicles	2	5	2					5	2	2	5	
Peak hour factor	0.93	0.93	0.93					0.91	0.91	0.92	0.92	
Pre-timed/Actuated (P/A)	A	A	A					P	P	A	P	
Start-up lost time		2.0	2.0					2.0		2.0	2.0	
Ext. of effective green		5.0	5.0					5.0		5.0	5.0	
Arrival type		3	3					4		4	4	
Unit extension		3.0	3.0					3.0		3.0	3.0	
Ped/Bike/RTOR volume	0		0	0			0		0			
Lane Width		12.0	12.0					12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N		N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr		0	0					0		0	0	

Phasing	EB Only	02	03	04	NS TH/RT	SB Only	07	08
Timing	G = 66.4	G =	G =	G =	G = 36.9	G = 14.7	G =	G =
	Y = 5.0	Y =	Y =	Y =	Y = 5.0	Y = 5.0	Y =	Y =
	R = 3.0	R =	R =	R =	R = 2.0	R = 2.0	R =	R =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 140.0		

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adj. flow rate		587	798					2238		430	859	
Lane group cap.		2331	785					2336		435	2169	
v/c ratio		0.25	1.02					0.96		0.99	0.40	
Green ratio		0.50	0.50					0.28		0.13	0.44	
Uniform delay d1		20.3	35.3					49.2		61.0	26.6	
Delay factor k		0.11	0.50					0.50		0.49	0.50	
Incram. delay d2		0.1	36.3					11.1		40.0	0.5	
PF factor		1.000	1.000					0.997		1.000	0.849	
Control delay		20.4	71.6					60.2		101.1	23.1	
Lane group LOS		C	E					E		F	C	
Approach delay		49.9						60.2			49.1	
Approach LOS		D						E			D	
Intersection delay		54.4		Intersection LOS				D		Critical v/c ratio		0.99

SIGNALIZED INTERSECTION SUMMARY

General Information				Site Information			
Analyst	AY	Intersection	Route 454 & LIE S. Service Rd				
Agency or Co.	DEA	Area Type	All other areas				
Date Performed	8/13/08	Jurisdiction	Village of Islandia, NY				
Time Period	Weekday PM Peak Hour	Analysis Year	2009 Build w/Mods				

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes	0	3	1	0	0	0	0	5	0	2	3	0
Lane group		LTR	R					TR		L	T	
Volume (vph)	133	1284	1062					1932	100	942	1245	
Percent heavy vehicles	2	5	2					5	2	2	5	
Peak hour factor	0.91	0.91	0.91					0.91	0.91	0.89	0.89	
Pre-timed/Actuated (P/A)	A	A	A					P	P	A	P	
Start-up lost time		2.0	2.0					2.0		2.0	2.0	
Ext. of effective green		5.0	5.0					5.0		5.0	5.0	
Arrival type		3	3					4		4	4	
Unit extension		3.0	3.0					3.0		3.0	3.0	
Ped/Bike/RTOR volume	0		0	0			0		0			
Lane Width		12.0	12.0					12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N		N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr		0	0					0		0	0	
Phasing	EB Only	02	03	04	NS TH/RT	SB Only	07	08				
Timing	G = 59.0	G =	G =	G =	G = 36.5	G = 32.5	G =	G =				
	Y = 5.0	Y =	Y =	Y =	Y = 5.0	Y = 5.0	Y =	Y =				
	R = 3.0	R =	R =	R =	R = 2.0	R = 2.0	R =	R =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 150.0						

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adj. flow rate		2105	619					2233		1058	1399	
Lane group cap.		1970	654					2150		813	2596	
v/c ratio		1.07	0.95					1.04		1.30	0.54	
Green ratio		0.41	0.41					0.26		0.24	0.53	
Uniform delay d1		44.0	42.4					55.3		57.3	23.5	
Delay factor k		0.50	0.46					0.50		0.50	0.50	
Increm. delay d2		41.4	22.9					30.3		144.6	0.8	
PF factor		1.000	1.000					1.000		1.000	0.723	
Control delay		85.4	65.3					85.5		201.8	17.8	
Lane group LOS		F	E					F		F	B	
Approach delay	80.9						85.5			97.0		
Approach LOS	F						F			F		
Intersection delay	87.6		Intersection LOS		F		Critical v/c ratio		1.12			

SIGNALIZED INTERSECTION SUMMARY

General Information				Site Information			
Analyst	AY	Intersection	Route 454 & LIE S. Service Rd				
Agency or Co.	DEA	Area Type	All other areas				
Date Performed	8/13/08	Jurisdiction	Village of Islandia, NY				
Time Period	Saturday Midday Peak Hour	Analysis Year	2009 Build w/Mods				

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes	0	3	1	0	0	0	0	5	0	2	3	0
Lane group		LTR	R					TR		L	T	
Volume (vph)	56	170	490					1108	82	464	770	
Percent heavy vehicles	2	5	2					5	2	2	5	
Peak hour factor	0.90	0.90	0.90					0.90	0.90	0.91	0.91	
Pre-timed/Actuated (P/A)	A	A	A					P	P	A	P	
Start-up lost time		2.0	2.0					2.0		2.0	2.0	
Ext. of effective green		5.0	5.0					5.0		5.0	5.0	
Arrival type		3	3					4		4	4	
Unit extension		3.0	3.0					3.0		3.0	3.0	
Ped/Bike/RTOR volume	0		0	0			0		0			
Lane Width		12.0	12.0					12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N		N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr		0	0					0		0	0	
Phasing	EB Only	02	03	04	NS TH/RT	SB Only	07	08				
Timing	G = 25.0	G =	G =	G =	G = 57.0	G = 16.0	G =	G =				
	Y = 5.0	Y =	Y =	Y =	Y = 5.0	Y = 5.0	Y =	Y =				
	R = 3.0	R =	R =	R =	R = 2.0	R = 2.0	R =	R =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 120.0						

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adj. flow rate		507	288					1322		510	846	
Lane group cap.		1076	369					4073		544	3409	
v/c ratio		0.47	0.78					0.32		0.94	0.25	
Green ratio		0.23	0.23					0.50		0.16	0.69	
Uniform delay d1		39.6	43.1					17.9		49.9	6.9	
Delay factor k		0.11	0.33					0.50		0.45	0.50	
Increm. delay d2		0.3	10.3					0.2		24.1	0.2	
PF factor		1.000	1.000					0.767		1.000	0.290	
Control delay		40.0	53.4					13.9		74.0	2.2	
Lane group LOS		D	D					B		E	A	
Approach delay	44.8						13.9			29.2		
Approach LOS	D						B			C		
Intersection delay	27.0		Intersection LOS		C		Critical v/c ratio		0.55			

**Motor Parkway
at
Proposed Easterly Site Access
Drive**

DUNN ENGINEERING ASSOCIATES
66 MAIN STREET, WESTHAMPTON BEACH, NEW YORK 11978

FILE NAME:

Feldman Residential Condominiums

TRAFFIC VOLUME SUMMARY

INTERSECTION :

Motor Parkway (C.R. 67) at Easterly Access Drive

TIME PERIOD:

AM Peak

EXISTING YEAR:

2007

HORIZON YEAR:

2009

DONE BY:

DEA/A

APPROACH

ALT X CLEARS
 INPUT VALUES

CONDITION	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING	0	0	0	6	0	4	38	597	0	0	815	47
GROWTH PERCENT PER YEAR 1.50	0	0	0	6	0	4	39	615	0	0	839	48
OTHER DEVELOPMENTS												
1)	0	0	0	0	0	0	0	0	0	0	0	0
2)	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
4)	0	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	0	0	0	0	0	0	0	0	0	0	0	0
FUTURE "NO BUILD" WITH OTHER DEV	0	0	0	6	0	4	39	615	0	0	839	48
SITE TRAFFIC												
1) Residential Condominiums	0	0	16	0	0	0	0	16	1	4	0	0
2) Shopping Center	0	0	3	0	0	0	0	0	0	4	0	0
3) Office	0	0	1	0	0	0	0	0	0	7	0	0
4) High-Turnover Restaurant	0	0	0	0	0	0	0	0	0	0	0	0
5) Business Hotel	0	0	4	0	0	0	0	0	0	7	0	0
6) Full-Service Hotel	0	0	8	0	0	0	0	0	0	14	0	0
PASS-BY CREDIT	0	0	0	0	0	0	0	0	0	0	0	0
"BUILD" TRAFFIC	0	0	32	6	0	4	39	631	1	36	839	48

DUNN ENGINEERING ASSOCIATES
66 MAIN STREET, WESTHAMPTON BEACH, NEW YORK 11978

FILE NAME: **Feldman Residential Condominiums**

TRAFFIC VOLUME SUMMARY

INTERSECTION : **Motor Parkway (C.R. 67) at Easterly Access Drive**

TIME PERIOD: **PM Peak** EXISTING YEAR: **2007**

HORIZON YEAR: **2009**

DONE BY: **DEA/A**

APPROACH

ALT X CLEARS
INPUT VALUES

CONDITION	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING	0	0	0	49	0	30	5	721	0	0	466	12
GROWTH PERCENT PER YEAR 1.50	0	0	0	50	0	31	5	743	0	0	480	12
OTHER DEVELOPMENTS												
1)	0	0	0	0	0	0	0	0	0	0	0	0
2)	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
4)	0	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	0	0	0	0	0	0	0	0	0	0	0	0
FUTURE "NO BUILD" WITH OTHER DEV.	0	0	0	50	0	31	5	743	0	0	480	12
SITE TRAFFIC												
1) Residential Condominiums	0	0	6	0	0	0	0	5	4	15	0	0
2) Shopping Center	0	0	13	0	0	0	0	0	0	15	0	0
3) Office	0	0	12	0	0	0	0	0	0	3	0	0
4) High-Turnover Restaurant	0	0	9	0	0	0	0	0	0	18	0	0
5) Business Hotel	0	0	4	0	0	0	0	0	0	7	0	0
6) Full-Service Hotel	0	0	10	0	0	0	0	0	0	12	0	0
PASS-BY CREDIT 0	0	0	0	0	0	0	0	0	0	0	0	0
"BUILD" TRAFFIC	0	0	54	50	0	31	5	748	4	70	480	12

DUNN ENGINEERING ASSOCIATES
66 MAIN STREET, WESTHAMPTON BEACH, NEW YORK 11978

FILE NAME:

Feldman Residential Condominiums

TRAFFIC VOLUME SUMMARY

INTERSECTION :

Motor Parkway (C.R. 67) at Easterly Access Drive

TIME PERIOD:

SAT Peak

EXISTING YEAR:

2007

HORIZON YEAR:

2009

DONE BY:

DEA/A

APPROACH

ALT X CLEARS
 INPUT VALUES

CONDITION	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING	0	0	0	0	0	0	0	333	0	0	243	0
GROWTH PERCENT PER YEAR 1.50	0	0	0	0	0	0	0	343	0	0	250	0
OTHER DEVELOPMENTS												
1)	0	0	0	0	0	0	0	0	0	0	0	0
2)	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
4)	0	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	0	0	0	0	0	0	0	0	0	0	0	0
FUTURE "NO BUILD" WITH OTHER DEV.	0	0	0	0	0	0	0	343	0	0	250	0
SITE TRAFFIC												
1) Residential Condominiums	0	0	9	0	0	0	0	9	4	13	0	0
2) Shopping Center	0	0	18	0	0	0	0	0	0	25	0	0
3) Office	0	0	0	0	0	0	0	0	0	0	0	0
4) High-Turnover Restaurant	0	0	16	0	0	0	0	0	0	35	0	0
5) Business Hotel	0	0	4	0	0	0	0	0	0	7	0	0
6) Full-Service Hotel	0	0	12	0	0	0	0	0	0	15	0	0
PASS-BY CREDIT 0	0	0	0	0	0	0	0	0	0	0	0	0
"BUILD" TRAFFIC	0	0	59	0	0	0	0	352	4	95	250	0

2009 Build Condition*

***Note:**

1. 2009 Build Condition includes a linear 1.5% per year normal traffic growth rate and the traffic generated by the proposed development.

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	AY	Intersection	Motor Pkwy & Easterly Site Acc
Agency/Co.	DEA	Jurisdiction	Village of Islandia, NY
Date Performed	7/9/07	Analysis Year	2009 Build
Analysis Time Period	Weekday AM Peak Hour		

Project Description <i>Feldman Residential Condominium</i>	
East/West Street: <i>Proposed Westerly Site Access</i>	North/South Street: <i>Motor Parkway</i>
Intersection Orientation: <i>East-West</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	39	631	1	36	839	48
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate (veh/h)	41	664	1	37	883	50
Proportion of heavy vehicles, PHV	2	--	--	2	--	--
Median type	<i>Undivided</i>					
RT Channelized?			0			0
Lanes	1	2	1	1	2	1
Configuration	L	T	R	L	T	R
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	0	0	32	6	0	4
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate (veh/h)	0	0	0	6	0	4
Proportion of heavy vehicles, PHV	0	2	2	2	2	2
Percent grade (%)	0			0		
Flared approach		N			N	
Storage		0			0	
RT Channelized?			0			0
Lanes	0	0	0	0	0	0
Configuration					LR	

Control Delay, Queue Length, Level of Service								
Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L					LR	
Volume, v (vph)	41	37					10	
Capacity, c _m (vph)	729	920					180	
v/c ratio	0.06	0.04					0.06	
Queue length (95%)	0.18	0.13					0.18	
Control Delay (s/veh)	10.2	9.1					26.2	
LOS	B	A					D	
Approach delay (s/veh)	--	--					26.2	
Approach LOS	--	--					D	

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	AY	Intersection	Motor Pkwy & Easterly Site Acc
Agency/Co.	DEA	Jurisdiction	Village of Islandia, NY
Date Performed	7/9/07	Analysis Year	2009 Build
Analysis Time Period	Weekday PM Peak Hour		

Project Description: <i>Feldman Residential Condominium</i>		North/South Street: <i>Motor Parkway</i>
East/West Street: <i>Proposed Westerly Site Access</i>		Study Period (hrs): <i>0.25</i>
Intersection Orientation: <i>East-West</i>		

Vehicle Volumes and Adjustments						
Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	5	748	4	70	480	12
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate (veh/h)	5	787	4	73	505	12
Proportion of heavy vehicles, P _{HV}	2	-	-	2	-	-
Median type	<i>Undivided</i>					
RT Channelized?			0			0
Lanes	1	2	1	1	2	1
Configuration	L	T	R	L	T	R
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	0	0	54	50	0	31
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate (veh/h)	0	0	0	52	0	32
Proportion of heavy vehicles, P _{HV}	0	2	2	2	2	2
Percent grade (%)	0			0		
Flared approach		N			N	
Storage		0			0	
RT Channelized?			0			0
Lanes	0	0	0	0	0	0
Configuration					LR	

Control Delay, Queue Length, Level of Service								
Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L					LR	
Volume, v (vph)	5	73					84	
Capacity, c _m (vph)	1045	825					277	
v/c ratio	0.00	0.09					0.30	
Queue length (95%)	0.01	0.29					1.24	
Control Delay (s/veh)	8.5	9.8					23.6	
LOS	A	A					C	
Approach delay (s/veh)	-	-					23.6	
Approach LOS	-	-					C	

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	AY	Intersection	Motor Pkwy & Easterly Site Acc
Agency/Co.	DEA	Jurisdiction	Village of Islandia, NY
Date Performed	7/9/07	Analysis Year	2009 Build
Analysis Time Period	Saturday Midday Peak Hour		

Project Description: <i>Feldman Residential Condominium</i>	
East/West Street: <i>Proposed Westerly Site Access</i>	North/South Street: <i>Motor Parkway</i>
Intersection Orientation: <i>East-West</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	0	352	4	95	250	0
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate (veh/h)	0	370	4	100	263	0
Proportion of heavy vehicles, P _{HV}	2	-	-	2	-	-
Median type	<i>Undivided</i>					
RT Channelized?			0			0
Lanes	1	2	1	1	2	1
Configuration	L	T	R	L	T	R
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	0	0	59	0	0	0
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate (veh/h)	0	0	0	0	0	0
Proportion of heavy vehicles, P _{HV}	0	2	2	2	2	2
Percent grade (%)	0			0		
Flared approach		N			N	
Storage		0			0	
RT Channelized?			0			0
Lanes	0	0	0	0	0	0
Configuration					LR	

Control Delay, Queue Length, Level of Service								
Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L					LR	
Volume, v (vph)	0	100					0	
Capacity, c _m (vph)	1298	1181						
v/c ratio	0.00	0.08						
Queue length (95%)	0.00	0.28						
Control Delay (s/veh)	7.8	8.3						
LOS	A	A						
Approach delay (s/veh)	-	-						
Approach LOS	-	-						

Traffic Volume Counts

**NEW YORK STATE DEPARTMENT OF TRANSPORTATION
2001 Traffic Volume Report for SUFFOLK COUNTY**

		CLICK HERE FOR MORE INFORMATION			
	1 20	ACC RT 495 L I.E.	RT 454 VETERANS MEMORIAL HWY	01	18713
	0 34	RT 454 VETERANS MEMORIAL HWY	TWN ISLIP TWN SMITHTOWN JCT	01	21537
	0 41	TWN ISLIP TWN SMITHTOWN JCT	RT 347	01	20145
	0 50	RT 347	MAPLE AV	01	21915
	1 39	MAPLE AV	RTS 25 25A END 111	00	17275
112	0 95	MAIN ST PATCHOGUE	RT 27 SUNRISE HGWY	98	27047
	1 01	RT 27 SUNRISE HGWY	CR 99 WOODSIDE AVE	99	24871
	1 73	CR 99 WOODSIDE AVE	PECONIC AVE	00	27368
	0 38	PECONIC AVE	ACC RT 495 L I E	00	27411
	0 19	ACC RT 495 L I.E.	CR 16 HORSEBLOCK RD	00	28775
	1 39	CR 16 HORSEBLOCK RD	GRANNY RD	00	24804
	1 57	GRANNY RD	RT 25 CORAM	01	20011
	1 21	RT 25 CORAM	CR 83	01	14099
	3 51	CR 83	RT 347	00	25331
	0 56	RT 347	RT 25A PORT JEFERSON END 112	00	26768
114	0 13	VILLAGE OF GREENPORT FERRY F	RT 25 END 114	01	2158
	0 59	RT 27 W OF E HAMPTON	TOILSOME LANE	01	2665
	4 34	FERRY FROM VIL OF NORTH HAVE	FERRY SLIP SHELTER ISLAND TO	01	4106
	5 49	TOILSOME LANE	EASTVILLE AVE	01	9098
	0 72	EASTVILLE AVE	MAIN ST	01	7492
	3 13	MAIN ST	FERRY SLIP N HAVEN	01	2442
231	0 59	RT 27A	JOHN ST	00	17343
	0 91	JOHN ST	ACC RT 27	00	26281
	1 09	ACC RT 27	ACC SOUTHERN STATE PKY	00	29253
	0 65	ACC SOUTHERN STATE PKY	CR 4 COMMACK RD	00	47939
	1 56	CR 4 COMMACK RD	NICHOLS RD	00	36850
	1 57	NICHOLS RD	STRAIGHT PATH	00	31385
	0 87	STRAIGHT PATH	ACC RT 495 L I E.	00	38150
	1 81	ACC RT 495 L I E.	ACC N S. PKY END 231	00	30334
347	2 19	RT 908G START RT 454 OLAP	END 454 OLAP	01	75208
	0 81	END 454 OLAP	RT 111	01	52503
	1 94	RT 111	TERRY RD	01	51837
	1 97	TERRY RD	RT 25	00	48758
	0 68	RT 25	MORICHES RD	00	46598
	1 57	MORICHES RD	CR 97 NICHOLS RD	00	63180
	2 86	CR 97 NICHOLS RD	OLD TOWN RD	00	50798
	1 42	OLD TOWN RD	RT 112	00	47521
	1 04	RT 112	RT 25A END 347	00	38035
454	0 53	RT 25	ACC SUNKEN MEADOW PKWY	00	25151
	1 66	ACC SUNKEN MEADOW PKWY	START RT 347 OLAP	01	26590
	2 19	START RT 347 OLAP	END 347 OLAP	01	75208
	0 24	END 347 OLAP	RT 111	01	23085
	1 48	RT 111	ACC RT 495 L I E.	01	22290
	1 10	ACC RT 495 L.I.E	CR 100 SUFFOLK AVE	00	37288
	3 31	CR 100 SUFFOLK AVE	LAKELAND AVE	98	39428
	0 81	LAKELAND AVE	ENTRANCE MACARTHUR AIRPORT/J	98	40356
	1 86	ENTRANCE MACARTHUR AIRPORT/J	BROADWAY AVE	00	40216
	0 49	BROADWAY AVE	RT 27 END RT 454	98	25735
495I	1 46	NASSAU CO LINE	INT 49 RT 110	01	162696
	2 43	INT 49 RT 110	INT 50 BAGATELLE RD	01	157859
	1 72	INT 50 BAGATELLE RD	INT 51 RT 231	89	134309
	2 59	INT 51 RT 231	INT 52 CR 4 COMMACK RD	97	146566

New York State Department of Transportation Traffic Count Hourly Report

CR 67 - 10 EB

ROAD #: 0670 ROAD NAME: CR 67 FROM: CR 17 TO: I495S
 DIRECTION: Northbound FACTOR GROUP: 30 REC. SERIAL #: 0693 FUNC. CLASS: 16
 STATE DIR CODE: 1 WK OF YR: 6 @ REF MARKER: NA NHS: yes
 DATE OF COUNT: 02/06/2007 ADDL DATA: JURIS: County
 NOTES LANE 0: NORTHBOUND COUNT TYPE: AXLE PAIRS CC Str: HPMS SAMPLE:
 COUNT TAKEN BY: ORG CODE: DOT INITIALS: ABR PROCESSED BY: ORG CODE: DOT INITIALS: BATCH ID: DOT-r10sw09a

COUNTY: Suffolk
 VILLAGE: ISLANDIA
 BIN:
 RR CROSSING:
 HPMS SAMPLE:

DATE	DAY	AM												PM												TOTAL	DAILY HIGH	DAILY HIGH	DAILY HIGH	HOUR
		12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11					

1	T	42	19	17	26	32	103	264	390	409	401	373	376	448	510	515	541	677	662	515	662	380	223	142	165	110	64	658	16	
2	F	30	27	22	26	33	110	277	367	423	351	344	350	503	504	470	530	620	656	385	365	195	222	128	151	118	63	6821	17	
3	S	33	27	21	27	32	98	293	352	422	407	393	418	539	540	517	555	688	706	588	706	382	260	187	205	147	60	6650	17	
4	S	54	42	22	20	23	51	108	156	191	240	301	329	360	337	343	289	284	252	182	176	131	137	107	99	92	7352	706	17	
5	M	54	55	28	24	19	23	57	75	107	132	222	238	286	275	289	247	218	210	170	139	101	90	82	58	3199	289	12		
6	T	36	19	8	26	39	91	287	381	413	348	365	381	470	497	491	523	602	624	378	200	148	144	98	49	6618	624	17		
7	T	32	34	18	27	46	91	282	401	413	395	385	431	513	508	505	584	671	637	389	191	156	167	96	58	6990	671	16		
8	W																													
9	T																													
10	F																													
11	S																													
12	S																													
13	M																													
14	T																													
15	W																													
16	T																													
17	F																													
18	S																													
19	S																													
20	M																													
21	T																													
22	W																													
23	T																													
24	F																													
25	S																													
26	S																													
27	M																													
28	T																													
29	T																													
30	W																													
31	T																													
32	F																													
33	F																													

DAYS	Counted	HOURS	Counted	WEEKDAYS WEEKDAY		AVERAGE WEEKDAY		Axle Adj. Factor	Seasonal/Weekday Adjustment Factor	ESTIMATED (one way)
				Counted	Hours	High Hour	% of day			
8	178	5	112	634	9%	0.981	0.967		AADT	6906
AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon) ADT 58 5678 33 26 20 26 35 98 276 373 408 373 365 384 475 495 480 529 634 633 363 202 141 146 105 58 5678										

ROAD #: 0670 ROAD NAME: CR 67 FROM: CR 17 TO: I495S
 STATION: 078185 STATE DIR CODE: 1 PLACEMENT: 800' S/O I-495S

New York State Department of Transportation Traffic Count Hourly Report

ROAD #: 0670 ROAD NAME: CR 67 FROM: CR 17 TO: I495S COUNTY: Suffolk
 DIRECTION: Southbound FACTOR GROUP: 30 REC. SERIAL #: 0712 VILLAGE: ISLANDIA
 STATE DIR CODE: 2 WK OF YR: 6 PLACEMENT: 800' S/O I-495S BIN: ISLANDIA
 DATE OF COUNT: 02/06/2007 @ REF MARKER: NA ADDL DATA:
 NOTES LANE 0: SOUTHBOUND COUNT TYPE: AXLE PAIRS PROCESSED BY: DOT-RI05w09a

COUNT TAKEN BY: ORG CODE: DOT INITIALS: ABR			COUNT TYPE: AXLE PAIRS			BATCH ID: DOT-RI05w09a																							
PROCESSED BY: ORG CODE: DOT INITIALS:		COUNT TYPE: AXLE PAIRS																											
DATE	DAY	AM						PM						DAILY HIGH	DAILY HIGH	DAILY HIGH													
		1	2	3	4	5	6	7	8	9	10	11	12																
		TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO																
12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	DAILY HIGH	DAILY HIGH	DAILY HIGH		
1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL COUNT	TOTAL COUNT	TOTAL COUNT	HOUR	HOUR	HOUR

40	27	17	13	21	79	212	444	518	390	275	286	372	368	294	346	315	285	370	246	205	166	134	128	64	8	
32	23	26	14	31	90	199	475	605	343	236	285	401	378	274	361	310	355	321	229	182	163	142	112	87	518	
9	43	27	16	21	46	216	432	524	389	305	300	405	392	351	398	319	379	322	227	162	168	115	143	91	5233	
10	75	40	32	21	34	47	96	126	164	221	250	270	279	214	203	198	187	165	121	189	173	131	165	112	5572	
11	88	44	37	16	19	19	21	49	97	109	147	160	148	199	184	184	184	129	132	86	105	102	92	3215	279	
12	33	19	7	10	23	76	217	384	452	567	241	290	404	308	336	328	358	231	173	163	130	109	65	5088	452	8
13	37	22	11	14	20	84	230	477	539	385	273	295	427	375	370	323	335	226	164	143	127	120	65	5395	452	8

DAYS	COUNTED	AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)												ADT										
		25	26	18	14	23	74	211	434	498	368	261	285		393	362	290	344	306	343	228	174	156	128
8	178	WEEKDAYS WEEKDAY																						
		COUNTED						HOURS																
		5						112																
		High Hour						AVERAGE WEEKDAY																
		498						% of day																
		10%						Axle Adj. Factor																
		0.981						Seasonal/Weekday Adjustment Factor																
		0.967						ESTIMATED (one way)																
		AADT						AADT																
		5341						5341																

ROAD #: 0670 ROAD NAME: CR 67 FROM: CR 17 TO: I495S COUNTY: Suffolk
 STATION: 078185 STATE DIR CODE: 2 PLACEMENT: 800' S/O I-495S DATE OF COUNT: 02/06/2007

New York State Department of Transportation Traffic Count Hourly Report

CR 67 - 11 EB

ROAD #: 0670 ROAD NAME: CR 67 FROM: I495S TO: I495N COUNTY: Suffolk
 DIRECTION: Northbound FACTOR GROUP: 30 REC. SERIAL #: 0709 FUNC. CLASS: 16 VILLAGE: ISLANDIA
 STATE DIR CODE: 1 WK OF YR: 6 PLACEMENT: 100' N/O I-495S NHS: yes BIN: ISLANDIA
 DATE OF COUNT: 02/06/2007 @ REF MARKER: NA ADDL DATA: JURIS: County RR CROSSING: HPMS SAMPLE:
 NOTES LANE 0: NORTHBOUND COUNT TYPE: AXLE PAIRS BATCH ID: DOT-110sw09a

COUNT TAKEN BY: ORG CODE: DOT INITIALS: ABR PROCESSED BY: ORG CODE: DOT INITIALS:

DATE	DAY	PM												TOTAL	DAILY HIGH	DAILY HIGH HOUR	
		12 TO	11 TO	10 TO	9 TO	8 TO	7 TO	6 TO	5 TO	4 TO	3 TO	2 TO	1 TO				
1	T																
2	F																
3	S																
4	S																
5	M																
6	T																
7	W																
8	W	12	11	10	9	8	7	6	5	4	3	2	1	12	11	10	11
9	F	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	12
10	T	26	25	24	23	22	21	20	19	18	17	16	15	14	13	12	11
11	S	37	36	35	34	33	32	31	30	29	28	27	26	25	24	23	22
12	S	43	42	41	40	39	38	37	36	35	34	33	32	31	30	29	28
13	M	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	12
14	T	26	25	24	23	22	21	20	19	18	17	16	15	14	13	12	11
15	T																
16	F																
17	S																
18	S																
19	M																
20	T																
21	W																
22	T																
23	F																
24	S																
25	S																
26	M																
27	T																
28	W																

DATE	DAY	PM												TOTAL	DAILY HIGH	DAILY HIGH HOUR	
		12 TO	11 TO	10 TO	9 TO	8 TO	7 TO	6 TO	5 TO	4 TO	3 TO	2 TO	1 TO				
1	T																
2	F																
3	S																
4	S																
5	M																
6	T																
7	W																
8	W	12	11	10	9	8	7	6	5	4	3	2	1	12	11	10	11
9	F	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	12
10	T	26	25	24	23	22	21	20	19	18	17	16	15	14	13	12	11
11	S	37	36	35	34	33	32	31	30	29	28	27	26	25	24	23	22
12	S	43	42	41	40	39	38	37	36	35	34	33	32	31	30	29	28
13	M	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	12
14	T	26	25	24	23	22	21	20	19	18	17	16	15	14	13	12	11
15	T																
16	F																
17	S																
18	S																
19	M																
20	T																
21	W																
22	T																
23	F																
24	S																
25	S																
26	M																
27	T																
28	W																

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)												ADT	
WEEKDAYS Counted	HOURS Counted	AVERAGE WEEKDAY High Hour		AVERAGE WEEKDAY % of day		Axle Adj. Factor		Seasonal/Weekday Adjustment Factor		ESTIMATED (one way)			
Counted	Counted	Hours	% of day	Factor	Factor	Adjustment Factor	Adjustment Factor	AADT	AADT				
5	178	424	8%	0.981	0.967	64	33	5068	5241				

ROAD #: 0670 ROAD NAME: CR 67 FROM: I495S TO: I495N COUNTY: Suffolk
 STATION: 078186 STATE DIR CODE: 1 PLACEMENT: 100' N/O I-495S DATE OF COUNT: 02/06/2007 10,370

New York State Department of Transportation

Traffic Count Hourly Report

CR 67 - 11 WB

ROAD #: 0670 ROAD NAME: CR 67 FROM: I495S TO: I495N COUNTY: Suffolk

DIRECTION: Southbound RECC. SERIAL #: 0702 PLACEMENT: 100' N/O I-495S VILLAGE: ISLANDIA

STATE DIR CODE: 2 FACTOR GROUP: 30 WK OF YR: 6 @ REF MARKER: NA ADDL DATA: JURIS: County

DATE OF COUNT: 02/06/2007 NOTES LANE 0: SOUTHBOUND COUNT TYPE: AXLE PAIRS COUNT TAKEN BY: DOT INITIALS: ABR PROCESSED BY: ORG CODE: DOT INITIALS: TO: I495N NHS: yes HIPMS SAMPLE: RR CROSSING: CC Str: BATCH ID: DOT-T10sw09a

COUNT TAKEN BY: ORG CODE: DOT INITIALS: ABR PROCESSED BY: ORG CODE: DOT INITIALS: TO: I495N

DATE	DAY	12 AM	1	2	3	4	5	6	7	8	9	10	11	12	DAILY HIGH	DAILY COUNT	DAILY HIGH	HOUR									
1	T																										
2	F																										
3	S																										
4	S																										
5	M																										
6	T																										
7	W																										
8	T	26	12	11	6	19	93	220	469	579	405	288	368	370	259	316	287	358	201	178	127	87	89	38	8		
9	F	20	14	9	7	22	94	211	493	642	383	243	264	388	379	303	316	320	323	196	141	117	85	78	60	5059	
10	S	31	19	8	13	16	88	212	473	639	368	283	256	409	396	284	321	309	336	183	125	129	76	110	64	4985	
11	S	44	25	21	17	14	34	39	102	119	167	187	209	226	246	325	386	311	360	177	135	119	101	108	81	5203	
12	M	30	13	5	6	10	10	10	46	83	86	114	121	142	139	143	161	127	137	108	85	91	92	69	73	2626	
13	T	25	9	7	5	15	83	226	426	608	364	240	267	374	390	303	331	321	347	197	140	129	88	84	41	4917	
14	W					23	106	239	517	690	398	285	266	426	371	328	352	332	320	201	126	120	82	95	42	5266	
15	T																										
16	F																										
17	S																										
18	S																										
19	M																										
20	T																										
21	W																										
22	T																										
23	F																										
24	S																										
25	S																										
26	M																										
27	T																										
28	W																										

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon) ADT 4960

DAYS	HOURS Counted	WEEKDAYS Counted	WEEKDAYS HOURS	Average Weekday High Hour	Average Weekday % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor	ESTIMATED (one way) AADT
8	178	5	112	542	11%	0.981	0.967	5129

ROAD #: 0670 ROAD NAME: CR 67 STATE DIR CODE: 2 FROM: I495S PLACEMENT: 100' N/O I-495S TO: I495N

STATION: 078186 COUNTY: Suffolk DATE OF COUNT: 02/06/2007

New York State Department of Transportation Traffic Count Hourly Report

CR 67 - 12 WB

ROAD #: 0670 ROAD NAME: CR 67
 DIRECTION: Westbound
 STATE DIR CODE: 2
 DATE OF COUNT: 02/06/2007
 NOTES LANE 0: WESTBOUND

FROM: I495N
 REC. SERIAL #: 2215
 PLACEMENT: 500' E/O I-495N EXIT 57
 @ REF MARKER: NA
 ADDL DATA:
 COUNT TYPE: AXLE PAIRS
 PROCESSED BY: ORG CODE: DOT INITIALS:

ROAD #: 0670 ROAD NAME: CR 67
 FACTOR GROUP: 30
 WK OF YR: 6

COUNTY: Suffolk
 TOWN: ISLIP
 BIN:
 RR CROSSING:
 HPMS SAMPLE:

TO: SR 454
 FUNC. CLASS: 16
 NHS: yes
 JURIS: County
 CC Sht:
 BATCH ID: DOT-110sw09a

DATE	DAY	AM												PM												DAILY TOTAL	DAILY HIGH	DAILY HIGH	DAILY HIGH
		1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12				
1	T	13	2	1	3	16	39	109	317	365	342	251	257	332	344	295	310	362	516	304	192	108	61	48	29	516	17		
2	F	20	7	9	10	22	71	174	531	592	314	233	271	379	348	299	353	372	491	283	163	134	69	83	56	4682	8		
3	S	27	9	7	11	18	69	171	517	611	317	277	296	369	360	313	361	366	505	227	161	107	87	108	39	5269	8		
4	S	38	17	16	11	8	27	38	89	121	166	192	216	233	221	198	207	155	157	123	85	79	69	51	65	5338	8		
5	M	43	16	13	13	7	12	14	35	74	77	110	150	152	149	149	145	116	101	76	76	61	67	32	39	2567	12		
6	T	13	10	5	4	16	63	156	544	569	296	231	284	364	337	283	296	323	483	316	181	125	75	74	46	5103	8		
7	T	26	10	5	8	20	74	200	573	651	323	270	263	437	383	334	344	364	475	314	176	102	77	97	46	5571	8		

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)		ADT
22	7	161 487 547 312 247 269 371 346 297 320 348 486 299 170 114 67 77 42 5084
DAYS	HOURS	
Counted	Counted	ESTIMATED (one way)
8	175	AADT
		5257
WEEKDAYS WEEKDAY		Seasonal/Weekday
Counted	Hours	Adjustment Factor
5	109	0.967
AVERAGE WEEKDAY		Axle Adj.
High Hour	% of day	Factor
547	11%	0.981

ROAD #: 0670 ROAD NAME: CR 67
 STATION: 078187 STATE DIR CODE: 2
 FROM: I495N
 PLACEMENT: 500' E/O I-495N EXIT 57
 TO: SR 454
 COUNTY: Suffolk
 DATE OF COUNT: 02/06/2007

ROAD #: 0670 ROAD NAME: CR 67
DIRECTION: Westbound
STATE DIR CODE: 2
DATE OF COUNT: 02/08/2007
NOTES LANE 0: WESTBOUND

FROM: SR 454
REC. SERIAL #: 3822
PLACEMENT: 400' E/O SR 454
@ REF MARKER: NA
ADDL DATA:

TO: BLYDENBURGH RD
FUNC. CLASS: 16
NHS: yes
JURIS: County
CC Sm:
BATCH ID: DOT-r10sw09b

COUNT TAKEN BY: 0670
COUNT TYPE: AXLE PAIRS
PROCESSED BY: 0670
COUNT CODE: 0670
DOT INITIALS: ABR

COUNT TAKEN BY: 0670
COUNT TYPE: AXLE PAIRS
PROCESSED BY: 0670
COUNT CODE: 0670
DOT INITIALS: ABR

DATE	DAY	AM												PM												TOTAL	DAILY	DAILY	DAILY
		COUNT												COUNT															
1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	COUNT	COUNT	COUNT			
26	11	12	4	29	96	309	785	927	474	319	294	407	432	350	373	390	562	238	168	119	128	56	56	927	56	8			
25	13	9	13	26	85	287	829	896	423	308	300	480	385	371	330	425	557	210	149	97	114	54	54	896	54	8			
34	9	10	15	21	77	259	766	907	435	320	325	415	417	366	377	389	586	311	199	144	131	137	72	6702	72	8			
47	36	27	21	18	35	150	200	268	287	323	351	312	297	272	248	215	214	146	133	80	101	97	3931	97	12				
63	30	30	19	18	14	32	81	126	148	206	228	257	265	247	208	196	172	138	108	93	77	63	47	2856	47	13			
27	9	5	9	21	82	284	769	839	436	337	317	428	350	362	357	368	561	407	277	156	88	89	60	6597	60	8			
34	12	10	7	26	93	293	858	940	456	339	315	474	404	377	354	374	540	401	255	132	95	131	44	8964	44	8			

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)
WEEKDAYS WEEKDAY Hours: 29 11 10 10 26 86 276 784 886 437 319 304 439 386 368 361 378 550 387 238 142 95 112 53 6676
WEEKDAYS WEEKDAY Hours Counted: 8 176 5 110 885 13%
AVERAGE WEEKDAY High Hour: 885
% of day: 13%
Axle Adj. Factor: 0.981
Seasonal/Weekday Adjustment Factor: 0.967
ESTIMATED (one way): AADT 6903

ROAD #: 0670 ROAD NAME: CR 67
STATION: 078360 STATE DIR CODE: 2
FROM: SR 454
PLACEMENT: 400' E/O SR 454
COUNTY: Suffolk
DATE OF COUNT: 02/08/2007
TO: BLYDENBURGH RD

STATION: 070401

New York State Department of Transportation Traffic Count Hourly Report

ROUTE #: NY 454 ROAD NAME: FROM: ACC RT 495 LIE TO: CR 100 SUFFOLK AVE COUNTY: Suffolk
 DIRECTION: Eastbound FACTOR GROUP: 30 REC. SERIAL #: 2208 FUNC. CLASS: 14 VILLAGE: ISLANDIA
 STATE DIR CODE: 1 WK OF YR: 37 PLACEMENT: 400 E/O SYCAMORE AVE @ REF MARKER: 454 07011067
 NOTES: EAST BOUND COUNT TYPE: AXLE PAIRS ADDL DATA: COUNT TAKEN BY: ABR RR CROSSING: HPMS SAMPLE:

DATE	AM												PM												DAILY HIGH	DAILY HIGH	DAILY COUNT	HOUR
	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12				
1	159	117	70	71	134	258	708	970	1116	1118	1056	1079	1337	1423	1380	1405	1590	1625	1362	838	586	502	404	260	1655			
2	228	258	131	67	79	155	263	428	530	615	769	817	929	879	913	835	786	682	602	505	470	340	292	284	19753			
3	235	172	115	78	80	90	139	179	263	373	505	585	726	675	796	729	764	619	566	432	365	269	220	292	12483			
4	88	67	57	57	128	282	663	893	1137	1038	991	1021	1229	1302	1300	1342	1598	1644	1305	771	600	483	392	203	9594			
5	123	77	65	90	117	289	657	912	1153	1093	1014	1031	1214	1341	1276	1304	1567	1623	1316	875	644	538	364	218	18591			
6	123	89	60	71	121	267	646	902	1130	1144	1010	1052	1237	1311	1340	1287	1563	1698	1300	890	709	554	407	275	19186			
7	159	81	67	82	133	297	701	961	1183	1121	934	1126	1163	1315	1205	1359	1576	1714	1241	689	507	435	316	245	1714			
8	123	68	72	54	115	246	559	836	1084	1030	983	1005																
9																												
10																												
11																												
12																												
13																												
14																												
15																												
16																												
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24																												
25																												
26																												
27																												
28																												
29																												
30																												

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon) ADT
 135 84 66 73 122 266 644 896 1114 1071 980 1033 1189 1293 1261 1300 1551 1631 1282 798 618 493 370 236 18506

DAYS Counted	HOURS Counted	WEEKDAYS WEEKDAY		AVERAGE WEEKDAY		Axle Adj. Factor	Seasonal/Weekday Adjustment Factor	ESTIMATED (one way)	
		Counted	Hours	High Hour	% of day			AADT	18197
9	190	6	124	1661	9%	0.982	1.017		

ROUTE #: NY 454 ROAD NAME: FROM: ACC RT 495 LIE. TO: CR 100 SUFFOLK AVE COUNTY: Suffolk
 STATION: 070401 STATE DIR CODE: 1 PLACEMENT: 400 E/O SYCAMORE AVE DATE OF COUNT: 09/11/2003

STATION: 070401

New York State Department of Transportation Traffic Count Hourly Report

ROUTE #: NY 454 ROAD NAME: FROM: ACC RT 495 L.I.E. COUNTY: Suffolk
 DIRECTION: Westbound FACTOR GROUP: 30 REC. SERIAL #: 2208 VILLAGE: ISLANDIA
 STATE DIR CODE: 2 WK OF YR: 37 PLACEMENT: 400' E/O SYCAMORE AVE
 DATE OF COUNT: 09/11/2003 @ REF MARKER: 454 07011067
 NOTES: COUNT TYPE: AXLE PAIRS ADDL DATA: COUNT TAKEN BY: ABR

DATE	AM												PM												DAILY HIGH	DAILY HIGH HOUR
	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12		
1	111	82	45	81	123	346	895	1669	1791	1360	1088	1188	1433	1313	1265	1254	1383	1429	1086	754	612	418	325	219	1791	8
2	202	143	201	71	75	128	344	525	553	693	775	971	942	898	885	867	812	796	800	526	473	384	297	293	20454	11
3	153	132	87	44	49	77	186	212	362	435	569	701	777	762	778	767	716	681	571	508	389	257	257	240	9710	14
4	89	48	49	61	124	400	976	1576	1838	1340	1070	1147	1354	1340	1268	1284	1416	1325	930	676	493	389	298	194	19685	8
5	98	83	56	71	135	375	958	1670	1942	1464	1075	1172	1287	1309	1295	1295	1301	1319	960	675	541	396	258	190	19925	8
6	97	55	61	67	116	396	947	1655	1895	1308	1016	1187	1366	1301	1221	1194	1368	1352	1097	805	517	492	339	260	20102	8
7	89	75	56	68	118	358	939	1650	1944	1261	1079	1108	1241	1240	1301	1268	1339	1340	905	610	417	335	273	185	19199	8
8	109	80	54	52	114	319	841	1453	1743	1178	1002	1187														
9																										
10																										
11																										
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27																										
28																										
29																										
30																										

DAYS Counted	HOURS Counted	WEEKDAYS WEEKDAY		AVERAGE WEEKDAY		Axle Adj. Factor	Seasonal/Weekday Adjustment Factor	ESTIMATED (one way)	
		Counted	Hours	High Hour	% of day			AADT	18964
9	190	6	124	1859	9%	0.982	1.017		
								ADT	
								206 19286	
								404 294	

ROUTE #: NY 454 ROAD NAME: FROM: ACC RT 495 L.I.E. TO: CR 100 SUFFOLK AVE COUNTY: Suffolk
 STATION: 070401 STATE DIR CODE: 2 PLACEMENT: 400' E/O SYCAMORE AVE DATE OF COUNT: 09/11/2003

New York State Department of Transportation Traffic Count Hourly Report

ROUTE # 906B ROAD NAME TO: OLD NICHOL RD COUNTY: Suffolk
 DIRECTION Westbound FAVOR GROUP 30 TOWN BROOKHAVEN
 STATE DIR CODE 3 WK OF YR 18 @ REF MARKER JURIS: Other
 DATE OF COUNT 05/01/2005 ADDL DATA: RR CROSSING
 NOTES LANE 3: 000000085470 COUNT TYPE: AXLE PAIRS BATCHID: DOT-r10sW20
 PROCESSED BY: ORG CODE: DOT INITIALS:

DATE	DAY	AM												PA	DAILY TOTAL	DAILY HIGH	DAILY HIGH HOUR	
		1	2	3	4	5	6	7	8	9	10	11	12					
1	S	142	155	157	140	166	168	109	109	87	68	49	36	22	5114	1139	8	
2	M	154	152	220	217	194	206	214	437	287	141	185	46	41	51	1139	8	
3	T	297	151	154	286	219	211	227	231	415	278	138	79	69	50	5758	7	
4	W	244	154	171	281	198	198	192	310	438	276	112	77	70	51	44	5533	7
5	T	273	200	240	275	237	229	273	259	432	269	130	122	67	47	5683	7	
6	F	196	166	178	260	230	218	234	304	441	238	128	95	89	52	4630	7	
7	S	103	128	193	159	143	165	146	155	134	139	137	128	68	54	2342	11	
8	S	68	103	129	124	140	146	164	121	97	96	75	61	43	22	1688	14	
9	S	209	154	146	257	200	198	232	425	277	138	96	71	45	43	4608	7	
10	M	225	165	189	338	288	171	229	237	448	300	130	115	72	53	48	5943	9
11	T	233	215	208	324	268	264	280	230	499	274	122	109	66				
12	T																	
13	F																	
14	F																	
15	S																	
16	S																	
17	M																	
18	T																	
19	T																	
20	F																	
21	S																	
22	S																	
23	M																	
24	T																	
25	W																	
26	T																	
27	F																	
28	S																	
29	S																	
30	M																	
31	T																	

DAYS	COUNTED	WEEKDAYS WEEKDAY		AVERAGE WEEKDAY		AXLE ADJ. FACTOR	SEASONAL/WEEKDAY ADJUSTMENT FACTOR	ESTIMATED													
		COUNTED	HOURS	HIGH HOUR	% OF DAY																
11	251	6	166	1029	19%	0.965	1.031	AADT 4994													
19	10	48	325	983	893	238	164	174	273	225	203	221	236	427	270	125	108	64	51	45	5149

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)
 FROM RT 454 ROAD NAME TO: OLD NICHOL RD COUNTY Suffolk
 STATE DIR CODE: 3 PLACEMENT: 1000' E/O BLYDENBURGH RD DATE OF COUNT: 05/01/2005

New York State Department of Transportation Traffic Count Hourly Report

ROUTE # 906B ROAD NAME FROM: MOTOR PKWY EAST TO RT 454
 DIRECTION Westbound FACTOR GROUP 30 REC. SERIAL # 0153 FUNC CLASS 14
 STATE DIR CODE 3 W/K OF YR 18 PLACEMENT: 1000' E/O CR 67 (EXIT 57) NHS yes
 DATE OF COUNT: 05/01/2005 @ REF MARKER JURIS: Other
 NOTES: JANE 0 000000085370 ADDL DATA: CC Sim:

COUNTY Suffolk
 TOWN ISLIP
 BRN
 RR CROSSING
 HPMS SAMPLE

BATCH ID: DOT-r10sw20

COUNT TAKEN BY: ORG CODE R10 INITIALS ... PROCESSED BY: ORG CODE DOT INITIALS

DATE	DAY	AM												PM												DAILY TOTAL	DAILY HIGH	DAILY LOW	DAILY COUNT	DAILY HIGH HOUR
		12 TO	1 TO	2 TO	3 TO	4 TO	5 TO	6 TO	7 TO	8 TO	9 TO	10 TO	11 TO	12 TO	12 TO	1 TO	2 TO	3 TO	4 TO	5 TO	6 TO	7 TO	8 TO	9 TO	10 TO					
1	S	85	60	61	151	385	880	1511	2005	1083	840	437	458	507	581	555	529	483	497	389	356	274	253	157	197	16786	2005	8		
2	M	110	70	50	146	399	959	2012	1994	1158	881	801	1034	1004	982	1005	1033	1225	811	542	475	329	227	197	17940	2012	7			
3	T	110	54	35	80	123	399	933	1999	1882	1064	879	915	1062	1062	1071	1085	1261	830	559	418	367	270	208	17759	1999	7			
4	W	105	55	65	74	138	387	1021	1958	1859	1002	949	994	1119	1111	1087	1163	1157	1286	824	559	427	371	311	200	17759	1999	7		
5	T	131	74	65	86	138	382	815	1547	1365	978	924	839	1044	1176	1064	1070	1140	1346	795	553	442	438	377	324	17113	1547	7		
6	F	174	124	128	100	140	165	246	351	431	509	588	642	551	636	551	608	577	558	473	394	353	348	266	9586	551	12			
7	S	164	121	62	36	66	70	126	182	270	335	440	505	521	553	536	513	484	468	364	376	297	267	179	7467	553	13			
8	S	73	62	39	74	140	390	871	1766	1661	920	876	926	785																
9	M																													
10	T																													
11	W																													
12	T																													
13	F																													
14	S																													
15	S																													
16	M																													
17	T																													
18	W																													
19	T																													
20	F																													
21	S																													
22	S																													
23	M																													
24	T																													
25	W																													
26	T																													
27	F																													
28	S																													
29	S																													
30	M																													
31	T																													

DAYS	COUNTED	WEEKDAYS WEEKDAY		WEEKENDS WEEKDAY		AVERAGE WEEKDAY		AXLE ADJ.		SEASONAL/ADJUSTMENT		ADT												
		Counted	Hours	Counted	Hours	High Hour	% of day	Factor	Factor	ESTIMATED	AADT													
110	61	52	77	131	378	881	1736	1731	998	861	852	969	1027	985	1040	1064	1206	799	555	438	365	276	204	16806
9	194	4	109	1799	10%	0.965	1.031																	
												AADT		16301										

ROUTE # 906B ROAD NAME FROM: MOTOR PKWY EAST TO RT 454
 STATION 070853 STATE DIR CODE 3 PLACEMENT 1000' E/O CR 67 (EXIT 57) COUNTY Suffolk DATE OF COUNT: 05/01/2005

STATION 070852

New York State Department of Transportation Traffic Count Hourly Report

ROUTE # 906B ROAD NAME FROM LINCOLN BLVD TO MOTOR PKWY EAST
 DIRECTION Westbound FUNC CLASS 14
 STATE DIR CODE 3 FACTOR GROUP 30 NHS yes
 DATE OF COUNT 25/01/2005 WK OF YR 18 JURIS Cthrr
 NOTES LANE 3: 000000085270 ADDL DATA C.C. Sm
 COUNTY Suffolk
 TOWN ISLIP
 BIN
 RR CROSSING
 HPMS SAMPLE 69300320

COUNT TAKEN BY: ORG CODE: R10 INITIALS: ---

DATE	COUNT TYPE: AXLE PAIRS												DAILY HIGH	DAILY HIGH	DAILY HIGH								
	12		11		10		9		8		7					6		5		4		3	
DAY	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO
1	S																						
2	M	15	7	6	10	16	44	334	818	1251	317	187	149	226	213	205	214	187	97	87	77	74	51
3	T	17	10	10	12	7	35	363	1227	1233	446	160	160	213	202	195	217	197	197	150	91	88	54
4	W	24	9	6	7	5	46	363	1282	1160	274	167	151	232	208	200	222	305	393	137	99	72	64
5	T	14	4	15	6	9	43	416	1228	1100	248	151	189	248	232	207	198	210	225	123	107	72	65
6	F	26	14	13	10	9	78	359	755	666	220	153	136	200	225	215	201	229	248	147	97	71	63
7	S	35	25	16	10	5	21	33	46	91	78	102	118	129	126	133	116	132	91	91	84	67	51
8	S	32	16	7	8	8	6	24	22	44	58	85	84	99	105	110	83	63	99	82	69	83	43
9	M	11	11	5	5	7	45	285	857	886	208	148	149	196	209	187	200	193	225	130	87	63	56
10	T	19	4	10	9	13	37	420	1234	1058	248	142	162	220	231	208	197	200	259	129	71	82	67
11	W	17	11	8	3	12	36	395	1189	811	230	160	141	226	234	204	201	205	227	117	85	79	48
12	T																						
13	F																						
14	S																						
15	S																						
16	M																						
17	T																						
18	W																						
19	T																						
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22	S																						
23	M																						
24	T																						
25	W																						
26	T																						
27	F																						
28	S																						
29	S																						
30	M																						
31	T																						

DAYS Counted	HOURS Counted	WEEKDAYS Counted	AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)		Axle Adj. Factor	Seasonal/Weekday Adjustment Factor	ADT ESTIMATED													
			High Hour	% of day																
10	251	6	1084	22%	0.965	1.031	AADT 4577													
19	9	44	354	1046	985	264	152	150	211	194	200	207	236	129	87	71	54	43	27	4719

ROUTE #906B ROAD NAME FROM LINCOLN BLVD TO MOTOR PKWY EAST
 STATION 070852 STATE DIR CODE 3
 COUNTY Suffolk
 DATE OF COUNT: 05/01/2005

STATION **070823**

New York State Department of Transportation Traffic Count Hourly Report

ROUTE # **906A** ROAD NAME **Eastbound** COUNTY **Suffolk**
 DIRECTION **Eastbound** FACTOR GROUP **30** TOWN: **ISLIP**
 STATE DIR CODE **3** WK OF YR **20** BIN
 DATE OF COUNT **05/12/2005** @ REF MARKER **JURIS Other** RR CROSSING
 NOTES LANE **0** 000000062330 ADDL DATA **CC Sm** HPMS SAMPLE

FROM MOTOR PKWY EAST TO: RT **454**
 REC SERIAL # **0127** FUNC CLASS **14**
 PLACEMENT **1000' E/O CR67 (EXIT 57)** NHS: **yes**
 COUNT TYPE: AXLE PAIRS JURIS **Other**
 PROCESSED BY: **ORG CODE DOT INITIALS** CC Sm
 BATCH ID: **DOT 115w25**

DATE	DAY	COUNT TAKEN BY: ORG CODE R10 INITIALS: ---												TOTAL	DAILY HIGH	DAILY HIGH HOUR												
		12 TO	11 TO	10 TO	9 TO	8 TO	7 TO	6 TO	5 TO	4 TO	3 TO	2 TO	1 TO															
1	S																											
2	M																											
3	T																											
4	W																											
5	T																											
6	F																											
7	S																											
8	S																											
9	M																											
10	T																											
11	W																											
12	T	70	53	81	101	253	759	1006	1306	1084	964	938	1072	1110	1051	1406	1989	2367	1749	849	499	391	258	180				
13	F	122	83	94	155	322	939	1353	1315	1057	968	1016	1186	1153	1163	1298	1740	2072	1497	583	476	447	335	237	19682			
14	S	143	97	75	54	56	153	235	374	449	546	622	658	715	630	655	568	582	563	513	458	366	296	220	182	9210		
15	S	159	97	79	62	63	81	135	219	246	288	441	496	606	689	554	562	499	489	420	377	323	263	200	152	7500		
16	M	131	100	43	57	145	336	767	1158	1407	1227	1083	1039	1184	1142	1138	1526	1867	2248	2196	935	492	310	247	170	20948		
17	T	138	64	72	83	134	328	859	1285	1603	1300	1107	1142	1459	1430	1416	2006	2348	2758	2207	804	597	477	339	200	24156		
18	W	151	111	71	100	156	416	1071	1673	1811	1567	1176	1297	1461	1531	1456	1856	2457	2778	2060	863	651	440	272	188	2072		
19	T																									17	715	
20	F																									12	689	
21	S																									17	2758	
22	S																											
23	M																											
24	T																											
25	W																											
26	T																											
27	F																											
28	S																											
29	S																											
30	M																											
31	T																											

DAYS	HOURS Counted	WEEKDAYS Counted	AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)		ADT
			High Hour	% of day	
6	156	3	2538	11%	177 21716
			100	0.965	390 269
ESTIMATED					AADT
					21063

**Motor Parkway
at
The Long Island Expressway
South Service Road**

DUNN ENGINEERING ASSOCIATES

Site Code : 22145

PAGE: 1

N-S Street: Motor Parkway (C R 67)

FILE: motrssra

E-W Street: LIE South Service Road

OF WK : Thursday

Movements by: Primary

DATE: 6/15/06

Time Begin	From North			From East			From South			From West			Vehicle
	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	Total
7:00 AM	0	60	32	0	0	0	36	63	0	26	199	46	462
7:15	0	77	36	0	0	0	29	61	0	22	197	77	499
7:30	0	108	52	0	0	0	29	72	0	23	230	91	605
7:45	0	134	58	0	0	0	42	74	0	20	288	110	726
HR TOTAL	0	379	178	0	0	0	136	270	0	91	914	324	2292
8:00 AM	0	89	49	0	0	0	30	75	0	28	239	102	612
8:15	0	94	44	0	0	0	39	87	0	33	235	139	671
8:30	0	118	56	0	0	0	38	68	0	32	249	160	721
8:45	0	106	56	0	0	0	33	79	0	48	244	153	719
HR TOTAL	0	407	205	0	0	0	140	309	0	141	967	554	2723
DAY TOTAL	0	786	383	0	0	0	276	579	0	232	1881	878	5015

PEAK PERIOD ANALYSIS FOR THE PERIOD: 7:00 AM - 9:00 AM

DIRECTION FROM	START PEAK HOUR	PEAK HR FACTOR	VOLUMES				PERCENTS		
			Right	Thru	Left	Total	Right	Thru	Left
North	7:45 AM	0.84	0	435	207	642	0	68	32
East	7:45 AM	0.00	0	0	0	0	0	0	0
South	7:45 AM	0.90	149	304	0	453	33	67	0
West	8:00 AM	0.93	141	967	554	1662	8	58	33

Entire Intersection

North	7:45 AM	0.84	0	435	207	642	0	68	32
East		0.00	0	0	0	0	0	0	0
South		0.90	149	304	0	453	33	67	0
West		0.93	113	1011	511	1635	7	62	31

$PFF = 0.94$

Site Code : 22145

PAGE: 1

N-S Street: Motor Parkway (C.R. 67)

FILE: motrssra

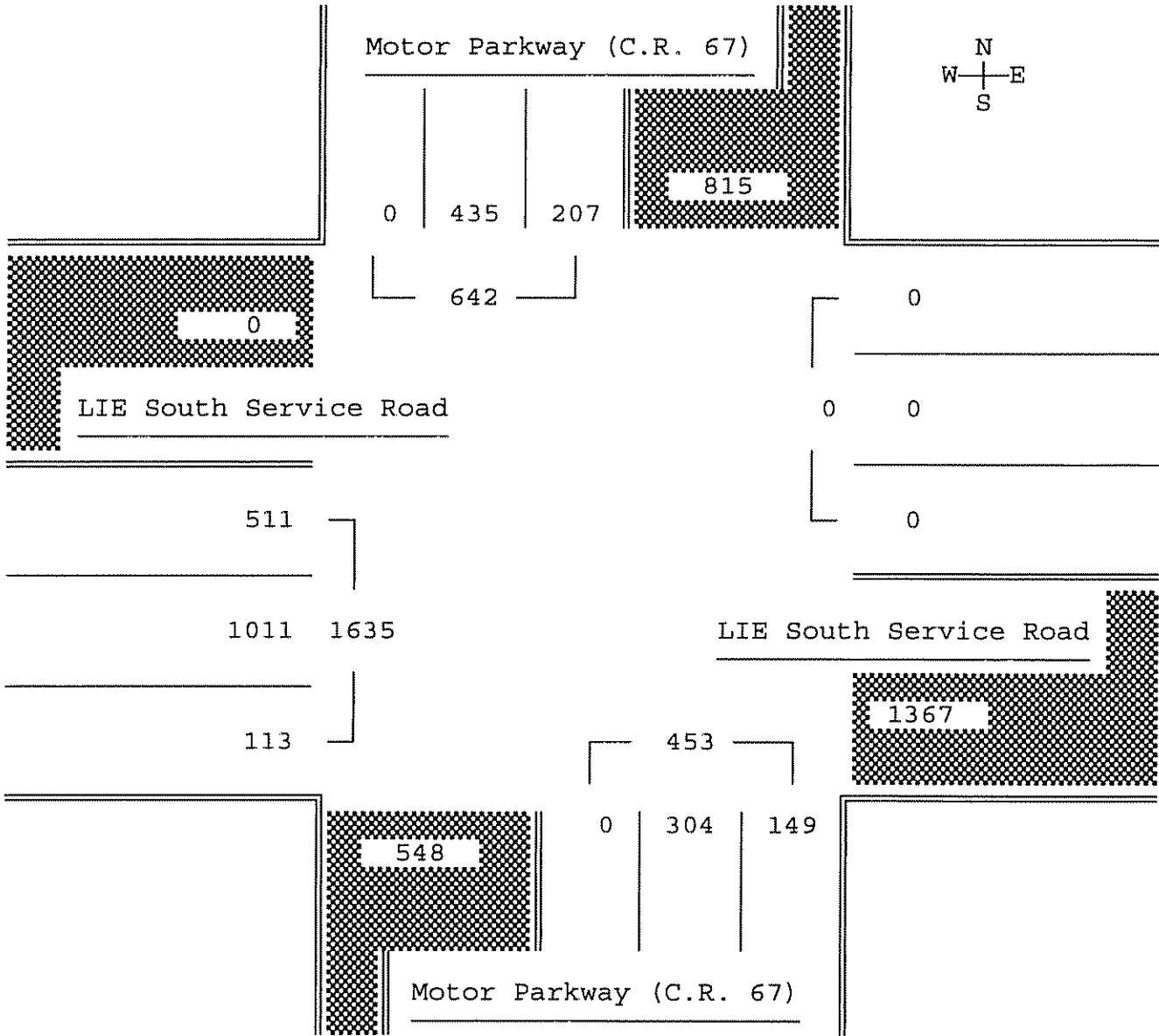
E-W Street: LIE South Service Road

DAY OF WK : Thursday

Movements by: Primary

DATE: 6/15/06

Total Turning Volumes for the Period: 7:45 AM - 8:45 AM



DUNN ENGINEERING ASSOCIATES

Site Code : 22145

PAGE: 1

N-S Street: Motor Parkway (C.R. 67)

FILE: motrssrp

E-W Street: LIE South Service Road

DAY OF WK : Thursday

Movements by: Primary

DATE: 6/15/06

Time Begin	From North			From East			From South			From West			Vehicle
	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	Total
4:00 PM	0	79	19	0	0	0	82	121	0	20	343	54	718
4:15	0	74	20	0	0	0	72	118	0	14	329	49	676
4:30	0	69	22	0	0	0	64	129	0	12	339	62	697
4:45	0	66	22	0	0	0	66	112	0	12	362	61	701
HR TOTAL	0	288	83	0	0	0	284	480	0	58	1373	226	2792
5:00 PM	0	92	21	0	0	0	94	156	0	7	413	62	845
5:15	0	81	17	0	0	0	68	130	0	5	421	73	795
5:30	0	67	12	0	0	0	68	124	0	7	425	81	784
5:45	0	64	9	0	0	0	56	105	0	8	431	77	750
HR TOTAL	0	304	59	0	0	0	286	515	0	27	1690	293	3174
DAY TOTAL	0	592	142	0	0	0	570	995	0	85	3063	519	5966

PEAK PERIOD ANALYSIS FOR THE PERIOD: 4:00 PM - 6:00 PM

DIRECTION FROM	START PEAK HOUR	PEAK HR FACTOR	VOLUMES				PERCENTS		
			Right	Thru	Left	Total	Right	Thru	Left
North	4:30 PM	0.86	0	308	82	390	0	79	21
East	4:30 PM	0.00	0	0	0	0	0	0	0
South	4:30 PM	0.82	292	527	0	819	36	64	0
West	5:00 PM	0.97	27	1690	293	2010	1	84	15

Entire Intersection

North	5:00 PM	0.80	0	304	59	363	0	84	16
East		0.00	0	0	0	0	0	0	0
South		0.80	286	515	0	801	36	64	0
West		0.97	27	1690	293	2010	1	84	15

PHF = 0.94

Site Code : 22145

N-S Street: Motor Parkway (C.R. 67)

E-W Street: LIE South Service Road

DAY OF WK : Thursday

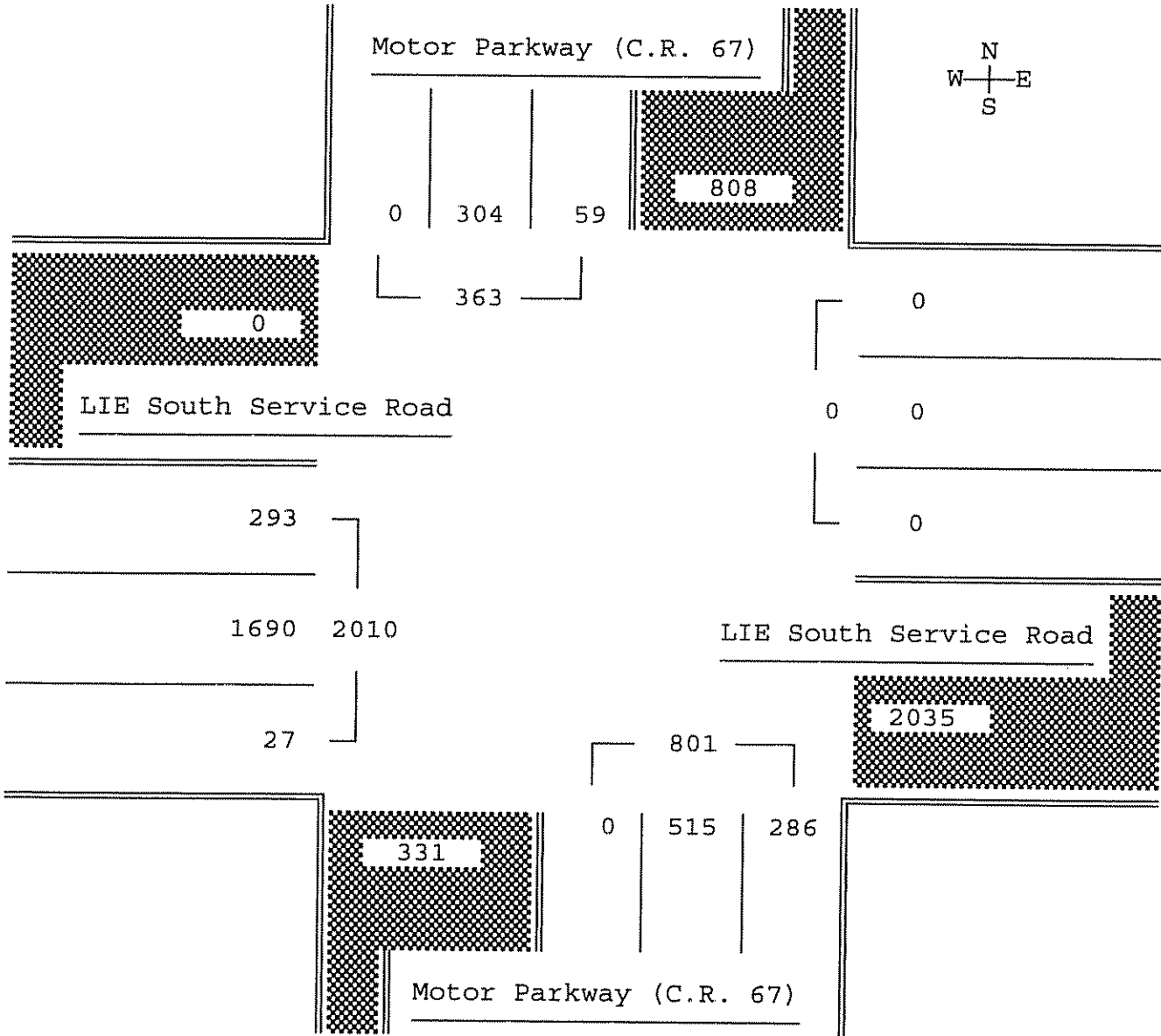
PAGE: 1

FILE: motrasrp

DATE: 6/15/06

Movements by: Primary

Total Turning Volumes for the Period: 5:00 PM - 6:00 PM



DUNN ENGINEERING ASSOCIATES

Site Code : 22145
 N-S Street: Motor Parkway (C.R. 67)
 E-W Street: LIE South Service Road
 DAY OF WK : Saturday

PAGE: 1
 FILE: motrssrs
 DATE: 6/03/06

Movements by: Primary

Time Begin	From North			From East			From South			From West			Vehicle Total
	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	
11:00 AM	0	47	24	0	0	0	19	68	0	33	40	19	250
11:15	0	54	12	0	0	0	15	77	0	15	62	24	259
11:30	0	55	21	0	0	0	26	62	0	16	122	41	343
11:45	0	49	13	0	0	0	15	56	0	11	113	36	293
HR TOTAL	0	205	70	0	0	0	75	263	0	75	337	120	1145
12:00 PM	0	47	19	0	0	0	16	43	0	21	131	43	320
12:15	0	48	14	0	0	0	20	48	0	16	115	37	298
12:30	0	57	18	0	0	0	20	79	0	17	131	38	360
12:45	0	56	14	0	0	0	24	57	0	21	121	45	338
HR TOTAL	0	208	65	0	0	0	80	227	0	75	498	163	1316
1:00 PM	0	101	21	0	0	0	24	55	0	7	103	55	366
1:15	0	57	17	0	0	0	23	67	0	22	120	52	358
1:30	0	47	17	0	0	0	17	59	0	20	111	57	328
1:45	0	41	11	0	0	0	27	56	0	14	124	51	324
HR TOTAL	0	246	66	0	0	0	91	237	0	63	458	215	1376
GRAND TOTAL	0	659	201	0	0	0	246	727	0	213	1293	498	3837

PEAK PERIOD ANALYSIS FOR THE PERIOD: 11:00 AM - 2:00 PM

DIRECTION FROM	START PEAK HOUR	PEAK HR FACTOR	VOLUMES				PERCENTS		
			Right	Thru	Left	Total	Right	Thru	Left
North	12:30 PM	0.70	0	271	70	341	0	79	21
East	12:30 PM	0.00	0	0	0	0	0	0	0
South	12:30 PM	0.88	91	258	0	349	26	74	0
West	12:00 PM	0.94	75	498	163	736	10	68	22

Entire Intersection

North	12:30 PM	0.70	0	271	70	341	0	79	21
East		0.00	0	0	0	0	0	0	0
South		0.88	91	258	0	349	26	74	0
West		0.94	67	475	190	732	9	65	26

PHF = 0.97

Site Code : 22145

PAGE: 1

N-S Street: Motor Parkway (C R 67)

FILE: motrsssrb

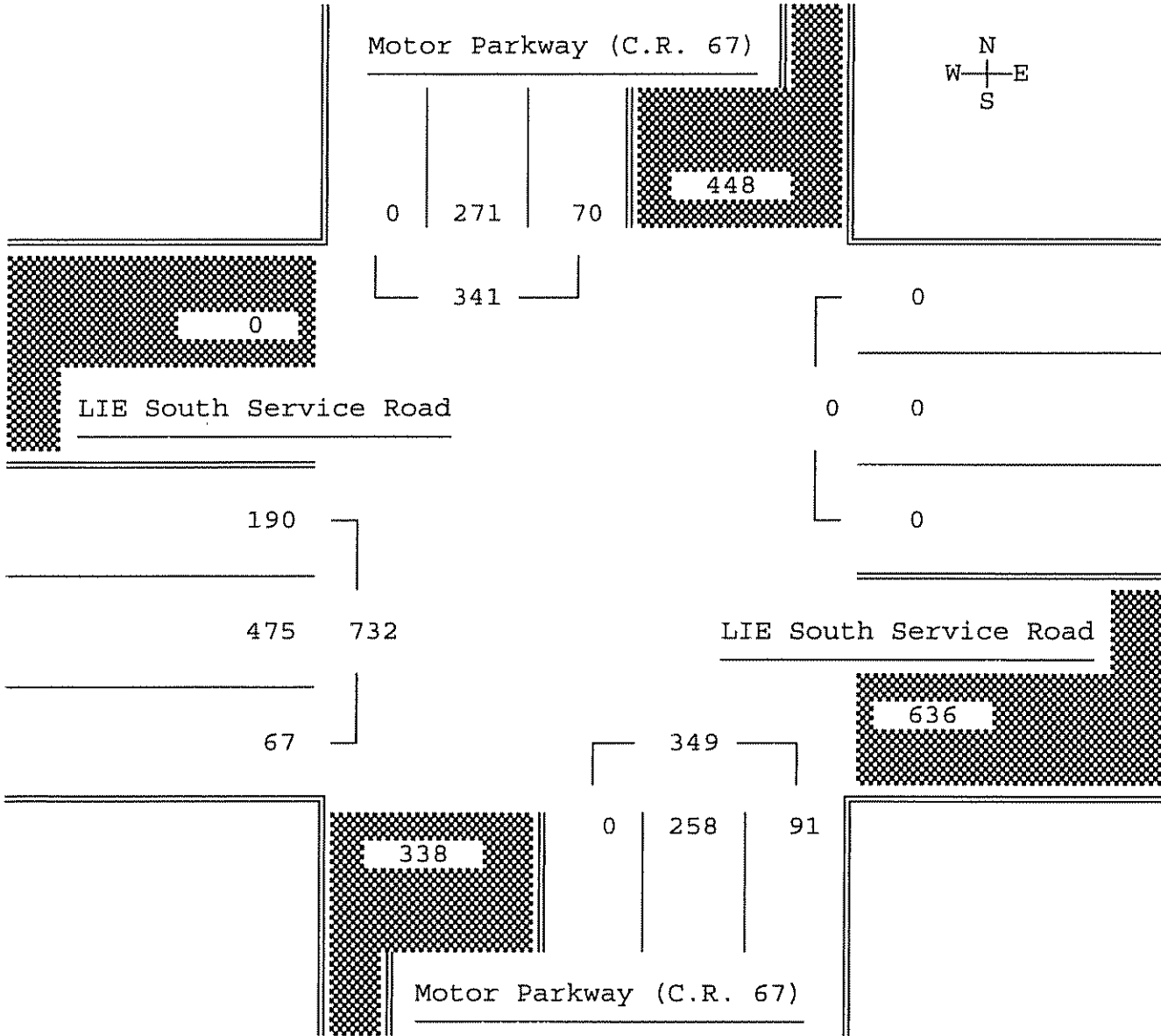
E-W Street: LIE South Service Road

OF WK : Saturday

Movements by: Primary

DATE: 6/03/06

Total Turning Volumes for the Period: 12:30 PM - 1:30 PM



**Motor Parkway
at
The Long Island Expressway
North Service Road**

DUNN ENGINEERING ASSOCIATES

Site Code : 22145

PAGE: 1

N-S Street: Motor Parkway (C.R. 67)

FILE: motrnsra

E-W Street: LIE North Service Road

DAY OF WK : Thursday

Movements by: Primary

DATE: 6/15/06

Time Begin	From North			From East			From South			From West			Vehicle Total
	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	
7:00 AM	60	31	0	2	316	61	0	52	45	0	0	0	567
7:15	92	57	0	4	368	56	0	105	39	0	0	0	721
7:30	96	70	0	9	425	90	0	138	37	0	0	0	865
7:45	101	90	0	7	483	102	0	133	43	0	0	0	959
HR TOTAL	349	248	0	22	1592	309	0	428	164	0	0	0	3112
8:00 AM	120	64	0	7	440	74	0	143	45	0	0	0	893
8:15	112	58	0	6	440	80	0	174	34	0	0	0	904
8:30	111	83	0	5	358	91	0	167	42	0	0	0	857
8:45	84	71	0	16	349	91	0	204	44	0	0	0	859
HR TOTAL	427	276	0	34	1587	336	0	688	165	0	0	0	3513
DAY TOTAL	776	524	0	56	3179	645	0	1116	329	0	0	0	6625

PEAK PERIOD ANALYSIS FOR THE PERIOD: 7:00 AM - 9:00 AM

DIRECTION FROM	START PEAK HOUR	PEAK HR FACTOR	VOLUMES				PERCENTS		
			Right	Thru	Left	Total	Right	Thru	Left
North	7:45 AM	0.95	444	295	0	739	60	40	0
East	7:30 AM	0.91	29	1788	346	2163	1	83	16
South	8:00 AM	0.86	0	688	165	853	0	81	19
West	8:00 AM	0.00	0	0	0	0	0	0	0

Entire Intersection

North	7:30 AM	0.93	429	282	0	711	60	40	0
East		0.91	29	1788	346	2163	1	83	16
South		0.90	0	588	159	747	0	79	21
West		0.00	0	0	0	0	0	0	0

PHF=0.94

Site Code : 22145

PAGE: 1

N-S Street: Motor Parkway (C.R. 67)

FILE: motrnsra

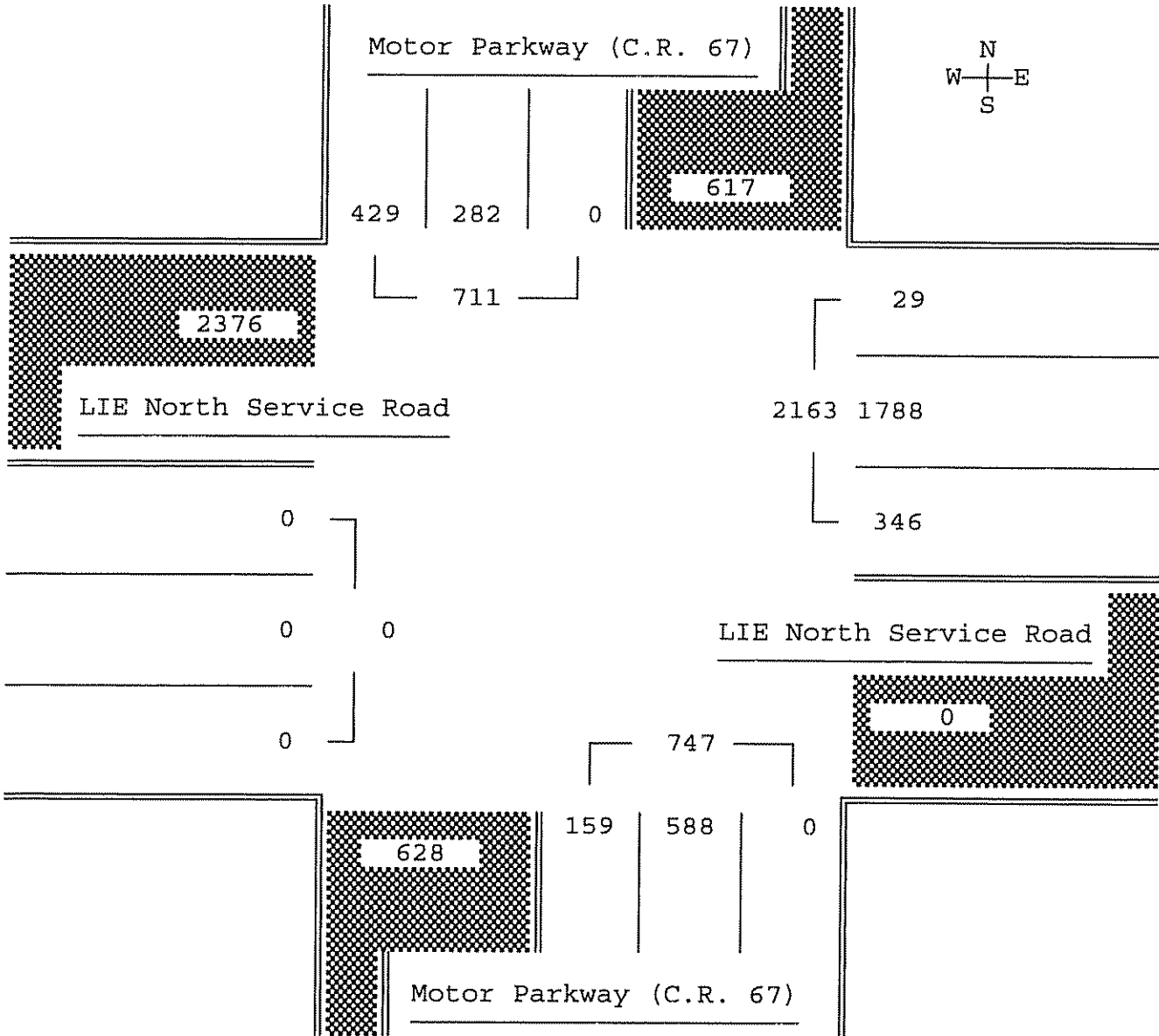
E-W Street: LIE North Service Road

DAY OF WK : Thursday

Movements by: Primary

DATE: 6/15/06

Total Turning Volumes for the Period: 7:30 AM - 8:30 AM



DUNN ENGINEERING ASSOCIATES

Site Code : 22145

PAGE: 1

N-S Street: Motor Parkway (C R 67)

FILE: motrnsrp

E-W Street: LIE North Service Road

WEEK : Thursday

Movements by: Primary

DATE: 6/15/06

Time Begin	From North			From East			From South			From West			Vehicle Total
	RI	THRU	LT	RI	THRU	LT	RI	THRU	LT	RI	THRU	LT	
4:00 PM	64	57	0	5	258	51	0	100	75	0	0	0	610
4:15	57	39	0	4	235	46	0	108	59	0	0	0	548
4:30	66	66	0	6	244	38	0	120	71	0	0	0	611
4:45	57	38	0	3	249	38	0	123	50	0	0	0	558
HR TOTAL	244	200	0	18	986	173	0	451	255	0	0	0	2327
5:00 PM	107	79	0	11	318	46	0	138	80	0	0	0	779
5:15	78	45	0	10	282	41	0	146	57	0	0	0	659
5:30	87	45	0	7	299	30	0	145	60	0	0	0	673
5:45	71	47	0	5	283	27	0	144	38	0	0	0	615
HR TOTAL	343	216	0	33	1182	144	0	573	235	0	0	0	2726
DAY TOTAL	587	416	0	51	2168	317	0	1024	490	0	0	0	5053

PEAK PERIOD ANALYSIS FOR THE PERIOD: 4:00 PM - 6:00 PM

DIRECIION FROM	START PEAK HOUR	PEAK HR FACTOR	VOLUMES				PERCENTS		
			Right	Thru	Left	Total	Right	Thru	Left
North	5:00 PM	0.75	343	216	0	559	61	39	0
East	5:00 PM	0.91	33	1182	144	1359	2	87	11
South	5:00 PM	0.93	0	573	235	808	0	71	29
West	5:00 PM	0.00	0	0	0	0	0	0	0

Entire Intersection

North	5:00 PM	0.75	343	216	0	559	61	39	0
East		0.91	33	1182	144	1359	2	87	11
South		0.93	0	573	235	808	0	71	29
West		0.00	0	0	0	0	0	0	0

PHF=0.87

Site Code : 22145

PAGE: 1

N-S Street: Motor Parkway (C R 67)

FILE: motrnsrc

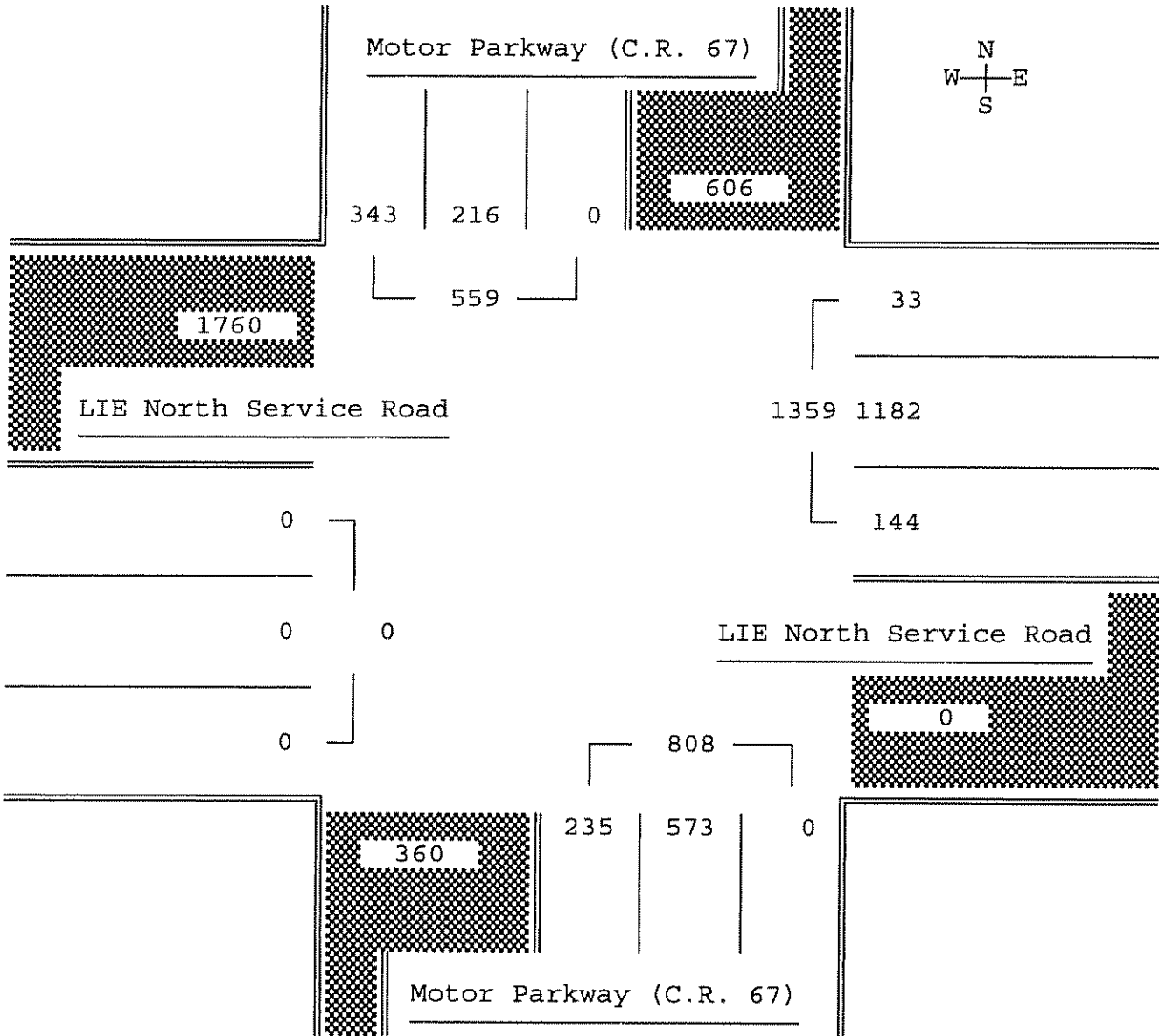
E-W Street: LIE North Service Road

DAY OF WK : Thursday

Movements by: Primary

DATE: 6/15/06

Total Turning Volumes for the Period: 5:00 PM - 6:00 PM



DUNN ENGINEERING ASSOCIATES

Site Code : 22145

PAGE: 1

N-S Street: Motor Parkway (C.R. 67)

FILE: motcrnsrs

E-W Street: LIE North Service Road

DAY OF WK : Saturday

Movements by: Primary

DATE: 6/03/06

Time Begin	From North			From East			From South			From West			Vehicle Total
	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	
11:00 AM	19	38	0	7	119	36	0	68	28	0	0	0	315
11:15	26	43	0	3	110	39	0	76	29	0	0	0	326
11:30	33	48	0	5	115	35	0	58	33	0	0	0	327
11:45	44	37	0	1	106	31	0	79	35	0	0	0	333
HR TOTAL	122	166	0	16	450	141	0	281	125	0	0	0	1301
12:00 PM	35	37	0	5	145	31	0	72	27	0	0	0	352
12:15	27	44	0	4	132	28	0	55	26	0	0	0	316
12:30	24	52	0	4	146	32	0	72	45	0	0	0	375
12:45	22	42	0	2	139	25	0	79	27	0	0	0	336
HR TOTAL	108	175	0	15	562	116	0	278	125	0	0	0	1379
1:00 PM	45	80	0	5	121	33	0	79	26	0	0	0	389
1:15	25	40	0	1	131	37	0	88	32	0	0	0	354
1:30	24	26	0	5	124	29	0	94	27	0	0	0	329
1:45	28	31	0	4	113	24	0	77	23	0	0	0	300
HR TOTAL	122	177	0	15	489	123	0	338	108	0	0	0	1372
GRAND TOTAL	352	518	0	46	1501	380	0	897	358	0	0	0	4052

PEAK PERIOD ANALYSIS FOR THE PERIOD: 11:00 AM - 2:00 PM

DIRECTION FROM	START PEAK HOUR	PEAK HR FACTOR	VOLUMES				PERCENTS		
			Right	Thru	Left	Total	Right	Thru	Left
North	12:15 PM	0.67	118	218	0	336	35	65	0
East	12:00 PM	0.95	15	562	116	693	2	81	17
South	12:45 PM	0.93	0	340	112	452	0	75	25
West	12:45 PM	0.00	0	0	0	0	0	0	0

Entire Intersection

North	12:30 PM	0.66	116	214	0	330	35	65	0
East		0.93	12	537	127	676	2	79	19
South		0.93	0	318	130	448	0	71	29
West		0.00	0	0	0	0	0	0	0

PHF = 0.93

Site Code : 22145

PAGE: 1

N-S Street: Motor Parkway (C.R. 67)

FILE: motrnsrs

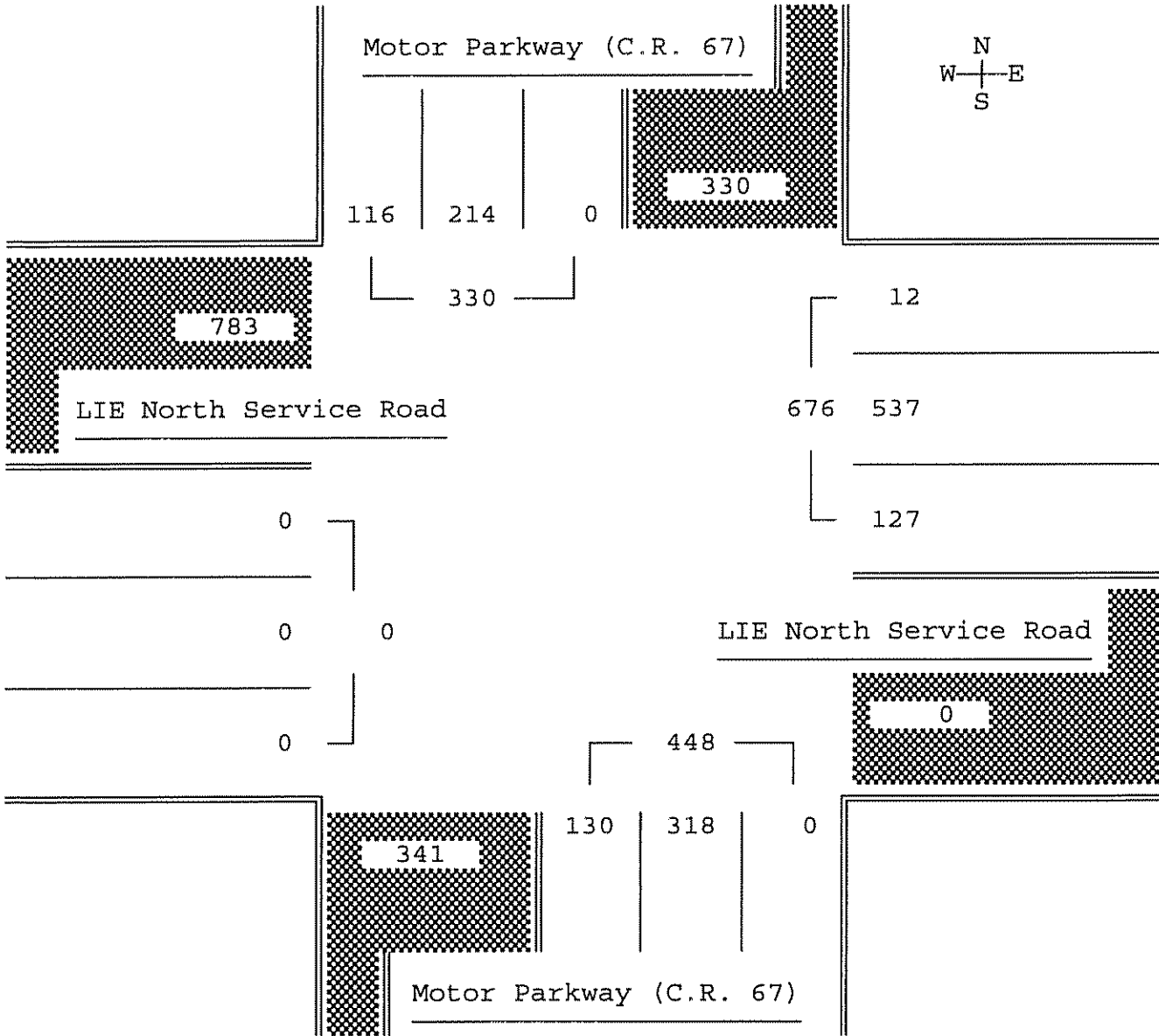
E-W Street: LIE North Service Road

DATE OF WK : Saturday

Movements by: Primary

DATE: 6/03/06

Total Turning Volumes for the Period: 12:30 PM - 1:30 PM



Veterans Highway at Motor Parkway

DUNN ENGINEERING ASSOCIATES

Site Code : 22145

PAGE: 1

N-S Street: Vets Hwy (NYS Route 454)

FILE: motvetsa

E-W Street: Motor Parkway (C.R. 67)

DAY OF WK : Thursday

Movements by: Primary

DATE: 6/15/06

Time Begin	From North			From East			From South			From West			Vehicle
	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	Total
7:00 AM	9	107	16	25	87	20	8	216	6	4	41	15	554
7:15	14	165	18	51	158	31	7	267	13	5	66	15	810
7:30	17	192	26	35	133	27	8	315	7	8	73	28	869
7:45	16	158	33	86	195	35	13	325	12	13	102	22	1010
HR TOTAL	56	622	93	197	573	113	36	1123	38	30	282	80	3243
8:00 AM	28	201	23	56	148	34	6	377	13	4	69	22	981
8:15	17	203	58	59	191	29	13	316	13	7	137	28	1071
8:30	21	201	46	36	151	26	14	369	20	13	112	40	1049
8:45	27	183	34	44	150	18	17	378	24	9	116	31	1031
HR TOTAL	93	788	161	195	640	107	50	1440	70	33	434	121	4132
DAY TOTAL	149	1410	254	392	1213	220	86	2563	108	63	716	201	7375

PEAK PERIOD ANALYSIS FOR THE PERIOD: 7:00 AM - 9:00 AM

DIRECTION FROM	START PEAK HOUR	PEAK HR FACTOR	VOLUMES				PERCENTS		
			Right	Thru	Left	Total	Right	Thru	Left
North	8:00 AM	0.94	93	788	161	1042	9	76	15
East	7:45 AM	0.83	237	685	124	1046	23	65	12
South	8:00 AM	0.93	50	1440	70	1560	3	92	4
West	8:00 AM	0.85	33	434	121	588	6	74	21

Entire Intersection

North	8:00 AM	0.94	93	788	161	1042	9	76	15
East		0.84	195	640	107	942	21	68	11
South		0.93	50	1440	70	1560	3	92	4
West		0.85	33	434	121	588	6	74	21

PHF = 0.96

Site Code : 22145

PAGE: 1

N-S Street: Vets Hwy (NYS Route 454)

FILE: motvetsa

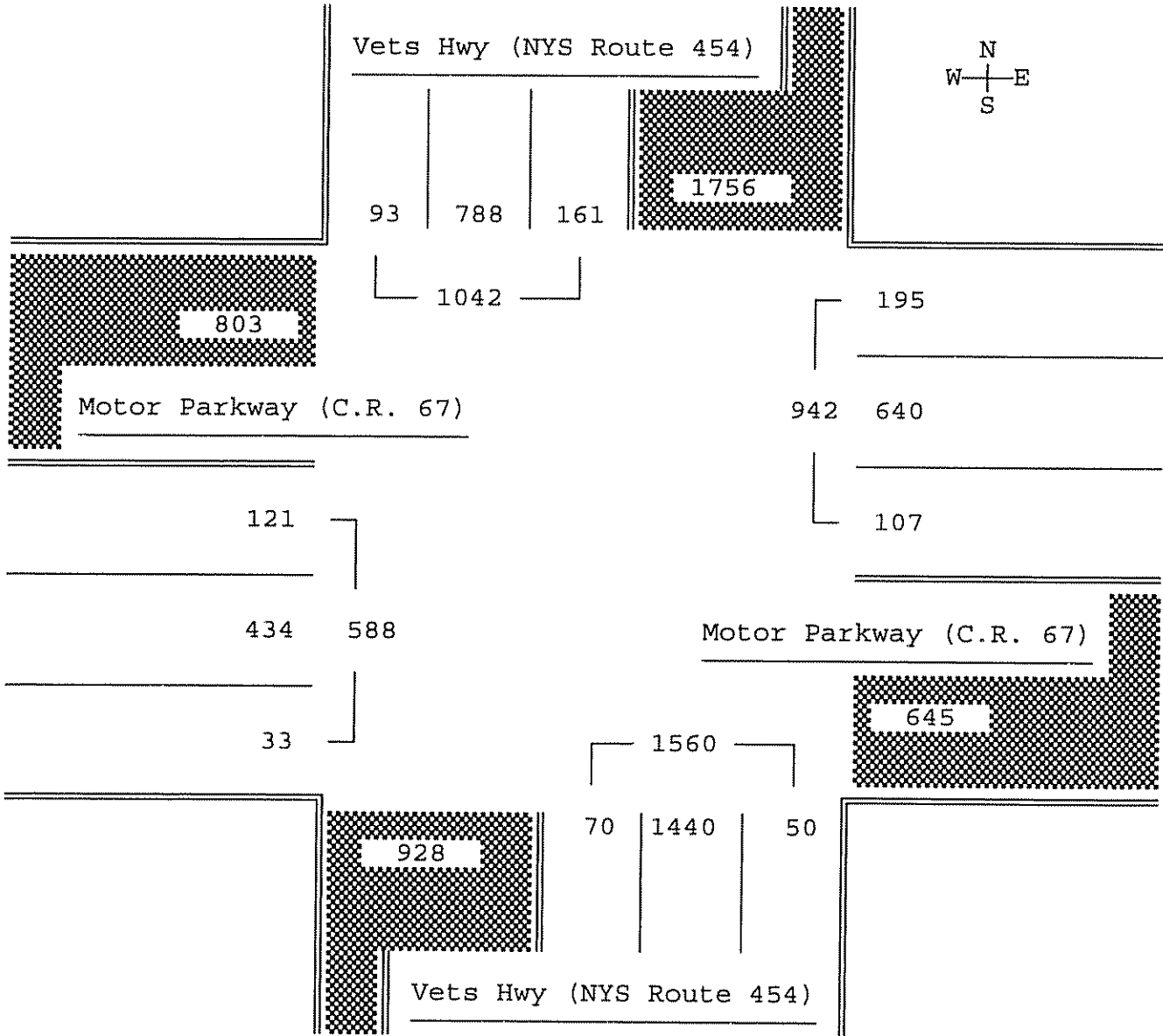
E-W Street: Motor Parkway (C.R. 67)

DAY OF WK : Thursday

Movements by: Primary

DATE: 6/15/06

Total Turning Volumes for the Period: 8:00 AM - 9:00 AM



Site Code : 22145

PAGE: 1

N-S Street: Vets Hwy (NYS Route 454)

FILE: motvetsp

E-W Street: Motor Parkway (C.R. 67)

DAY OF WK : Thursday

Movements by: Primary

DATE: 6/15/06

Time Begin	From North			From East			From South			From West			Vehicle Total
	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	
4:00 PM	24	414	60	23	66	32	11	218	12	23	112	30	1025
4:15	18	380	61	29	43	26	19	197	14	17	89	16	909
4:30	24	384	58	23	75	37	12	252	20	15	112	27	1039
4:45	10	361	93	16	57	32	16	205	21	20	103	31	965
HR TOTAL	76	1539	272	91	241	127	58	872	67	75	416	104	3938
5:00 PM	30	507	102	39	91	37	29	261	22	23	142	38	1321
5:15	18	382	90	32	71	29	18	238	17	12	140	36	1083
5:30	30	389	65	42	84	32	26	259	8	10	124	31	1100
5:45	25	320	81	36	75	21	3	215	13	15	122	34	960
HR TOTAL	103	1598	338	149	321	119	76	973	60	60	528	139	4464
DAY TOTAL	179	3137	610	240	562	246	134	1845	127	135	944	243	8402

PEAK PERIOD ANALYSIS FOR THE PERIOD: 4:00 PM - 6:00 PM

DIRECTION FROM	START PEAK HOUR	PEAK HR FACTOR	VOLUMES				PERCENTS		
			Right	Thru	Left	Total	Right	Thru	Left
North	4:45 PM	0.81	88	1639	350	2077	4	79	17
East	5:00 PM	0.88	149	321	119	589	25	54	20
South	4:45 PM	0.90	89	963	68	1120	8	86	6
West	5:00 PM	0.90	60	528	139	727	8	73	19

Entire Intersection

North	4:45 PM	0.81	88	1639	350	2077	4	79	17
East		0.84	129	303	130	562	23	54	23
South		0.90	89	963	68	1120	8	86	6
West		0.87	65	509	136	710	9	72	19

PHF = 0.85

Site Code : 22145

PAGE: 1

N-S Street: Vets Hwy (NYS Route 454)

FILE: motvetasp

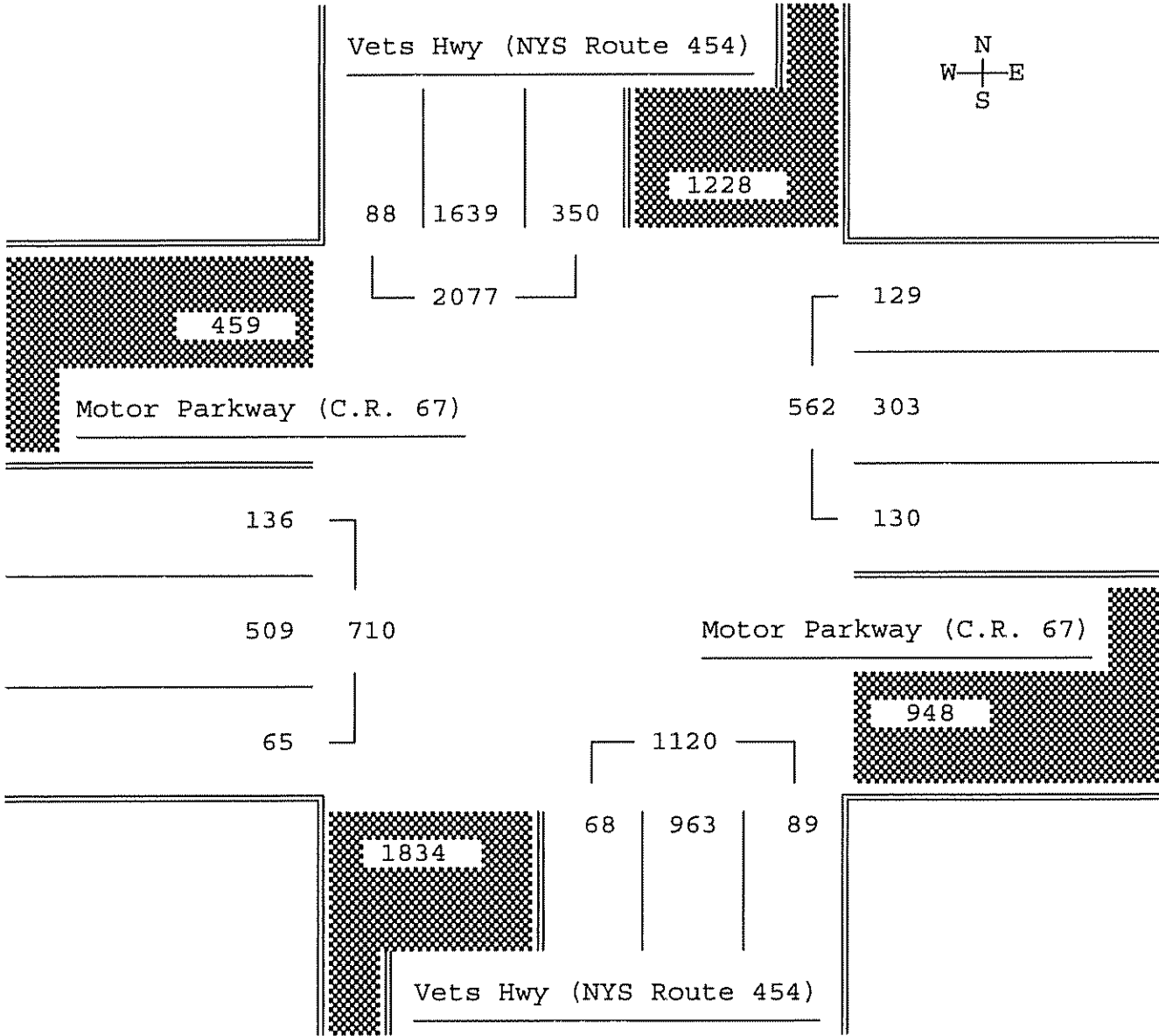
E-W Street: Motor Parkway (C R. 67)

7F WK : Thursday

Movements by: Primary

DATE: 6/15/06

Total Turning Volumes for the Period: 4:45 PM - 5:45 PM



DUNN ENGINEERING ASSOCIATES

Site Code : 22145

PAGE: 1

N-S Street: Vets Hwy (NYS Route 454)

FILE: motvetss

E-W Street: Motor Parkway (C.R. 67)

DAY OF WK : Saturday

Movements by: Primary

DATE: 6/03/06

Time Begin	From North			From East			From South			From West			Vehicle Total
	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	
11:00 AM	9	132	24	15	35	21	4	140	14	8	41	13	456
11:15	6	159	33	29	38	22	3	144	3	6	36	17	496
11:30	7	162	21	25	39	20	9	160	10	8	42	26	529
11:45	2	153	16	28	54	19	5	180	6	7	49	19	538
HR TOTAL	24	606	94	97	166	82	21	624	33	29	168	75	2019
12:00 PM	5	168	19	30	38	16	14	139	14	10	62	22	537
12:15	2	178	24	15	44	28	6	183	11	12	43	18	564
12:30	2	179	29	21	46	23	9	168	15	6	64	13	575
12:45	5	214	27	24	42	21	2	166	6	2	61	14	584
HR TOTAL	14	739	99	90	170	88	31	656	46	30	230	67	2260
1:00 PM	2	169	33	17	56	29	13	168	8	6	71	18	590
1:15	3	161	19	16	43	15	8	171	5	6	55	14	516
1:30	5	165	18	25	42	19	10	147	13	7	71	17	539
1:45	4	163	38	21	39	17	6	155	9	4	47	19	522
HR TOTAL	14	658	108	79	180	80	37	641	35	23	244	68	2167
GRAND TOTAL	52	2003	301	266	516	250	89	1921	114	82	642	210	6446

PEAK PERIOD ANALYSIS FOR THE PERIOD: 11:00 AM - 2:00 PM

DIRECTION FROM	START PEAK HOUR	PEAK HR FACTOR	VOLUMES				PERCENTS		
			Right	Thru	Left	Total	Right	Thru	Left
North	12:15 PM	0.88	11	740	113	864	1	86	13
East	12:15 PM	0.90	77	188	101	366	21	51	28
South	12:15 PM	0.94	30	685	40	755	4	91	5
West	12:45 PM	0.90	21	258	63	342	6	75	18

Entire Intersection

North	12:15 PM	0.88	11	740	113	864	1	86	13
East		0.90	77	188	101	366	21	51	28
South		0.94	30	685	40	755	4	91	5
West		0.86	26	239	63	328	8	73	19

PHF = 0.98

Site Code : 22145

PAGE: 1

N-S Street: Vets Hwy (NYS Route 454)

FILE: motvetss

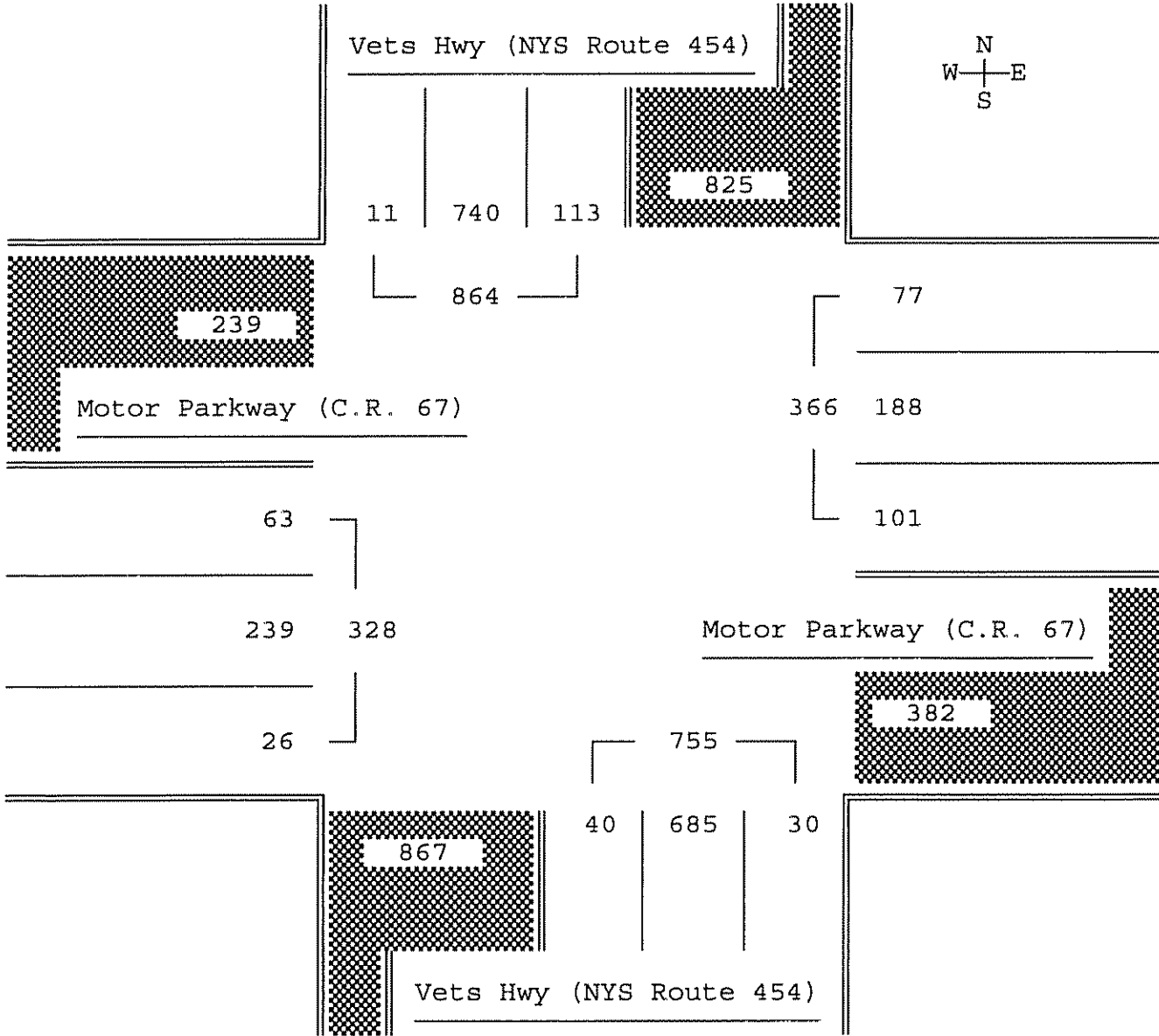
E-W Street: Motor Parkway (C R 67)

DAY OF WK : Saturday

Movements by: Primary

DATE: 6/03/06

Total Turning Volumes for the Period: 12:15 PM - 1:15 PM



**Veterans Highway
at
The Long Island Expressway
North Service Road**

DUNN ENGINEERING ASSOCIATES

Site Code : 22145

PAGE: 1

N-S Street: Vets Hwy (NYS Route 454)

FILE: vetsnsra

E-W Street: LIE North Service Road

DAY OF WK : Thursday

Movements by: Primary

DATE: 6/15/06

Time Begin	From North			From East			From South			From West			Vehicle Total
	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	
7:00 AM	4	132	0	112	264	32	0	145	212	0	0	0	901
7:15	5	155	0	109	274	44	0	189	184	0	0	0	960
7:30	10	183	0	127	298	30	0	241	251	0	0	0	1140
7:45	16	204	0	156	425	76	0	236	256	0	0	0	1369
HR TOTAL	35	674	0	504	1261	182	0	811	903	0	0	0	4370
8:00 AM	10	213	0	152	337	52	0	248	253	0	0	0	1265
8:15	12	189	0	148	327	64	0	241	275	0	0	0	1256
8:30	22	229	0	166	281	49	0	251	241	0	0	0	1239
8:45	16	176	0	213	278	85	0	255	211	0	0	0	1234
HR TOTAL	60	807	0	679	1223	250	0	995	980	0	0	0	4994
DAY TOTAL	95	1481	0	1183	2484	432	0	1806	1883	0	0	0	9364

PEAK PERIOD ANALYSIS FOR THE PERIOD: 7:00 AM - 9:00 AM

DIRECTION FROM	START PEAK HOUR	PEAK HR FACTOR	VOLUMES				PERCENTS		
			Right	Thru	Left	Total	Right	Thru	Left
North	7:45 AM	0.89	60	835	0	895	7	93	0
East	7:45 AM	0.85	622	1370	241	2233	28	61	11
South	7:30 AM	0.97	0	966	1035	2001	0	48	52
West	7:30 AM	0.00	0	0	0	0	0	0	0

Entire Intersection

North	7:45 AM	0.89	60	835	0	895	7	93	0
East		0.85	622	1370	241	2233	28	61	11
South		0.97	0	976	1025	2001	0	49	51
West		0.00	0	0	0	0	0	0	0

PAF=0.94

Site Code : 22145

PAGE: 1

N-S Street: Vets Hwy (NYS Route 454)

FILE: vetsnsra

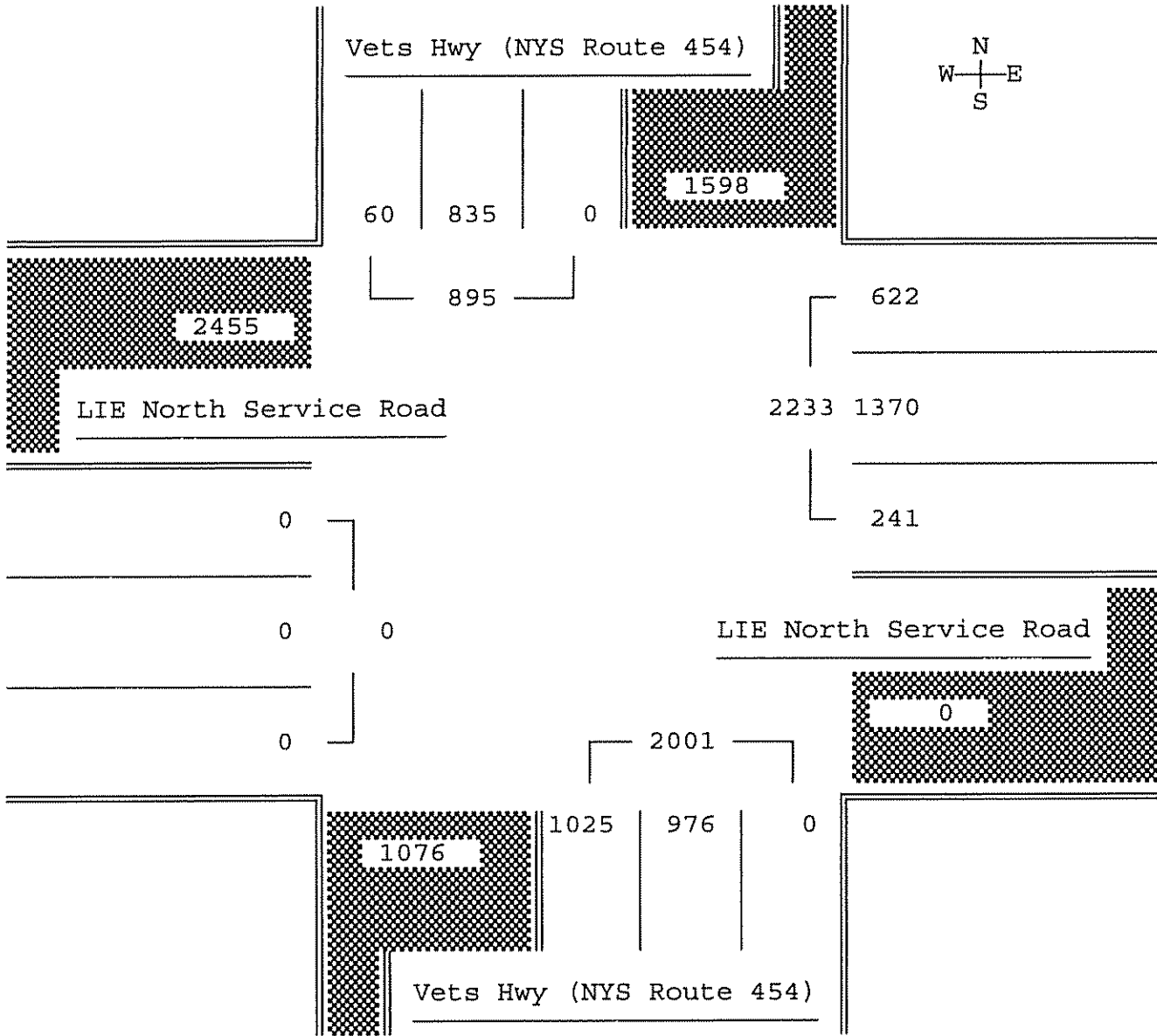
E-W Street: LIE North Service Road

DAY OF WK : Thursday

Movements by: Primary

DATE: 6/15/06

Total Turning Volumes for the Period: 7:45 AM - 8:45 AM



Site Code : 22145

PAGE: 1

N-S Street: Vets Hwy (NYS Route 454)

FILE: vetsnsrp

E-W Street: LIE North Service Road

DAY OF WK : Thursday

Movements by: Primary

DATE: 6/15/06

Time Begin	From North			From East			From South			From West			Vehicle
	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	Total
4:00 PM	31	437	0	117	88	65	0	193	192	0	0	0	1123
4:15	11	321	0	81	65	38	0	144	211	0	0	0	871
4:30	15	386	0	75	86	54	0	253	211	0	0	0	1080
4:45	11	399	0	77	76	54	0	182	214	0	0	0	1013
HR TOTAL	68	1543	0	350	315	211	0	772	828	0	0	0	4087
5:00 PM	23	430	0	80	105	84	0	278	284	0	0	0	1284
5:15	22	489	0	96	92	53	0	226	231	0	0	0	1209
5:30	13	393	0	111	124	70	0	215	250	0	0	0	1176
5:45	17	366	0	92	121	87	0	236	226	0	0	0	1145
HR TOTAL	75	1678	0	379	442	294	0	955	991	0	0	0	4814
DAY TOTAL	143	3221	0	729	757	505	0	1727	1819	0	0	0	8901

PEAK PERIOD ANALYSIS FOR THE PERIOD: 4:00 PM - 6:00 PM

DIRECTION FROM	START PEAK HOUR	PEAK HR FACTOR	VOLUMES				PERCENTS		
			Right	Thru	Left	Total	Right	Thru	Left
North	4:45 PM	0.87	69	1711	0	1780	4	96	0
East	5:00 PM	0.91	379	442	294	1115	34	40	26
South	5:00 PM	0.87	0	955	991	1946	0	49	51
West	5:00 PM	0.00	0	0	0	0	0	0	0

Entire Intersection

North	5:00 PM	0.86	75	1678	0	1753	4	96	0
East		0.91	379	442	294	1115	34	40	26
South		0.87	0	955	991	1946	0	49	51
West		0.00	0	0	0	0	0	0	0

PHF=0.94

Site Code : 22145

PAGE: 1

N-S Street: Vets Hwy (NYS Route 454)

FILE: vetsnsrp

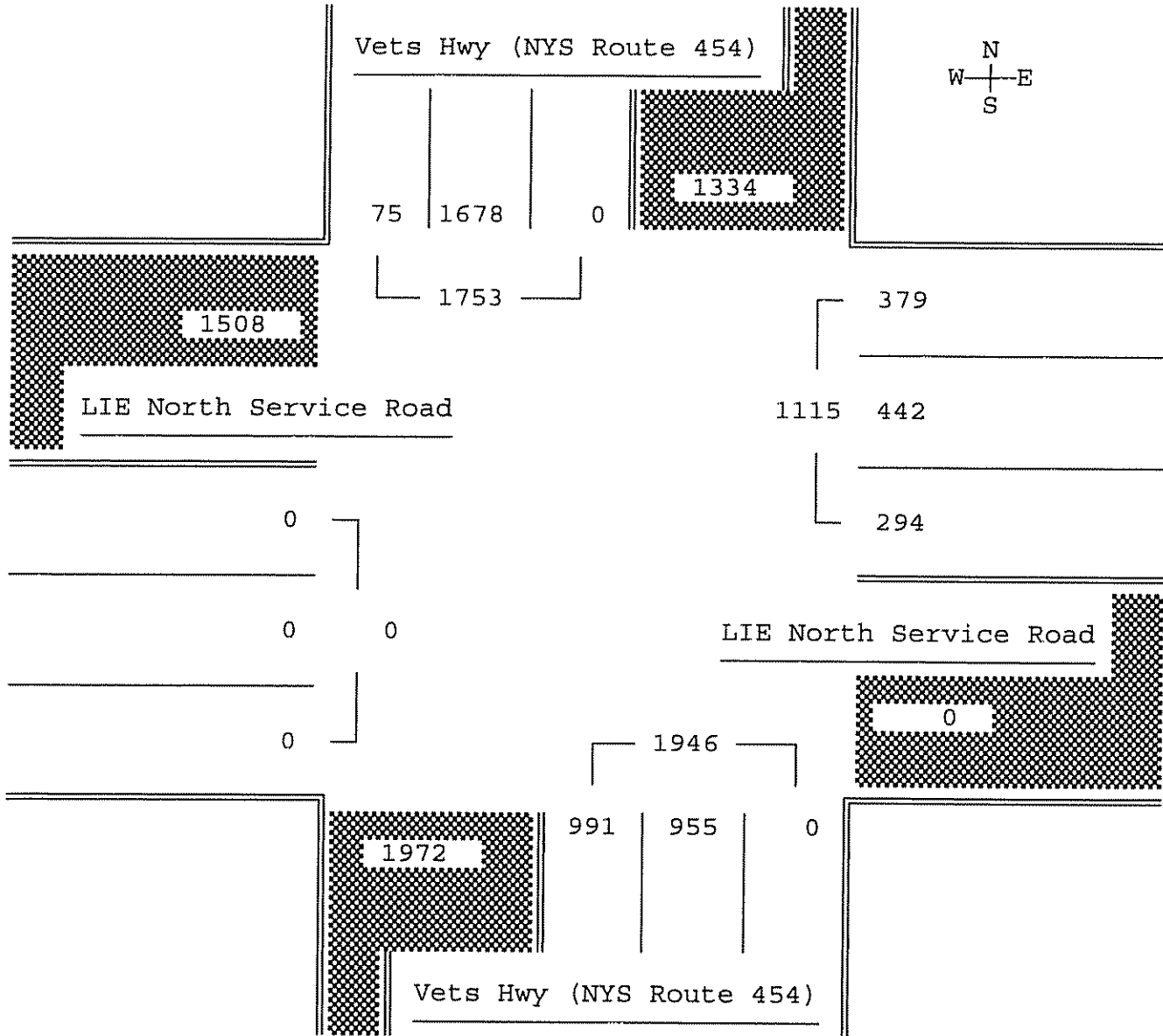
E-W Street: LIE North Service Road

DAY OF WK : Thursday

Movements by: Primary

DATE: 6/15/06

Total Turning Volumes for the Period: 5:00 PM - 6:00 PM



DUNN ENGINEERING ASSOCIATES

Site Code : 22145

PAGE: 1

N-S Street: Vets Hwy (NYS Route 454)

FILE: vetsnsrs

E-W Street: LIE North Service Road

DAY OF WK : Saturday

Movements by: Primary

DATE: 6/03/06

Time Begin	From North			From East			From South			From West			Vehicle Total
	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	
11:00 AM	9	153	0	63	53	40	0	106	118	0	0	0	542
11:15	12	195	0	54	41	38	0	110	107	0	0	0	557
11:30	11	167	0	62	51	44	0	115	119	0	0	0	569
11:45	9	196	0	69	39	41	0	150	96	0	0	0	600
HR TOTAL	41	711	0	248	184	163	0	481	440	0	0	0	2268
12:00 PM	10	192	0	52	45	55	0	112	148	0	0	0	614
12:15	11	223	0	59	35	49	0	133	130	0	0	0	640
12:30	10	205	0	66	45	48	0	136	147	0	0	0	657
12:45	8	242	0	47	29	46	0	127	141	0	0	0	640
HR TOTAL	39	862	0	224	154	198	0	508	566	0	0	0	2551
1:00 PM	6	198	0	44	51	49	0	149	92	0	0	0	589
1:15	5	199	0	61	43	34	0	150	134	0	0	0	626
1:30	10	192	0	52	52	41	0	129	103	0	0	0	579
1:45	11	212	0	61	48	39	0	132	94	0	0	0	597
HR TOTAL	32	801	0	218	194	163	0	560	423	0	0	0	2391
DAY TOTAL	112	2374	0	690	532	524	0	1549	1429	0	0	0	7210

PEAK PERIOD ANALYSIS FOR THE PERIOD: 11:00 AM - 2:00 PM

DIRECTION FROM	START PEAK HOUR	PEAK HR FACTOR	VOLUMES				PERCENTS		
			Right	Thru	Left	Total	Right	Thru	Left
North	12:15 PM	0.90	35	868	0	903	4	96	0
East	11:45 AM	0.95	246	164	193	603	41	27	32
South	12:30 PM	0.95	0	562	514	1076	0	52	48
West	12:30 PM	0.00	0	0	0	0	0	0	0

Entire Intersection

North	12:00 PM	0.90	39	862	0	901	4	96	0
East		0.91	224	154	198	576	39	27	34
South		0.95	0	508	566	1074	0	47	53
West		0.00	0	0	0	0	0	0	0

$PHE = 0.97$

Site Code : 22145

PAGE: 1

N-S Street: Vets Hwy (NYS Route 454)

FILE: vetsnrs

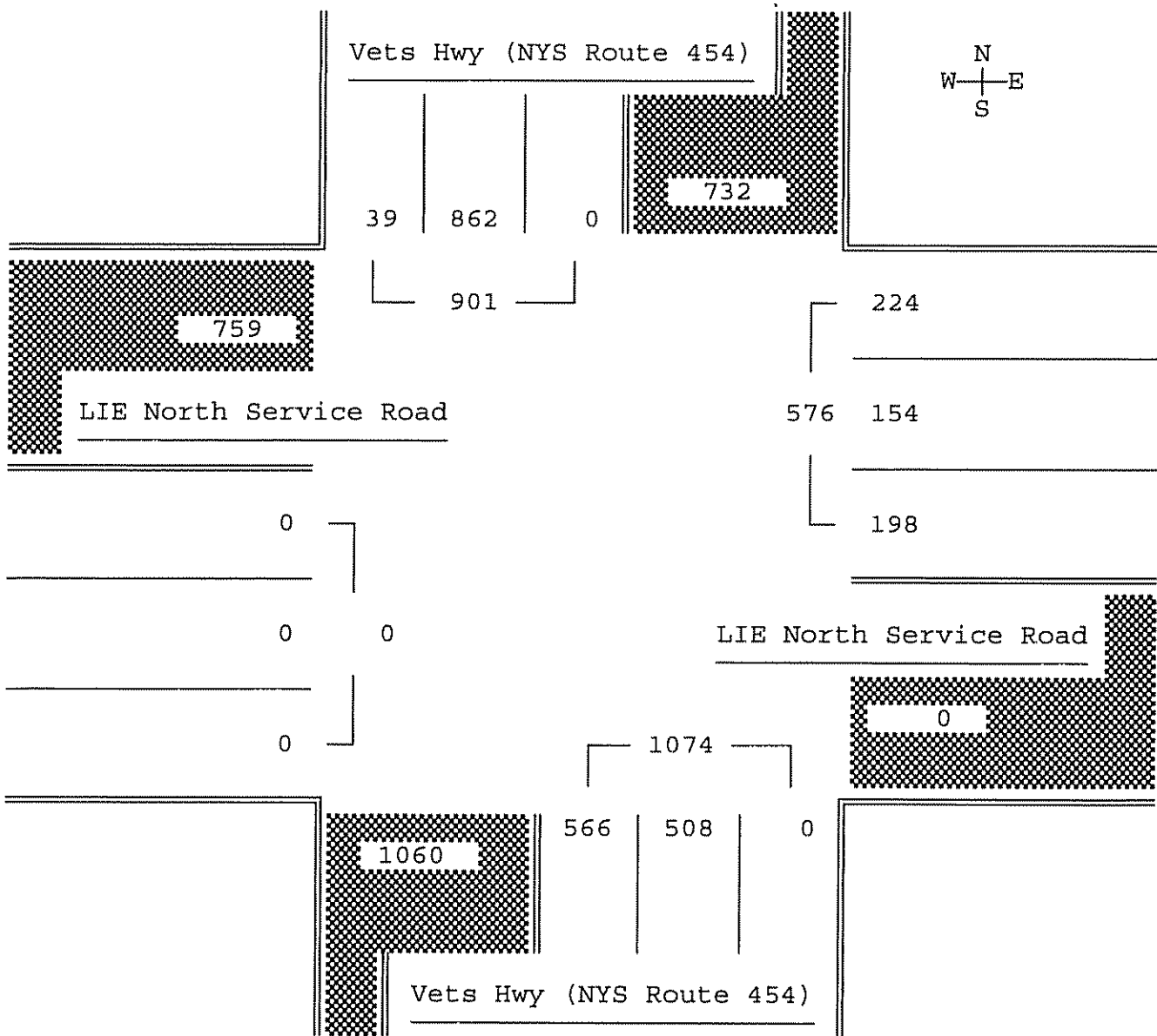
E-W Street: LIE North Service Road

DAY OF WK : Saturday

Movements by: Primary

DATE: 6/03/06

Total Turning Volumes for the Period: 12:00 PM - 1:00 PM



**Veterans Highway
at
The Long Island Expressway
South Service Road**

DUNN ENGINEERING ASSOCIATES

Site Code : 22145

PAGE: 1

N-S Street: Vets Hwy (NYS Route 454)

FILE: vetssra

E-W Street: LIE South Service Road

OF WK : Thursday

Movements by: Primary

DATE: 6/15/06

Time Begin	From North			From East			From South			From West			Vehicle
	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	Total
7:00 AM	0	95	51	0	0	0	7	294	0	168	32	13	660
7:15	0	131	72	0	0	0	9	404	0	183	49	15	863
7:30	0	163	73	0	0	0	8	418	0	205	47	21	935
7:45	0	182	71	0	0	0	5	448	0	210	60	24	1000
HR TOTAL	0	571	267	0	0	0	29	1564	0	766	188	73	3458
8:00 AM	0	198	94	0	0	0	8	482	0	221	44	30	1077
8:15	0	179	84	0	0	0	9	459	0	217	57	23	1028
8:30	0	178	77	0	0	0	10	521	0	238	62	30	1116
8:45	0	183	86	0	0	0	12	430	0	211	71	28	1021
HR TOTAL	0	738	341	0	0	0	39	1892	0	887	234	111	4242
DAY TOTAL	0	1309	608	0	0	0	68	3456	0	1653	422	184	7700

PEAK PERIOD ANALYSIS FOR THE PERIOD: 7:00 AM - 9:00 AM

DIRECTION FROM	START PEAK HOUR	PEAK HR FACTOR	VOLUMES				PERCENTS		
			Right	Thru	Left	Total	Right	Thru	Left
North	8:00 AM	0.92	0	738	341	1079	0	68	32
East	8:00 AM	0.00	0	0	0	0	0	0	0
South	7:45 AM	0.91	32	1910	0	1942	2	98	0
West	8:00 AM	0.93	887	234	111	1232	72	19	9

Entire Intersection

North	8:00 AM	0.92	0	738	341	1079	0	68	32
East		0.00	0	0	0	0	0	0	0
South		0.91	39	1892	0	1931	2	98	0
West		0.93	887	234	111	1232	72	19	9

PHF = 0.95

Site Code : 22145

PAGE: 1

N-S Street: Vets Hwy (NYS Route 454)

FILE: vetssra

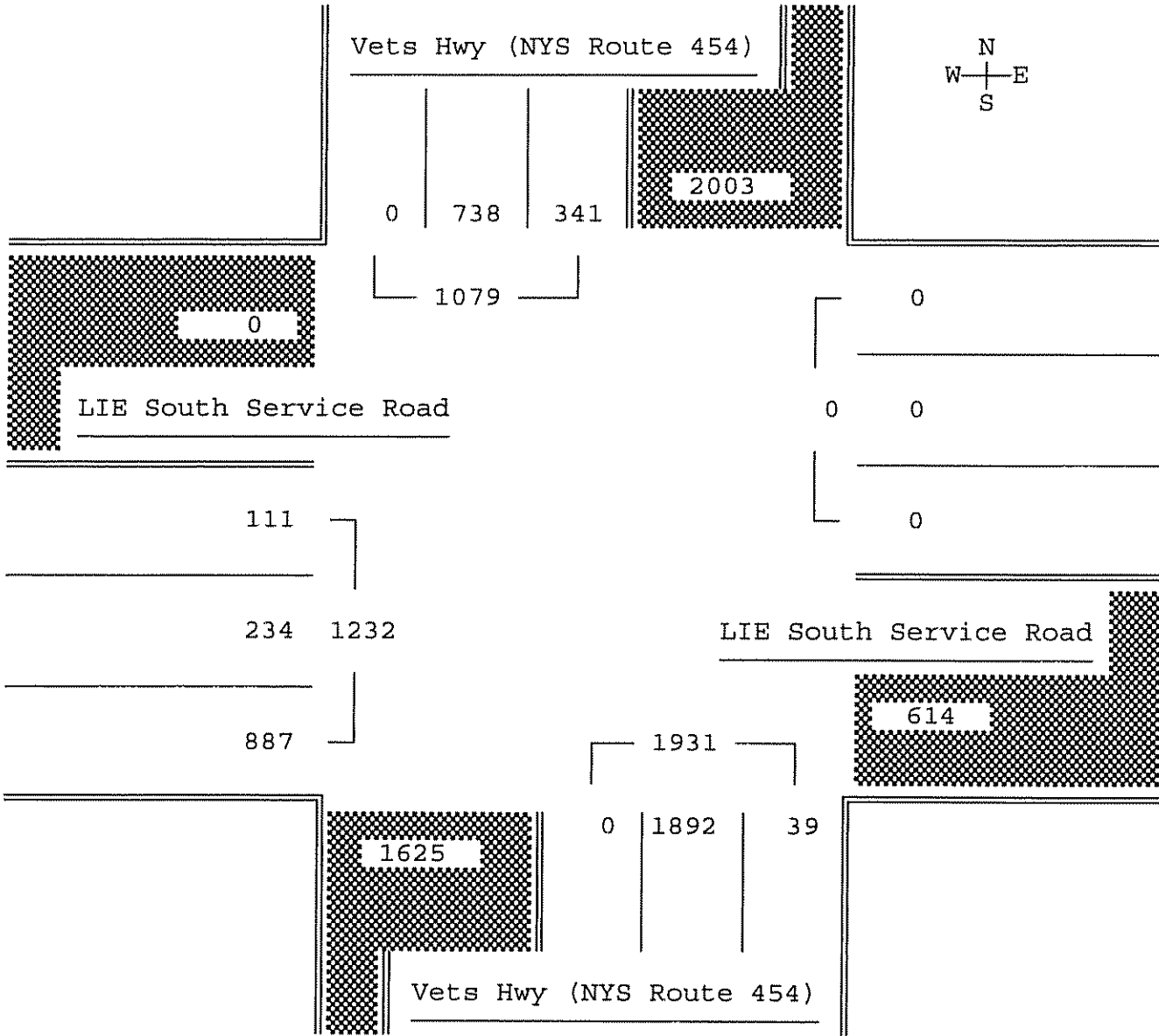
E-W Street: LIE South Service Road

DAY OF WK : Thursday

Movements by: Primary

DATE: 6/15/06

Total Turning Volumes for the Period: 8:00 AM - 9:00 AM



DUNN ENGINEERING ASSOCIATES

Site Code : 22145

PAGE: 1

N-S Street: Vets Hwy (NYS Route 454)

FILE: vetsssrp

E-W Street: LIE South Service Road

DAY OF WK : Thursday

Movements by: Primary

DATE: 6/15/06

Time Begin	From North			From East			From South			From West			Vehicle
	RT	THRU	LT	RT	THRU	LT	RT	THRU	LI	RT	THRU	LI	Total
4:00 PM	0	241	186	0	0	0	19	357	0	218	273	28	1322
4:15	0	222	188	0	0	0	30	373	0	267	223	18	1321
4:30	0	279	177	0	0	0	25	451	0	275	246	39	1492
4:45	0	258	197	0	0	0	21	398	0	245	294	24	1437
HR TOTAL	0	1000	748	0	0	0	95	1579	0	1005	1036	109	5572
5:00 PM	0	300	183	0	0	0	26	413	0	258	358	32	1570
5:15	0	304	240	0	0	0	24	484	0	238	331	27	1648
5:30	0	251	204	0	0	0	19	424	0	215	318	21	1452
5:45	0	248	182	0	0	0	16	402	0	249	321	26	1444
HR TOTAL	0	1103	809	0	0	0	85	1723	0	960	1328	106	6114
DAY TOTAL	0	2103	1557	0	0	0	180	3302	0	1965	2364	215	11686

PEAK PERIOD ANALYSIS FOR THE PERIOD: 4:00 PM - 6:00 PM

DIRECTION FROM	START PEAK HOUR	PEAK HR FACTOR	VOLUMES				PERCENTS		
			Right	Thru	Left	Total	Right	Thru	Left
North	4:30 PM	0.89	0	1141	797	1938	0	59	41
East	4:30 PM	0.00	0	0	0	0	0	0	0
South	4:30 PM	0.91	96	1746	0	1842	5	95	0
West	5:00 PM	0.92	960	1328	106	2394	40	55	4

Entire Intersection

North	4:30 PM	0.89	0	1141	797	1938	0	59	41
East		0.00	0	0	0	0	0	0	0
South		0.91	96	1746	0	1842	5	95	0
West		0.91	1016	1229	122	2367	43	52	5

PHF=0.93

Site Code : 22145

PAGE: 1

N-S Street: Vets Hwy (NYS Route 454)

FILE: vetsssrp

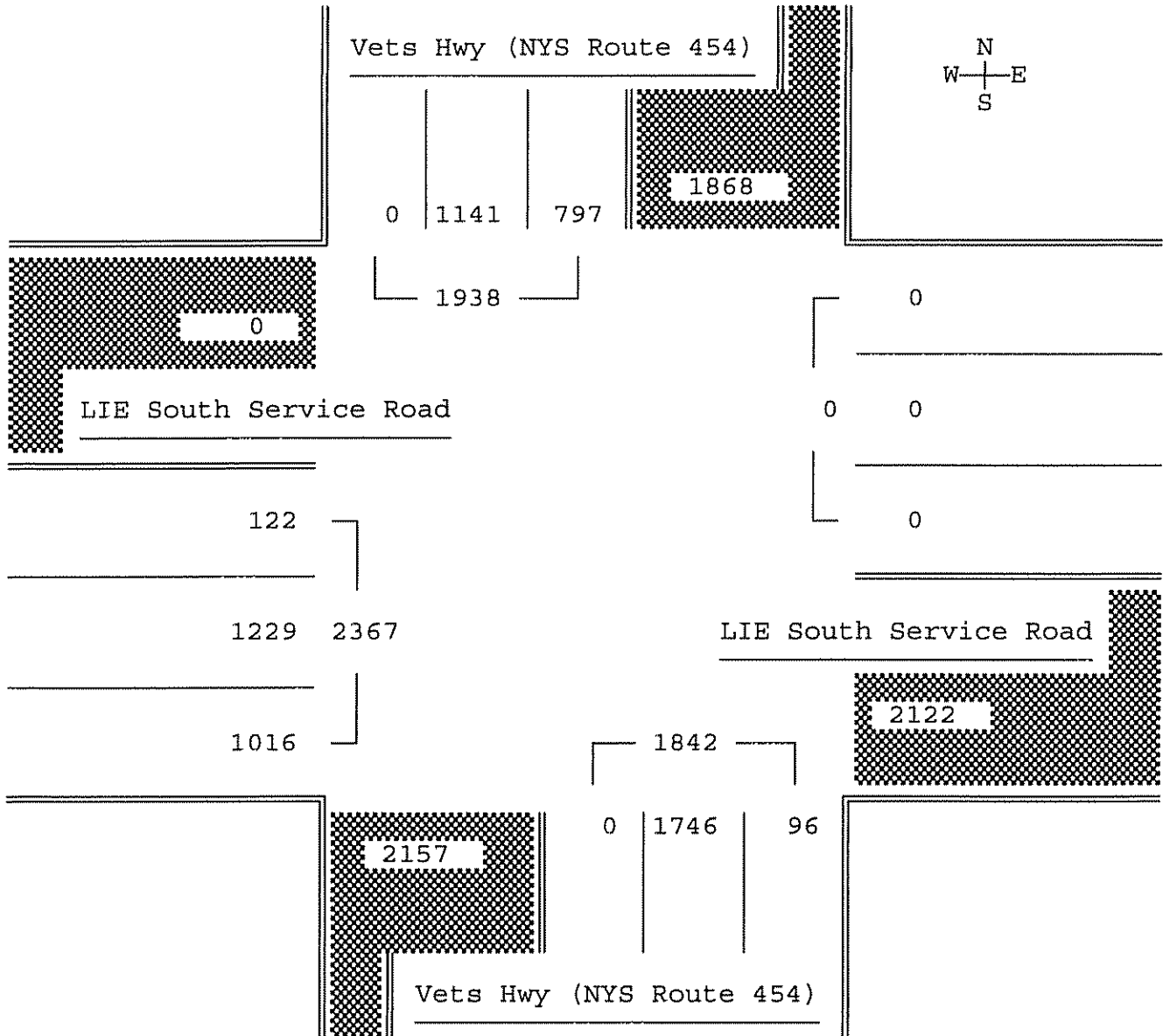
E-W Street: LIE South Service Road

DAY OF WK : Thursday

Movements by: Primary

DATE: 6/15/06

Total Turning Volumes for the Period: 4:30 PM - 5:30 PM



DUNN ENGINEERING ASSOCIATES

Site Code : 22145

PAGE: 1

N-S Street: Vets Hwy (NYS Route 454)

FILE: vetssrs

E-W Street: LIE South Service Road

END OF WK : Saturday

Movements by: Primary

DATE: 6/03/06

Time Begin	From North			From East			From South			From West			Vehicle Total
	RT	THRU	LI	RT	THRU	LI	RT	THRU	LI	RT	THRU	LI	
11:00 AM	0	126	62	0	0	0	12	185	0	96	40	13	534
11:15	0	144	91	0	0	0	13	202	0	87	44	10	591
11:30	0	132	73	0	0	0	10	203	0	84	39	11	552
11:45	0	172	71	0	0	0	23	254	0	103	34	17	674
HR TOTAL	0	574	297	0	0	0	58	844	0	370	157	51	2351
12:00 PM	0	170	79	0	0	0	16	226	0	133	47	11	682
12:15	0	187	88	0	0	0	16	267	0	103	36	14	711
12:30	0	156	89	0	0	0	25	244	0	113	40	14	681
12:45	0	193	98	0	0	0	22	284	0	120	40	14	771
HR TOTAL	0	706	354	0	0	0	79	1021	0	469	163	53	2845
1:00 PM	0	156	85	0	0	0	15	210	0	107	60	14	647
1:15	0	157	98	0	0	0	23	288	0	107	51	12	736
1:30	0	148	76	0	0	0	12	203	0	117	49	17	622
1:45	0	154	91	0	0	0	9	219	0	117	52	19	661
HR TOTAL	0	615	350	0	0	0	59	920	0	448	212	62	2666
HR TOTAL	0	1895	1001	0	0	0	196	2785	0	1287	532	166	7862

PEAK PERIOD ANALYSIS FOR THE PERIOD: 11:00 AM - 2:00 PM

DIRECTION FROM	START PEAK HOUR	PEAK HR FACTOR	VOLUMES				PERCENTS		
			Right	Thru	Left	Total	Right	Thru	Left
North	12:00 PM	0.91	0	706	354	1060	0	67	33
East	12:00 PM	0.00	0	0	0	0	0	0	0
South	12:30 PM	0.89	85	1026	0	1111	8	92	0
West	1:00 PM	0.96	448	212	62	722	62	29	9

Entire Intersection

North	12:00 PM	0.91	0	706	354	1060	0	67	33
East		0.00	0	0	0	0	0	0	0
South		0.90	79	1021	0	1100	7	93	0
West		0.90	469	163	53	685	68	24	8

PHF = 0.92

Site Code : 22145

N-S Street: Vets Hwy (NYS Route 454)

E-W Street: LIE South Service Road

DAY OF WK : Saturday

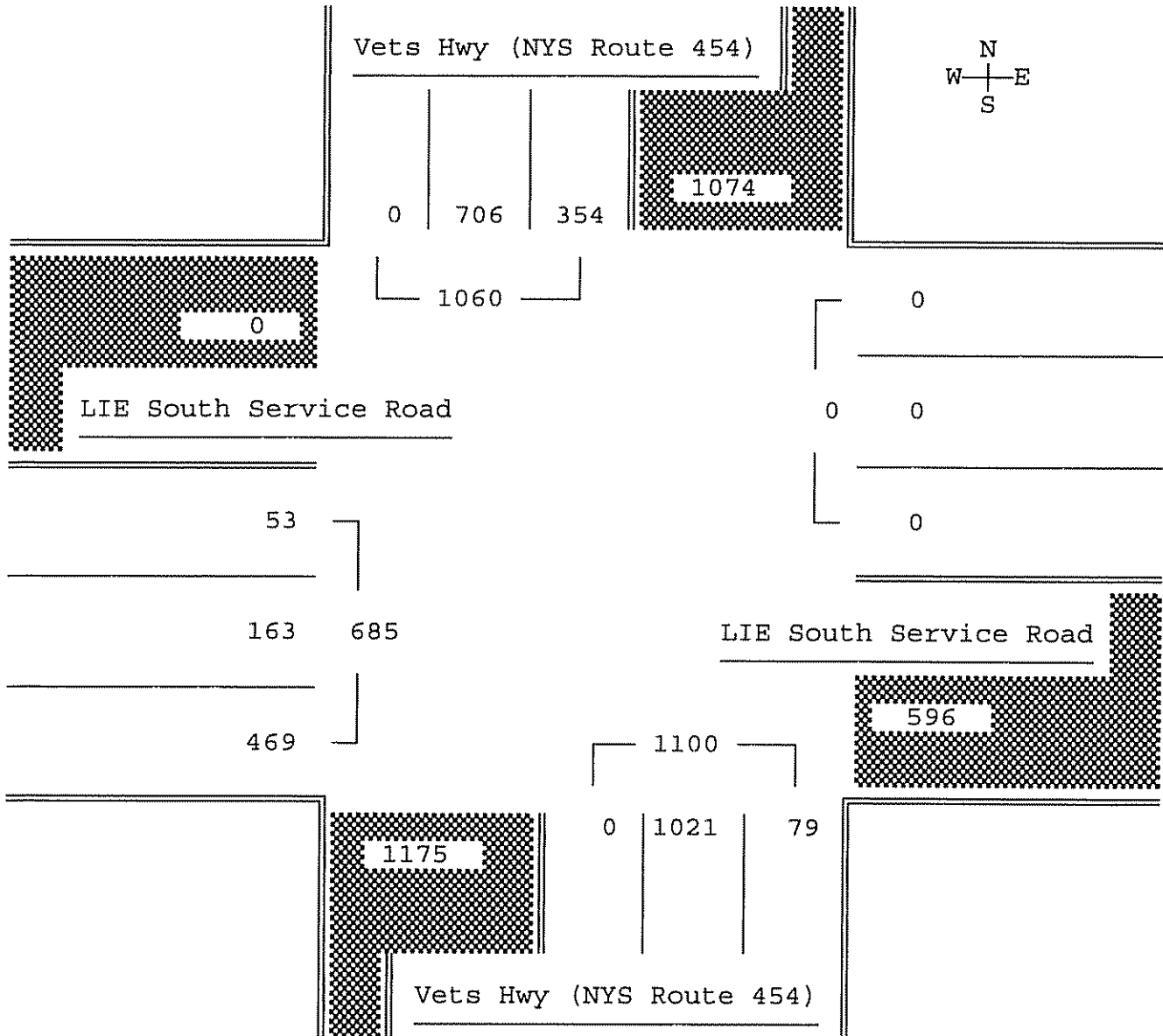
PAGE: 1

FILE: vetsrsr

Movements by: Primary

DATE: 6/03/06

Total Turning Volumes for the Period: 12:00 PM - 1:00 PM



**Motor Parkway
at
Easterly Office Access
Opposite Proposed Easterly
Site Access Drive**

DUNN ENGINEERING ASSOCIATES

Site Code : 22145
 N-S Street: Easterly Office Access
 E-W Street: Motor Parkway (C.R. 67)
 DAY OF WK : Wednesday

PAGE: 1
 FILE: motroffa
 DATE: 6/21/06

Movements by: Primary

Time Begin	From North			From East			From South			From West			Vehicle Total
	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	
7:30	1	0	1	6	0	0	0	0	0	0	0	5	13
7:45	1	0	0	12	0	0	0	0	0	0	0	6	19
HR TOTAL	2	0	1	18	0	0	0	0	0	0	0	11	32
8:00 AM	1	0	3	10	0	0	0	0	0	0	0	8	22
8:15	1	0	2	11	0	0	0	0	0	0	0	8	22
8:30	2	0	1	11	0	0	0	0	0	0	0	4	18
8:45	0	0	0	14	0	0	0	0	0	0	0	17	31
HR TOTAL	4	0	6	46	0	0	0	0	0	0	0	37	93
DAY TOTAL	6	0	7	64	0	0	0	0	0	0	0	48	125

PEAK PERIOD ANALYSIS FOR THE PERIOD: 7:30 AM - 9:00 AM

DIRECTION FROM	START PEAK HOUR	PEAK HR FACTOR	VOLUMES				PERCENTS		
			Right	Thru	Left	Total	Right	Thru	Left
North	7:45 AM	0.69	5	0	6	11	45	0	55
East	8:00 AM	0.82	46	0	0	46	100	0	0
South	8:00 AM	0.00	0	0	0	0	0	0	0
West	8:00 AM	0.54	0	0	37	37	0	0	100

Entire Intersection

North	8:00 AM	0.63	4	0	6	10	40	0	60
East		0.82	46	0	0	46	100	0	0
South		0.00	0	0	0	0	0	0	0
West		0.54	0	0	37	37	0	0	100

Site Code : 22145

N-S Street: Easterly Office Access

E-W Street: Motor Parkway (C.R. 67)

DAY OF WK : Wednesday

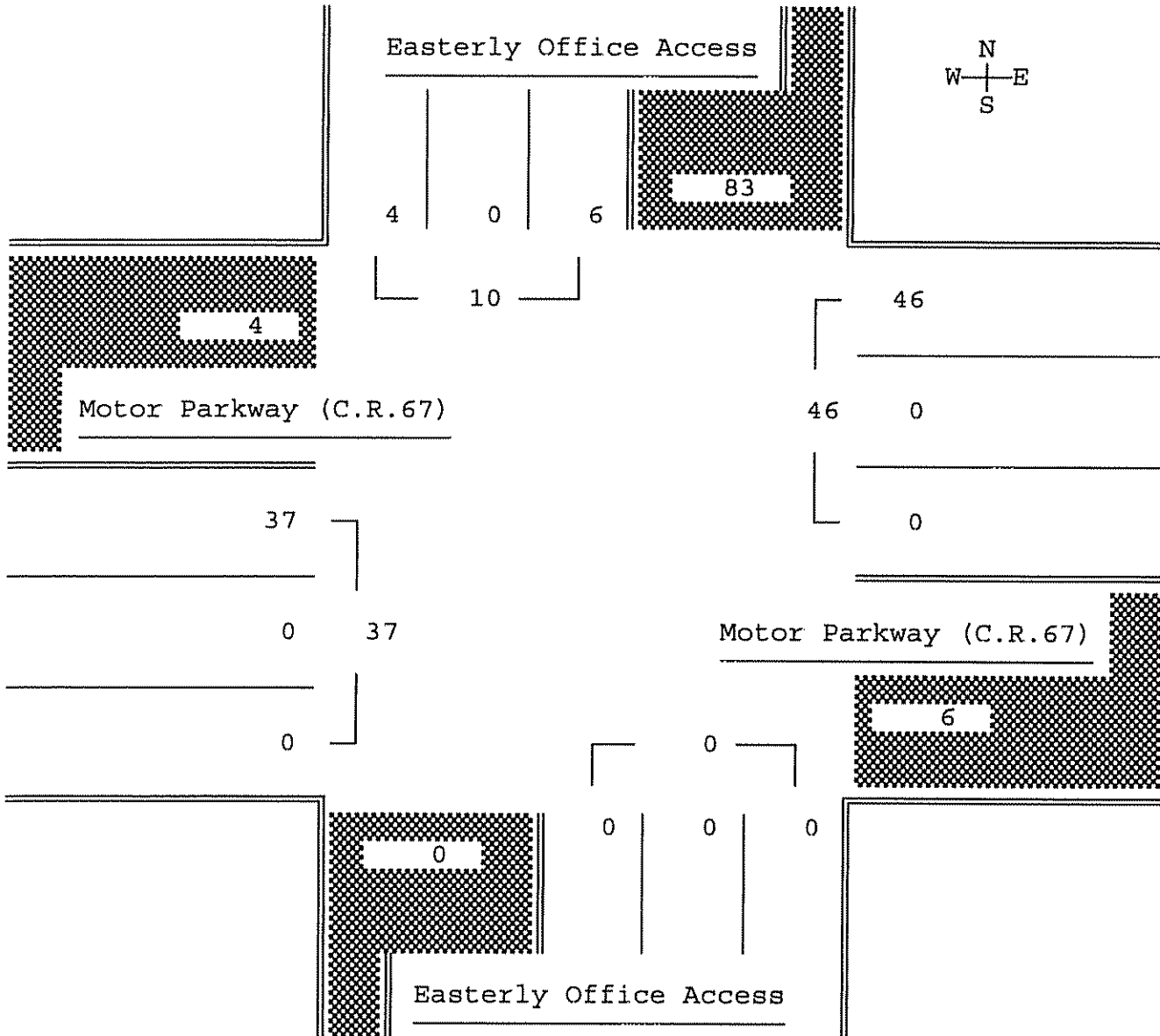
PAGE: 1

FILE: motroffa

Movements by: Primary

DATE: 6/21/06

Total Turning Volumes for the Period: 8:00 AM - 9:00 AM



DUNN ENGINEERING ASSOCIATES

Site Code : 22145

PAGE: 1

N-S Street: Easterly Office Access

FILE: motroffp

E-W Street: Motor Parkway (C.R 67)

DAY OF WK : Thursday

Movements by: Primary

DATE: 6/21/06

Time Begin	From North			From East			From South			From West			Vehicle Total
	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	
4:00 PM	8	0	14	4	0	0	0	0	0	0	0	3	29
4:15	4	0	7	3	0	0	0	0	0	0	0	1	15
4:30	3	0	7	2	0	0	0	0	0	0	0	2	14
4:45	11	0	12	6	0	0	0	0	0	0	0	2	31
HR TOTAL	26	0	40	15	0	0	0	0	0	0	0	8	89
5:00 PM	12	0	22	1	0	0	0	0	0	0	0	0	35
5:15	3	0	5	0	0	0	0	0	0	0	0	0	8
5:30	4	0	3	1	0	0	0	0	0	0	0	2	10
5:45	2	0	2	8	0	0	0	0	0	0	0	2	14
HR TOTAL	21	0	32	10	0	0	0	0	0	0	0	4	67
DAY TOTAL	47	0	72	25	0	0	0	0	0	0	0	12	156

PEAK PERIOD ANALYSIS FOR THE PERIOD: 4:00 PM - 6:00 PM

DIRECTION FROM	START PEAK HOUR	PEAK HR FACTOR	VOLUMES				PERCENTS		
			Right	Thru	Left	Total	Right	Thru	Left
North	4:15 PM	0.57	30	0	48	78	38	0	62
East	4:00 PM	0.63	15	0	0	15	100	0	0
South	4:00 PM	0.00	0	0	0	0	0	0	0
West	4:00 PM	0.67	0	0	8	8	0	0	100

Entire Intersection

North	4:15 PM	0.57	30	0	48	78	38	0	62
East		0.50	12	0	0	12	100	0	0
South		0.00	0	0	0	0	0	0	0
West		0.63	0	0	5	5	0	0	100

Site Code : 22145

N-S Street: Easterly Office Access

E-W Street: Motor Parkway (C.R. 67)

OF WK : Thursday

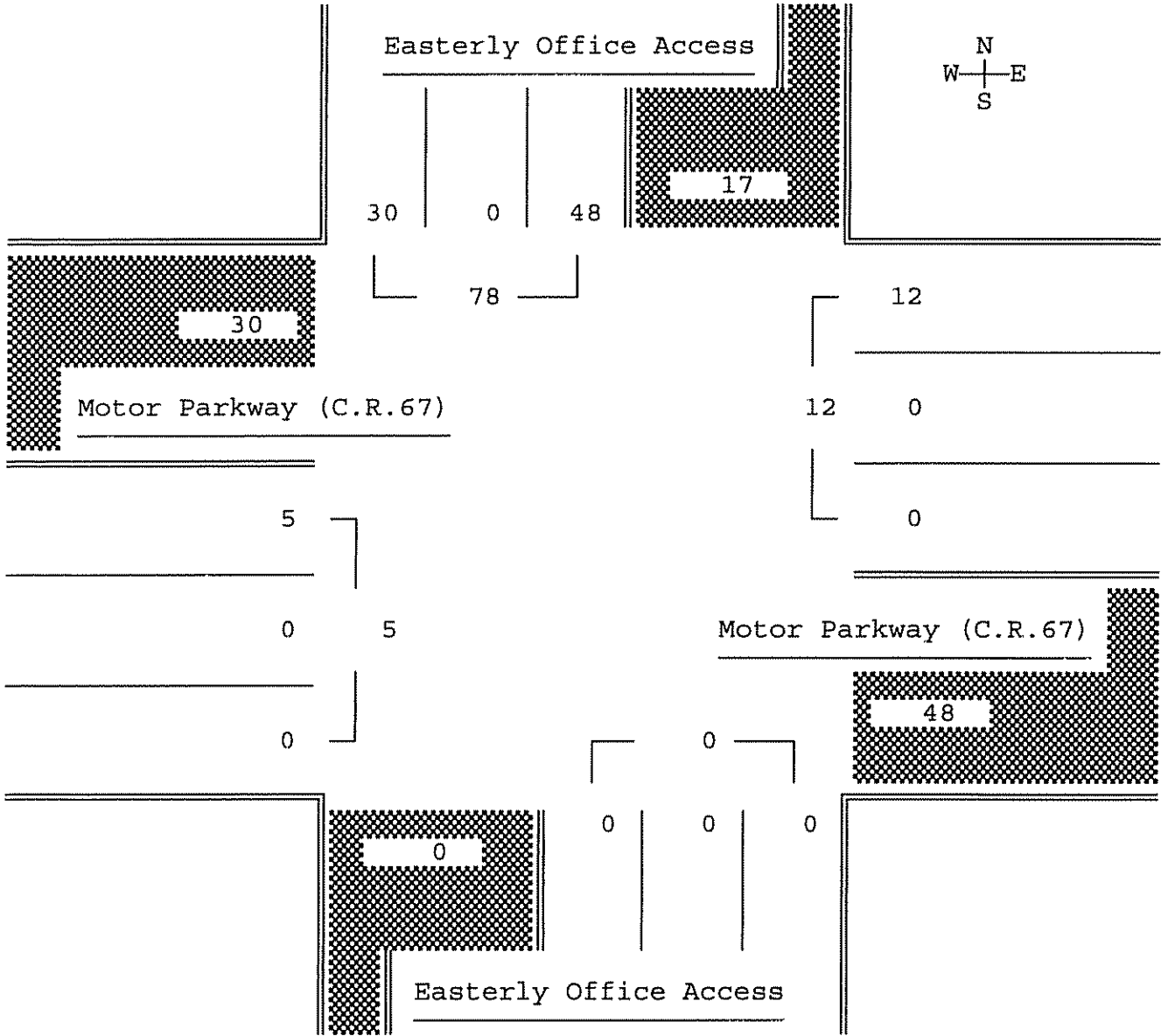
PAGE: 1

FILE: motroffp

Movements by: Primary

DATE: 6/21/06

Total Turning Volumes for the Period: 4:15 PM - 5:15 PM



Accidents Records

CR 67, Motor Pkwy from I495S AT EXIT 57 (Offset: -100) to SR454 (Offset: 100) From: 1/1/2002,00:00:00 to 1/31/2005,23:59:59
Reference: for Dunn Engineering Prepared by: LLP Date Prepared: 1/14/2008

Most Current Accident Data — SCPD: 12/31/2005; Other Police: 10/31/2007 2:22:00 PM; Fatal (all sources): 10/29/2007 1:21:00 AM

CC Number	Date/Time Day	Number of Vehicles	Number Injured	Number Killed	Light	Weather	Roadway	Roadway	Diagram Description	1st Event	Distance from Intersection	Direction	X Street	Milepost
02679962	11/26/2002 Tuesday 12:49:00 PM	3	1	0	Daylight	Clear	Dry		Right Angle	Other Motor Vehicle	-100	W	I495S AT EXIT 57	69456
02679992	11/26/2002 Tuesday 1:00:00 PM	2	0	0	Daylight	Clear	Dry		Sketch	Other Motor Vehicle	-100	W	I495S AT EXIT 57	69456
04698906	12/7/2004 Tuesday 4:43:00 PM	2	0	0	Dark-Road Lighted	Rain	Wet		Right Angle	Other Motor Vehicle	-50	W	I495S AT EXIT 57	69506
05342519	6/28/2005 Tuesday 3:47:00 PM	3	1	0	Daylight	Clear	Dry		Left Turn Opposing Direction	Other Motor Vehicle	-50	W	I495S AT EXIT 57	69506
05574784	10/12/2005 Wednesday 4:49:00 PM	2	0	0	Daylight	Rain	Wet		Overtaking / Passing / Lane Change	Other Motor Vehicle	-20	W	I495S AT EXIT 57	69536
02012606	1/8/2002 Tuesday 11:30:00 AM	2	0	0	Daylight	Clear	Dry		Unknown		0	AT	I495S AT EXIT 57	69556
02013434	1/8/2002 Tuesday 7:25:00 PM	3	0	0	Dark-Road Lighted	Clear	Dry		Rear End	Other Motor Vehicle	0	AT	I495S AT EXIT 57	69556
02042909	1/24/2002 Thursday 11:25:00 AM	2	0	0	Daylight	Clear	Wet		Overtaking / Passing / Lane Change	Other Motor Vehicle	0	AT	CR67 AT EXIT 57	69556
02051967	1/30/2002 Wednesday 1:15:00 PM	2	0	0	Daylight	Cloudy	Dry		Right Angle	Other Motor Vehicle	0	AT	I495S AT EXIT 57	69556
02064334	2/6/2002 Wednesday 1:20:00 PM	2	0	0	Daylight	Clear	Dry		Unknown	Not Applicable	0	AT	I495S AT EXIT 57	69556
02066170	2/7/2002 Thursday 4:05:00 PM	2	1	0	Daylight	Clear	Wet		Right Angle	Other Motor Vehicle	0	AT	I495S AT EXIT 57	69556
02067850	2/8/2002 Friday 2:30:00 PM	2	0	0	Daylight	Clear	Dry		Rear End	Not Applicable	0	AT	I495S AT EXIT 57	69556
02076415	2/13/2002 Wednesday 1:25:00 AM	2	0	0	Daylight	Clear	Dry		Right Angle	Other Motor Vehicle	0	AT	I495S AT EXIT 57	69556
02117192	3/8/2002 Friday 3:25:00 AM	2	0	0	Dark-Road Lighted	Clear	Dry		Right Angle	Other Motor Vehicle	0	AT	I495S AT EXIT 57	69556
02155839	3/28/2002 Thursday 11:35:00 PM	2	0	0	Dark-Road Lighted	Clear	Dry		Right Angle	Other Motor Vehicle	0	AT	I495S AT EXIT 57	69556
02183350	4/12/2002 Friday 11:02:00 PM	2	2	0	Dark-Road Lighted	Cloudy	Wet		Right Angle	Other Motor Vehicle	0	AT	I495S AT EXIT 57	69556

Quick Analysis Report for CR 67, Motor Pkwy from I495S AT EXTT 57 to SR454

Case Number	Date/Time	Day	Lighted	Weather	Passing / Lane Change	Vehicle	Vehicle ID
02611509	10/23/2002 8:05:00 AM	Wednesday	0	Daylight	Cloudy	Dry	Other Motor Vehicle
02630135	11/1/2002 12:31:00 AM	Friday	1	Dark-Road Lighted	Clear	Dry	Other Motor Vehicle
02704322	12/8/2002 6:50:00 PM	Sunday	0	Dark-Road Lighted	Cloudy	Dry	Other Motor Vehicle
02736517	12/25/2002 2:32:00 PM	Wednesday	0	Dusk	Rain	Wet	Other Motor Vehicle
03038062	1/22/2003 2:00:00 PM	Wednesday	0	Daylight	Clear	Dry	Other Motor Vehicle
03091367	2/19/2003 9:40:00 PM	Wednesday	0	Dark-Road Lighted	Clear	Wet	Other Motor Vehicle
03092634	2/20/2003 3:35:00 PM	Thursday	0	Daylight	Clear	Dry	Other Motor Vehicle
03138349	3/16/2003 4:00:00 PM	Sunday	0	Daylight	Clear	Dry	Other Motor Vehicle
03178886	4/7/2003 11:00:00 AM	Monday	1	Daylight	Snow	Wet	Other Motor Vehicle
03185396	4/10/2003 10:20:00 PM	Thursday	0	Dark-Road Lighted	Clear	Dry	Other Motor Vehicle
03219868	4/28/2003 12:30:00 PM	Monday	0	Daylight	Clear	Dry	Other Motor Vehicle
03252264	5/14/2003 4:40:00 PM	Wednesday	0	Daylight	Cloudy	Dry	Other Motor Vehicle
03252407	5/14/2003 5:30:00 PM	Wednesday	0	Daylight	Clear	Dry	Other Motor Vehicle
03302843	6/7/2003 5:30:00 PM	Saturday	2	Daylight	Rain	Wet	Other Motor Vehicle
03401452	7/17/2003 5:51:00 PM	Thursday	0	Daylight	Clear	Dry	Other Motor Vehicle
03432170	7/30/2003 9:43:00 AM	Wednesday	1	Daylight	Clear	Dry	Other Motor Vehicle
03535236	9/12/2003 10:15:00 AM	Friday	2	Daylight	Clear	Dry	Other Motor Vehicle
03554034	9/20/2003	Saturday	2	Daylight	Clear	Dry	Other Motor Vehicle

Case Number	Date/Time	Day	Count	Condition	Weather	Event	Vehicle	Count	Event	Vehicle	License
03631374	10/27/2003 2:30:00 PM	Monday	2	0	Daylight	Cloudy	Wet	0	Rear End	Pedestrian	69556
03659856	11/9/2003 8:55:00 AM	Sunday	2	0	Daylight	Clear	Dry	0	Rear End	Other Motor Vehicle	69556
03661725	11/10/2003 10:30:00 AM	Monday	2	0	Daylight	Clear	Dry	0	Overtaking / Passing / Lane Change	Other Motor Vehicle	69556
03740647	12/18/2003 3:55:00 PM	Thursday	2	1	Daylight	Cloudy	Dry	0	Right Angle	Other Motor Vehicle	69556
03761019	12/29/2003 9:48:00 AM	Monday	2	0	Daylight	Clear	Dry	0	Rear End	Other Motor Vehicle	69556
04004850	1/3/2004 2:50:00 PM	Saturday	2	0	Daylight	Cloudy	Dry	0	Overtaking / Passing / Lane Change	Other Motor Vehicle	69556
04053643	1/29/2004 12:46:00 PM	Thursday	2	0	Daylight	Clear	Snow/Ice	0	Overtaking / Passing / Lane Change	Other Motor Vehicle	69556
04075251	2/9/2004 6:08:00 PM	Monday	3	2	Dark-Road Lighted	Clear	Dry	0	Right Angle	Other Motor Vehicle	69556
04090639	2/18/2004 1:05:00 PM	Wednesday	2	0	Daylight	Clear	Dry	0	Unknown	Other Motor Vehicle	69556
04101248	2/24/2004 1:15:00 PM	Tuesday	2	0	Daylight	Clear	Dry	0	Rear End	Other Motor Vehicle	69556
04141706	3/17/2004 5:55:00 PM	Wednesday	2	0	Dark-Road Lighted	Snow	Wet	0	Left Turn Opposing Direction	Other Motor Vehicle	69556
04146585	3/20/2004 9:50:00 AM	Saturday	2	3	Daylight	Clear	Dry	0	Right Angle	Other Motor Vehicle	69556
04200385	4/17/2004 10:30:00 PM	Saturday	2	0	Dark-Road Lighted	Clear	Dry	0	Overtaking / Passing / Lane Change	Other Motor Vehicle	69556
04200481	4/17/2004 11:25:00 PM	Saturday	2	2	Dark-Road Lighted	Clear	Dry	0	Right Angle	Other Motor Vehicle	69556
04251537	5/12/2004 2:13:00 AM	Wednesday	2	0	Dark-Road Lighted	Cloudy	Dry	0	Rear End	Other Motor Vehicle	69556
04265314	5/19/2004 7:05:00 AM	Wednesday	2	0	Daylight	Rain	Wet	0	Unknown	Other Motor Vehicle	69556
04296288	6/2/2004 3:30:00 PM	Wednesday	2	0	Daylight	Clear	Dry	0	Rear End	Other Motor Vehicle	69556
04307945	6/8/2004 9:20:00 AM	Tuesday	2	0	Daylight	Clear	Dry	0	Overtaking / Passing / Lane Change	Other Motor Vehicle	69556
04308930	6/8/2004 4:57:00 PM	Tuesday	2	0	Daylight	Clear	Dry	0	Rear End	Other Motor Vehicle	69556

Quick Analysis Report for CR 67, Motor Pkwy from I495S AT EXIT 57 to SR454

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04358470	6/29/2004 2:46:00 PM	Tuesday	2	0	0	Daylight	Clear	Dry	Right Angle	Other Motor Vehicle	0	AT	57] CR67 AT EXIT 57	69556
04489629	8/26/2004 6:10:00 PM	Thursday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0	AT	I495S AT EXIT 57	69556
04493649	8/28/2004 2:39:00 PM	Saturday	2	3	0	Daylight	Clear	Dry	Right Angle	Other Motor Vehicle	0	AT	I495S AT EXIT 57	69556
04519352	9/8/2004 11:40:00 PM	Wednesday	1	1	0	Dark-Road Lighted	Cloudy	Wet	Fixed Object	Guide Rail- End	0	AT	I495S AT EXIT 57	69556
04617391	10/26/2004 11:30:00 PM	Tuesday	2	0	0	Dark-Road Lighted	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0	AT	I495S AT EXIT 57	69556
04709255	12/13/2004 8:45:00 PM	Monday	2	0	0	Dark-Road Lighted	Clear	Dry	Unknown	Other Motor Vehicle	0	AT	I495S AT EXIT 57	69556
04732679	12/25/2004 1:12:00 PM	Saturday	3	1	0	Daylight	Clear	Dry	Right Angle	Other Motor Vehicle	0	AT	I495S AT EXIT 57	69556
05021020	1/13/2005 12:45:00 PM	Thursday	2	0	0	Daylight	Fog/Smog/Smoke	Wet	Rear End	Other Motor Vehicle	0	AT	I495S AT EXIT 57	69556
05052088	1/29/2005 2:00:00 PM	Saturday	2	0	0	Daylight	Clear	Dry	Unknown	Other Motor Vehicle	0	AT	I495S AT EXIT 57	69556
05053108	1/30/2005 5:40:00 AM	Sunday	2	1	0	Dark-Road Lighted	Cloudy	Wet	Right Angle	Other Motor Vehicle	0	AT	I495S AT EXIT 57	69556
05054960	1/31/2005 11:25:00 AM	Monday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0	AT	I495S AT EXIT 57	69556
05058308	2/2/2005 7:55:00 AM	Wednesday	1	0	0	Daylight	Clear	Snow/Ice	Fixed Object	Sign Post	0	AT	57] CR67 AT EXIT 57	69556
05109834	3/3/2005 1:15:00 PM	Thursday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0	AT	I495S AT EXIT 57	69556
05137428	3/18/2005 4:15:00 PM	Friday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0	AT	I495S AT EXIT 57	69556
05154148	3/28/2005 9:30:00 AM	Monday	2	1	0	Daylight	Rain	Wet	Right Angle	Other Motor Vehicle	0	AT	I495S AT EXIT 57	69556
05239596	5/12/2005 7:15:00 AM	Thursday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0	AT	I495S AT EXIT 57	69556
05246970	5/15/2005 3:55:00 PM	Sunday	2	0	0	Daylight	Cloudy	Dry	Right Angle	Other Motor Vehicle	0	AT	I495S AT EXIT 57	69556
05272051	5/28/2005 12:15:00 PM	Saturday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0	AT	I495S AT EXIT 57	69556
05285068	6/3/2005 5:10:00 PM	Friday	2	0	0	Daylight	Cloudy	Dry	Left Turn Same Direction	Other Motor Vehicle	0	AT	I495S AT EXIT 57	69556
05328361	6/22/2005 4:15:00 PM	Wednesday	2	0	0	Daylight	Rain	Muddy	Rear End	Other Motor Vehicle	0	AT	I495S AT EXIT 57	69556
05434988	8/7/2005	Sunday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor	0	AT	I495S AT	69556

Quick Analysis Report for CR 67, Motor Pkwy from I495S AT EXIT 57 to SR454

12:00:00 PM

Vehicle

Case Number	Date	Day	Time	Count	Daylight	Weather	Condition	Count	Right Angle	Vehicle	Direction	Exit
05462920	8/20/2005	Saturday	6:40:00 PM	2	1	Daylight	Cloudy	0	Dry	Other Motor Vehicle	AT	I495S AT EXIT 57
05528447	9/20/2005	Tuesday	1:27:00 PM	2	0	Daylight	Cloudy	0	Dry	Other Motor Vehicle	AT	I495S AT EXIT 57
05576067	10/13/2005	Thursday	8:50:00 AM	2	0	Daylight	Rain	0	Wet	Other Motor Vehicle	AT	I495S AT EXIT 57
05576882	10/13/2005	Thursday	3:58:00 PM	2	0	Dusk	Rain	0	Wet	Other Motor Vehicle	AT	I495S AT EXIT 57
05577017	10/13/2005	Thursday	5:00:00 PM	2	0	Dark-Road Lighted	Rain	0	Wet	Other Motor Vehicle	AT	I495S AT EXIT 57
05649391	11/17/2005	Thursday	10:40:00 PM	2	0	Dark-Road Lighted	Clear	0	Dry	Other Motor Vehicle	AT	I495S AT EXIT 57
05682228	12/5/2005	Monday	10:17:00 AM	2	0	Daylight	Cloudy	0	Dry	Other Motor Vehicle	AT	I495S AT EXIT 57
05710957	12/20/2005	Tuesday	9:30:00 AM	2	0	Daylight	Clear	0	Dry	Other Motor Vehicle	AT	I495S AT EXIT 57
04153113	3/24/2004	Wednesday	2:40:00 PM	1	0	Daylight	Clear	-300	Dry	Fixed Object	W	I495N AT EXIT 57
03279158	5/27/2003	Tuesday	3:55:00 PM	2	0	Daylight	Clear	50	Dry	Overtaking / Passing / Lane Change	E	I495S AT EXIT 57
05314664	6/16/2005	Thursday	4:06:00 PM	2	0	Daylight	Clear	100	Dry	Overtaking / Passing / Lane Change	E	I495S AT EXIT 57
05575904	10/13/2005	Thursday	5:10:00 AM	2	0	Dark-Road Lighted	Rain	100	Wet	Overtaking / Passing / Lane Change	E	I495S AT EXIT 57
04617885	10/27/2004	Wednesday	10:39:00 AM	2	1	Daylight	Clear	-200	Dry	Non-fixed Object	W	I495N AT EXIT 57
05633358	11/9/2005	Wednesday	4:18:00 PM	2	0	Dusk	Rain	-200	Wet	Overtaking / Passing / Lane Change	W	I495N AT EXIT 57
03351202	6/25/2003	Wednesday	5:50:00 AM	2	0	Daylight	Clear	0	Dry	Other Motor Vehicle	AT	I495 OVERPASS AT EXIT 57
05265126	5/25/2005	Wednesday	7:10:00 AM	3	0	Daylight	Rain	0	Wet	Other Motor Vehicle	AT	I495 OVERPASS AT EXIT 57
05167209	4/4/2005	Monday	8:50:00 AM	2	0	Daylight	Cloudy	0.25	Dry	Overtaking / Passing / Lane Change	E	I495 OVERPASS AT EXIT 57
03038014	1/22/2003	Wednesday		2	0	Daylight	Clear	-150	Dry	Rear End	W	I495N AT

Quick Analysis Report for CR 67, Motor Pkwy from I495S AT EXTT 57 to SR454

Case Number	Date/Time	Day	Count	Light	Weather	Condition	Vehicle	Angle	Severity	Vehicle	Color	Plate
02326395	6/20/2002 1:25:00 PM 4:00:00 PM	Thursday	2	0	0	Daylight	Clear	Dry	Right Turn Same Direction / RTOR	Other Motor Vehicle	200	E I495S AT EXTT 57 69756
03264956	5/20/2003 3:00:00 PM	Tuesday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	200	E I495S AT EXTT 57 69756
02450233	8/10/2002 1:15:00 PM	Saturday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	100	E I495 OVERPASS AT EXTT 57 69830
02013776	1/9/2002 12:23:00 AM	Wednesday	2	0	0	Dark-Road Lighted	Cloudy	Snow/Ice	Right Angle	Other Motor Vehicle	0	AT I495N AT EXTT 57 69903
02028154	1/17/2002 8:20:00 AM	Thursday	2	0	0	Daylight	Cloudy	Wet	Overtaking / Passing / Lane Change	Other Motor Vehicle	0	AT I495N AT EXTT 57 69903
02030109	1/18/2002 10:15:00 AM	Friday	2	0	0	Daylight	Clear	Dry	Right Turn Same Direction / RTOR	Other Motor Vehicle	0	AT I495N AT EXTT 57 69903
02058042	2/2/2002 5:40:00 PM	Saturday	2	0	0	Unknown	Clear	Dry	Rear End	Not Applicable	0	AT I495N AT EXTT 57 69903
02073394	2/11/2002 12:12:00 PM	Monday	3	2	0	Daylight	Cloudy	Wet	Right Angle	Other Motor Vehicle	0	AT I495N AT EXTT 57 69903
02098493	2/25/2002 4:40:00 PM	Monday	2	0	0	Daylight	Cloudy	Dry	Rear End	Other Motor Vehicle	0	AT I495N AT EXTT 57 69903
02120639	3/9/2002 5:55:00 PM	Saturday	2	0	0	Dusk	Cloudy	Dry	Right Angle	Other Motor Vehicle	0	AT I495N AT EXTT 57 69903
02148798	3/25/2002 5:40:00 AM	Monday	2	0	0	Dawn	Cloudy	Dry	Right Angle	Other Motor Vehicle	0	AT I495N AT EXTT 57 69903
02152334	3/27/2002 8:25:00 AM	Wednesday	2	0	0	Daylight	Cloudy	Dry	Unknown	Not Applicable	0	AT I495N AT EXTT 57 69903
02164457	4/2/2002 4:10:00 PM	Tuesday	2	0	0	Daylight	Clear	Dry	Left Turn Opposing Direction	Other Motor Vehicle	0	AT I495N AT EXTT 57 69903
02175140	4/8/2002 4:00:00 PM	Monday	2	0	0	Daylight	Cloudy	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0	AT I495N AT EXTT 57 69903
02175151	4/8/2002 4:15:00 PM	Monday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0	AT I495N AT EXTT 57 69903
02176548	4/9/2002 12:00:00 PM	Tuesday	2	0	0	Daylight	Clear	Dry	Rear End	Not Applicable	0	AT I495N AT EXTT 57 69903
02179876	4/11/2002 8:10:00 AM	Thursday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0	AT I495N AT EXTT 57 69903
02186148	4/14/2002	Sunday	1	2	0	Daylight	Clear	Dry	Sketch	Bicyclist	0	AT I495N AT 69903

Quick Analysis Report for CR 67, Motor Pkwy from I495S AT EXIT 57 to SR454

Case ID	Date	Day	Count	Time	Light	Weather	Other Motor Vehicle	Left Turn Opposing Direction	Right Angle	Rear End	Overtaking / Passing / Lane Change	Right Angle	Right Angle	Right Angle	Right Angle	Sketch	Fixed Object	Light Support/Utility Pole	Fixed Object	Right Angle	Overtaking / Passing / Lane Change
02270243	5/26/2002	Sunday	2	6:50:00 AM	Daylight	Dry	0	0	Clear	0	0	0	0	0	0	0	0	0	0	0	0
02273521	5/27/2002	Monday	2	7:57:00 PM	Dark-Road Lighted	Dry	0	0	Clear	0	0	0	0	0	0	0	0	0	0	0	0
02306435	6/11/2002	Tuesday	2	6:16:00 PM	Daylight	Dry	0	0	Clear	0	0	0	0	0	0	0	0	0	0	0	0
02321978	6/18/2002	Tuesday	2	6:25:00 PM	Daylight	Dry	0	0	Clear	0	0	0	0	0	0	0	0	0	0	0	0
02379334	7/11/2002	Thursday	2	1:05:00 PM	Daylight	Dry	0	0	Clear	0	0	0	0	0	0	0	0	0	0	0	0
02450178	8/10/2002	Saturday	3	1:01:00 PM	Daylight	Dry	6	0	Clear	0	0	0	0	0	0	0	0	0	0	0	0
02550218	9/23/2002	Monday	2	7:35:00 PM	Dark-Road Lighted	Dry	1	0	Clear	0	0	0	0	0	0	0	0	0	0	0	0
02670981	10/21/2002	Monday	2	10:30:00 AM	Daylight	Dry	0	0	Clear	0	0	0	0	0	0	0	0	0	0	0	0
02629004	10/31/2002	Thursday	2	7:30:00 PM	Dusk	Dry	0	0	Clear	0	0	0	0	0	0	0	0	0	0	0	0
02660119	11/15/2002	Friday	2	11:30:00 PM	Dark-Road Lighted	Dry	0	0	Cloudy	0	0	0	0	0	0	0	0	0	0	0	0
02676587	11/24/2002	Sunday	2	1:33:00 PM	Daylight	Dry	2	0	Clear	0	0	0	0	0	0	0	0	0	0	0	0
02716741	12/15/2002	Sunday	2	1:40:00 PM	Daylight	Dry	5	0	Clear	0	0	0	0	0	0	0	0	0	0	0	0
02748851	12/31/2002	Tuesday	2	9:39:00 PM	Dark-Road Lighted	Wet	0	0	Cloudy	0	0	0	0	0	0	0	0	0	0	0	0
03048634	1/27/2003	Monday	2	9:38:00 PM	Dark-Road Lighted	Snow/Ice	3	0	Cloudy	0	0	0	0	0	0	0	0	0	0	0	0
03054482	1/31/2003	Friday	2	10:10:00 AM	Daylight	Wet	0	0	Rain	0	0	0	0	0	0	0	0	0	0	0	0
03067626	2/7/2003	Friday	1	11:15:00 AM	Daylight	Snow/Ice	0	0	Snow	0	0	0	0	0	0	0	0	0	0	0	0
03144761	3/19/2003	Wednesday	1	9:49:00 PM	Dark-Road Lighted	Dry	1	0	Clear	0	0	0	0	0	0	0	0	0	0	0	0
03159739	3/27/2003	Thursday	1	8:50:00 PM	Dark-Road Lighted	Dry	1	0	Clear	0	0	0	0	0	0	0	0	0	0	0	0
03272234	5/24/2003	Saturday	2	12:45:00 AM	Dark-Road Lighted	Wet	0	0	Rain	0	0	0	0	0	0	0	0	0	0	0	0

Quick Analysis Report for CR 67, Motor Pkwy from I495S AT EXIT 57 to SR454

ID	Date/Time	Day	Count	0	0	0	Daylight	Clear	Dry	Right Turn Same Direction / RTOR	Other Motor Vehicle	0	AT	Location
265	11/7/2003 8:25:00 AM	Friday	2	0	0	0	Daylight	Clear	Dry	Right Turn Same Direction / RTOR	Other Motor Vehicle	0	AT	I495N AT EXIT 57 69903
03684684	11/21/2003 8:48:00 AM	Friday	2	0	0	Daylight	Clear	Clear	Dry	Right Turn Same Direction / RTOR	Other Motor Vehicle	0	AT	I495N AT EXIT 57 69903
03712213	12/5/2003 12:25:00 PM	Friday	3	1	0	Daylight	Snow	Snow	Wet	Right Angle	Other Motor Vehicle	0	AT	I495N AT EXIT 57 69903
03726681	12/11/2003 9:24:00 PM	Thursday	2	1	0	Dark-Road Lighted	Clear	Clear	Dry	Right Angle	Other Motor Vehicle	0	AT	I495N AT EXIT 57 69903
03759596	12/28/2003 2:20:00 PM	Sunday	2	3	0	Daylight	Clear	Clear	Dry	Right Angle	Other Motor Vehicle	0	AT	I495N AT EXIT 57 69903
04011354	1/7/2004 1:32:00 PM	Wednesday	2	0	0	Daylight	Clear	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0	AT	MOTOR PKWY [EXIT 57] 69903
04011762	1/7/2004 5:20:00 PM	Wednesday	2	0	0	Dark-Road Lighted	Clear	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0	AT	I495N AT EXIT 57 69903
04047299	1/25/2004 5:07:00 PM	Sunday	2	5	0	Dark-Road Lighted	Cloudy	Cloudy	Dry	Right Angle	Other Motor Vehicle	0	AT	I495N AT EXIT 57 69903
04057027	1/31/2004 8:20:00 AM	Saturday	2	0	0	Daylight	Clear	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0	AT	I495N AT EXIT 57 69903
04057253	1/31/2004 10:39:00 AM	Saturday	3	4	0	Daylight	Clear	Clear	Dry	Right Angle	Other Motor Vehicle	0	AT	CR67 AT EXIT 57 69903
04108265	2/28/2004 8:46:00 AM	Saturday	3	3	0	Daylight	Clear	Clear	Dry	Right Angle	Other Motor Vehicle	0	AT	CR67 AT EXIT 57 69903
04156030	3/26/2004 6:40:00 AM	Friday	2	0	0	Daylight	Clear	Clear	Dry	Left Turn Opposing Direction	Other Motor Vehicle	0	AT	I495N AT EXIT 57 69903
04204759	4/19/2004 11:00:00 PM	Monday	2	1	0	Dark-Road Lighted	Clear	Clear	Dry	Right Angle	Other Motor Vehicle	0	AT	I495N AT EXIT 57 69903
04302737	6/5/2004 2:19:00 PM	Saturday	2	0	0	Daylight	Cloudy	Cloudy	Dry	Right Angle	Other Motor Vehicle	0	AT	I495N AT EXIT 57 69903
04366652	7/2/2004 8:14:00 PM	Friday	3	4	0	Dark-Road Lighted	Rain	Rain	Wet	Right Angle	Other Motor Vehicle	0	AT	CR67 AT EXIT 57 69903
04455234	8/11/2004 9:15:00 AM	Wednesday	2	0	0	Daylight	Clear	Clear	Dry	Rear End	Other Motor Vehicle	0	AT	I495N AT EXIT 57 69903
04491257	8/27/2004 2:29:00 PM	Friday	1	0	0	Daylight	Clear	Clear	Dry	Fixed Object	Sign Post	0	AT	I495N AT EXIT 57 69903
04498755	8/30/2004 4:00:00 PM	Monday	2	0	0	Daylight	Cloudy	Cloudy	Dry	Left Turn Opposing Direction	Other Motor Vehicle	0	AT	I495N AT EXIT 57 69903
04499431	8/31/2004 12:01:00	Tuesday	2	0	0	Dark-Road Lighted	Cloudy	Cloudy	Dry	Right Angle	Other Motor Vehicle	0	AT	I495N AT EXIT 57 69903

Quick Analysis Report for CR 67, Motor Pkwy from I495S AT EXIT 57 to SR454

AM	9/2/2004	Thursday	3	1	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0	AT	I495N AT EXIT 57	69903
04504212	8:56:00 AM	Thursday	3	1	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0	AT	I495N AT EXIT 57	69903
04573024	10/3/2004 8:00:00 PM	Sunday	2	0	0	Dark-Road Lighted	Clear	Dry	Sketch	Other Motor Vehicle	0	AT	I495N AT EXIT 57	69903
04583979	10/9/2004 9:20:00 AM	Saturday	2	1	0	Daylight	Clear	Dry	Right Angle	Other Motor Vehicle	0	AT	CR67 AT EXIT 57	69903
04609726	10/22/2004 6:44:00 PM	Friday	2	0	0	Dark-Road Lighted	Rain	Wet	Unknown	Other Motor Vehicle	0	AT	I495N AT EXIT 57	69903
04644284	11/8/2004 3:02:00 PM	Monday	2	0	0	Daylight	Clear	Dry	Unknown	Other Motor Vehicle	0	AT	I495N AT EXIT 57	69903
04662855	11/18/2004 9:44:00 AM	Thursday	2	0	0	Daylight	Cloudy	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0	AT	I495N AT EXIT 57	69903
04673852	11/24/2004 11:20:00 AM	Wednesday	2	2	0	Daylight	Rain	Wet	Right Angle	Other Motor Vehicle	0	AT	I495N AT EXIT 57	69903
04692967	12/4/2004 10:00:00 AM	Saturday	2	0	0	Daylight	Clear	Dry	Overtaking / Lane Change	Other Motor Vehicle	0	AT	CR67 AT EXIT 57	69903
04704659	12/10/2004 6:30:00 PM	Friday	2	0	0	Dark-Road Lighted	Rain	Wet	Rear End	Other Motor Vehicle	0	AT	I495N AT EXIT 57	69903
04711091	12/14/2004 10:05:00 PM	Tuesday	2	0	0	Dark-Road Lighted	Clear	Dry	Right Angle	Other Motor Vehicle	0	AT	I495N AT EXIT 57	69903
05090126	2/19/2005 8:19:00 PM	Saturday	2	4	0	Dark-Road Lighted	Clear	Dry	Right Angle	Other Motor Vehicle	0	AT	I495N AT EXIT 57	69903
05098548	2/24/2005 10:00:00 PM	Thursday	1	0	0	Dark-Road Lighted	Snow	Snow/Ice	Fixed Object	Guide Rail	0	AT	I495N AT EXIT 57	69903
05136670	3/18/2005 9:36:00 AM	Friday	2	0	0	Daylight	Clear	Dry	Right Angle	Other Motor Vehicle	0	AT	CR67 AT EXIT 57	69903
05145527	3/23/2005 10:45:00 AM	Wednesday	2	2	0	Daylight	Rain	Wet	Right Angle	Other Motor Vehicle	0	AT	I495N AT EXIT 57	69903
05156060	3/29/2005 11:45:00 AM	Tuesday	2	6	0	Daylight	Cloudy	Dry	Right Angle	Other Motor Vehicle	0	AT	I495N AT EXIT 57	69903
05223569	5/3/2005 5:15:00 PM	Tuesday	2	1	0	Daylight	Clear	Dry	Right Angle	Other Motor Vehicle	0	AT	I495N AT EXIT 57	69903
05234845	5/9/2005 5:10:00 PM	Monday	2	0	0	Daylight	Clear	Dry	Left Turn Opposing Direction	Other Motor Vehicle	0	AT	I495N AT EXIT 57	69903
05307940	6/13/2005 4:04:00 PM	Monday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0	AT	I495N AT EXIT 57	69903
05322302	6/19/2005 7:42:00 PM	Sunday	2	0	0	Daylight	Clear	Dry	Right Angle	Other Motor Vehicle	0	AT	I495N AT EXIT 57	69903
05346622	6/30/2005 12:40:00 PM	Thursday	3	2	0	Daylight	Rain	Wet	Rear End	Other Motor Vehicle	0	AT	I495N AT EXIT 57	69903

Quick Analysis Report for CR 67, Motor Pkwy from I495S AT EXIT 57 to SR454

Case #	Date/Time	Day	Count	0	Dark-Road Lighted	Clear	Dry	Right Angle	Other Motor Vehicle	0	AT	I495N AT EXIT 57	J9903
149	7/1/2005 11:00:00 PM	Friday	2	0	0	Clear	Dry		Other Motor Vehicle	0	AT	I495N AT EXIT 57	J9903
05388363	7/18/2005 9:05:00 AM	Monday	2	0	0	Daylight	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0	AT	I495N AT EXIT 57	69903
05417367	7/30/2005 5:11:00 PM	Saturday	2	0	0	Daylight	Dry	Right Angle	Other Motor Vehicle	0	AT	I495N AT EXIT 57	69903
05424062	8/2/2005 5:00:00 PM	Tuesday	2	0	0	Daylight	Dry	Left Turn Opposing Direction	Other Motor Vehicle	0	AT	I495N AT EXIT 57	69903
05488282	9/1/2005 4:00:00 PM	Thursday	2	0	0	Daylight	Dry	Left Turn Opposing Direction	Other Motor Vehicle	0	AT	I495N AT EXIT 57	69903
05545380	9/28/2005 12:20:00 PM	Wednesday	2	0	0	Daylight	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0	AT	I495N AT EXIT 57	69903
05571068	10/10/2005 7:35:00 PM	Monday	2	0	0	Dark-Road Lighted	Wet	Overtaking / Passing / Lane Change	Other Motor Vehicle	0	AT	I495N AT EXIT 57	69903
05629153	11/7/2005 12:22:00 PM	Monday	2	2	0	Daylight	Dry	Right Angle	Other Motor Vehicle	0	AT	I495N AT EXIT 57	69903
05642936	11/14/2005 2:35:00 PM	Monday	4	3	0	Daylight	Dry	Right Angle	Other Motor Vehicle	0	AT	I495N AT EXIT 57	69903
05678865	12/3/2005 11:56:00 AM	Saturday	2	5	0	Daylight	Dry	Right Angle	Other Motor Vehicle	0	AT	I495N AT EXIT 57	69903
05719143	12/24/2005 2:15:00 PM	Saturday	3	0	0	Daylight	Dry	Right Angle	Other Motor Vehicle	0	AT	I495N AT EXIT 57	69903
03215378	4/26/2003 12:50:00 AM	Saturday	1	0	0	Dark-Road Lighted	Wet	Fixed Object	Barrier	20	E	I495N AT EXIT 57	69923
02701578	12/7/2002 10:58:00 AM	Saturday	2	0	0	Daylight	Dry	Right Angle	Other Motor Vehicle	100	E	I495N AT EXIT 57	70003
03637353	10/30/2003 9:24:00 AM	Thursday	3	1	0	Daylight	Dry	Rear End	Other Motor Vehicle	100	E	I495N AT EXIT 57	70003
05188604	4/15/2005 12:30:00 PM	Friday	2	0	0	Daylight	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	1000	E	I4955 AT EXIT 57	70556
05633918	11/9/2005 6:30:00 PM	Wednesday	3	0	0	Dark-Road Lighted	Wet	Rear End	Other Motor Vehicle	1000	E	I4955 AT EXIT 57	70556
02553772	9/25/2002 5:10:00 PM	Wednesday	2	0	0	Daylight	Dry	Rear End	Other Motor Vehicle	660	E	I495N AT EXIT 57	70563
05503001	9/8/2005 10:18:00 AM	Thursday	2	0	0	Daylight	Dry	Rear End	Other Motor Vehicle	-1120	W	SR454	70718
03280292	5/28/2003	Wednesday	2	0	0	Daylight	Wet	Rear End	Other Motor Vehicle	-600	W	SR454	71238

Case Number	Date/Time	Day	Count	Dark-Road Lighted	Cloudy	Wet	Fixed Object	Vehicle	Light Support/Utility Pole	SR	Accident Code
05479117	8/28/2005 4:00:00 AM	Sunday	1	0	Cloudy	Wet	Fixed Object	Vehicle	-500	SR454	W 71338
02390579	7/16/2002 9:25:00 AM	Tuesday	2	0	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	-200	SR454	W 71638
05096288	2/23/2005 2:11:00 PM	Wednesday	2	0	Clear	Dry	Right Turn Same Direction / RTOR	Other Motor Vehicle	-25	SR454	W 71813
02009899	1/6/2002 6:50:00 PM	Sunday	2	0	Rain	Wet	Right Turn Same Direction / RTOR	Other Motor Vehicle	0	SR454	AT 71838
02014902	1/9/2002 3:00:00 PM	Wednesday	2	0	Cloudy	Wet	Unknown		0	SR454	AT 71838
02051466	1/30/2002 7:25:00 AM	Wednesday	2	0	Cloudy	Dry	Rear End	Other Motor Vehicle	0	SR454	AT 71838
02084436	2/17/2002 4:20:00 PM	Sunday	3	1	Clear	Dry	Rear End	Other Motor Vehicle	0	SR454	AT 71838
02091383	2/21/2002 3:40:00 PM	Thursday	2	0	Clear	Dry	Rear End	Other Motor Vehicle	0	SR454	AT 71838
02094587	2/23/2002 9:00:00 AM	Saturday	1	0	Clear	Dry	Fixed Object	Other Motor Vehicle	0	SR454	AT 71838
02109534	3/3/2002 3:03:00 PM	Sunday	2	0	Cloudy	Wet	Rear End	Not Applicable	0	SR454	AT 71838
02132675	3/16/2002 1:45:00 AM	Saturday	2	0	Cloudy	Dry	Left Turn Same Direction	Other Motor Vehicle	0	VETERANS MEMORIAL HWY	AT 71838
02143535	3/22/2002 11:00:00 AM	Friday	2	0	Clear	Dry	Rear End		0	SR454	AT 71838
02233759	5/8/2002 12:20:00 PM	Wednesday	2	0	Clear	Dry	Right Turn Same Direction / RTOR	Other Motor Vehicle	0	SR454	AT 71838
02257681	5/20/2002 10:36:00 AM	Monday	2	0	Clear	Dry	Unknown		0	VETERANS MEMORIAL HWY	AT 71838
02260284	5/21/2002 5:15:00 PM	Tuesday	2	1	Clear	Dry	Left Turn Opposing Direction	Other Motor Vehicle	0	SR454	AT 71838
02265410	5/24/2002 8:05:00 AM	Friday	2	0	Clear	Dry	Left Turn Opposing Direction	Other Motor Vehicle	0	SR454	AT 71838
02295152	6/6/2002 2:00:00 PM	Thursday	2	2	Cloudy	Dry	Right Angle	Other Motor Vehicle	0	SR454	AT 71838
02319955	6/17/2002 8:48:00 PM	Monday	1	1	Clear	Dry	Fixed Object	Tree	0	SR454	AT 71838
02371986	7/8/2002 7:50:00 AM	Monday	2	0	Clear	Dry	Overtaking / Passing /	Other Motor Vehicle	0	SR454	AT 71838

										Lane Change								
02412301	7/25/2002	Thursday	2	0	0	Daylight	Clear	Dry	Left Turn Opposing Direction	0	Other Motor Vehicle	AT	SR454	71838				
02424965	7/31/2002	Wednesday	2	0	0	Daylight	Clear	Dry	Rear End	0	Other Motor Vehicle	AT	SR454	71838				
02493323	8/29/2002	Thursday	2	1	0	Daylight	Rain	Wet	Rear End	0	Other Motor Vehicle	AT	SR454	71838				
02498308	8/31/2002	Saturday	2	0	0	Daylight	Clear	Dry	Left Turn Opposing Direction	0	Other Motor Vehicle	AT	SR454	71838				
02525408	9/12/2002	Thursday	2	0	0	Daylight	Clear	Dry	Rear End	0		AT	SR454	71838				
02529022	9/13/2002	Friday	2	0	0	Dark-Road Lighted	Clear	Dry	Left Turn Opposing Direction	0	Other Motor Vehicle	AT	SR454	71838				
02546251	9/21/2002	Saturday	2	1	0	Dark-Road Lighted	Clear	Dry	Left Turn Opposing Direction	0	Other Motor Vehicle	AT	SR454	71838				
02556384	9/27/2002	Friday	2	4	0	Dark-Road Lighted	Cloudy	Wet	Left Turn Opposing Direction	0	Other Motor Vehicle	AT	SR454	71838				
02590913	10/13/2002	Sunday	2	1	0	Dark-Road Lighted	Rain	Wet	Rear End	0	Other Motor Vehicle	AT	SR454	71838				
02607787	10/21/2002	Monday	2	2	0	Daylight	Clear	Dry	Rear End	0	Other Motor Vehicle	AT	SR454	71838				
02626525	10/30/2002	Wednesday	2	0	0	Dark-Road Lighted	Cloudy	Dry	Rear End	0	Other Motor Vehicle	AT	SR454	71838				
02657356	11/14/2002	Thursday	2	0	0	Dark-Road Lighted	Clear	Dry	Rear End	0	Other Motor Vehicle	AT	SR454	71838				
02663465	11/17/2002	Sunday	3	1	0	Dark-Road Lighted	Rain	Wet	Left Turn Opposing Direction	0	Other Motor Vehicle	AT	SR454	71838				
02663611	11/17/2002	Sunday	2	0	0	Dark-Road Lighted	Rain	Wet	Sketch	0	Other Motor Vehicle	AT	SR454	71838				
02663727	11/17/2002	Sunday	2	0	0	Dark-Road Lighted	Rain	Wet	Rear End	0	Other Motor Vehicle	AT	SR454	71838				
02670208	11/21/2002	Thursday	2	1	0	Daylight	Cloudy	Dry	Left Turn Opposing Direction	0	Other Motor Vehicle	AT	SR454	71838				
02701830	12/7/2002	Saturday	2	2	0	Daylight	Clear	Dry	Left Turn Opposing Direction	0	Other Motor Vehicle	AT	SR454	71838				
02705893	12/9/2002	Monday	2	0	0	Dark-Road Lighted	Clear	Dry	Left Turn Opposing Direction	0	Other Motor Vehicle	AT	SR454	71838				
02711324	12/12/2002	Thursday	2	0	0	Dark-Road Lighted	Clear	Dry	Left Turn Opposing Direction	0	Other Motor Vehicle	AT	SR454	71838				
02739699	12/26/2002	Thursday	2	1	0	Dark-Road	Clear	Wet	Rear End	0	Other Motor Vehicle	AT	SR454	71838				

Case Number	Date/Time	Day	Count	Lighted	Weather	Dry	Rear End	Vehicle	Other Motor Vehicle	AT	SR454	71838
03027003	1/16/2003 10:15:00 AM	Thursday	2	0	0	0	Davlight	Clear	Dry	0	0	0
03041462	1/24/2003 9:27:00 AM	Friday	2	1	0	0	Davlight	Clear	Dry	0	0	0
03116858	3/5/2003 1:50:00 PM	Wednesday	2	1	0	0	Davlight	Cloudy	Wet	0	0	0
03200880	4/18/2003 5:14:00 PM	Friday	3	0	0	0	Davlight	Clear	Dry	0	0	0
03243864	5/10/2003 10:11:00 AM	Saturday	1	0	0	0	Davlight	Clear	Dry	0	0	0
03254519	5/15/2003 5:36:00 PM	Thursday	2	0	0	0	Davlight	Cloudy	Dry	0	0	0
03313848	6/12/2003 5:14:00 PM	Thursday	4	0	0	0	Davlight	Clear	Dry	0	0	0
03338323	6/22/2003 6:20:00 PM	Sunday	2	0	0	0	Davlight	Rain	Wet	0	0	0
03508255	8/20/2003 9:19:00 PM	Saturday	2	0	0	0	Dark-Road Unlighted	Clear	Dry	0	0	0
03527955	9/8/2003 4:58:00 PM	Monday	2	0	0	0	Davlight	Clear	Dry	0	0	0
03639764	10/31/2003 12:45:00 PM	Friday	2	0	0	0	Davlight	Clear	Dry	0	0	0
03650241	11/4/2003 5:10:00 PM	Tuesday	2	0	0	0	Dark-Road Lighted	Cloudy	Wet	0	0	0
03699041	11/28/2003 4:44:00 PM	Friday	2	0	0	0	Dark-Road Lighted	Rain	Wet	0	0	0
03703926	12/1/2003 6:10:00 AM	Monday	2	0	0	0	Davlight	Clear	Dry	0	0	0
03708899	12/3/2003 5:20:00 PM	Wednesday	4	0	0	0	Dark-Road Lighted	Clear	Dry	0	0	0
04035010	1/19/2004 8:17:00 AM	Monday	2	0	0	0	Davlight	Clear	Snow/Ice	0	0	0
04035122	1/19/2004 9:14:00 AM	Monday	2	1	0	0	Davlight	Clear	Snow/Ice	0	0	0
04105529	2/26/2004 3:45:00 PM	Thursday	2	0	0	0	Dark-Road Lighted	Clear	Dry	0	0	0
04114816	3/2/2004 6:25:00 PM	Tuesday	2	1	0	0	Dark-Road Lighted	Clear	Dry	0	0	0
04146481	3/20/2004 8:40:00 AM	Saturday	2	0	0	0	Davlight	Clear	Dry	0	0	0
04180427	4/7/2004	Wednesday	2	0	0	0	Dark-Road	Clear	Dry	0	0	0

	11:00:00 PM				Lighted								Vehicle
04239296	5/7/2004 11:10:00 AM	Friday	2	0	0	Daylight	Clear	Dry	Rear End	0	AT	SR454	71838
04250714	5/12/2004 4:10:00 PM	Wednesday	2	0	0	Daylight	Rain	Dry	Right Angle	0	AT	SR454	71838
04378850	7/7/2004 12:40:00 PM	Wednesday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	0	AT	SR454	71838
04390522	7/12/2004 12:30:00 PM	Monday	2	0	0	Daylight	Clear	Dry	Unknown	0	AT	SR454	71838
04401541	7/17/2004 12:50:00 PM	Saturday	3	0	0	Daylight	Clear	Dry	Rear End	0	AT	SR454	71838
04488705	8/26/2004 10:22:00 AM	Thursday	2	1	0	Daylight	Clear	Dry	Left Turn Opposing Direction	0	AT	SR454	71838
04530913	9/14/2004 7:46:00 AM	Tuesday	3	0	0	Daylight	Clear	Dry	Rear End	0	AT	SR454	71838
04605490	10/20/2004 2:25:00 PM	Wednesday	2	0	0	Daylight	Clear	Dry	Rear End	0	AT	SR454	71838
04638674	11/5/2004 5:40:00 PM	Friday	3	0	0	Dark-Road Lighted	Clear	Dry	Rear End	0	AT	SR454	71838
04651310	11/12/2004 7:50:00 AM	Friday	2	0	0	Daylight	Rain	Wet	Rear End	0	AT	SR454	71838
04667113	11/20/2004 1:07:00 PM	Saturday	2	2	0	Daylight	Rain	Wet	Rear End	0	AT	SR454	71838
04664934	11/20/2004 1:10:00 PM	Saturday	2	1	0	Daylight	Clear	Dry	Right Angle	0	AT	SR454	71838
04723000	12/20/2004 6:17:00 PM	Monday	2	4	0	Dark-Road Lighted	Cloudy	Wet	Left Turn Opposing Direction	0	AT	SR454	71838
04727215	12/22/2004 6:30:00 PM	Wednesday	2	0	0	Dark-Road Lighted	Clear	Dry	Left Turn Opposing Direction	0	AT	SR454	71838
04732541	12/25/2004 11:35:00 AM	Saturday	2	0	0	Daylight	Clear	Dry	Right Angle	0	AT	SR454	71838
05004023	1/3/2005 12:00:00 PM	Monday	2	0	0	Daylight	Clear	Dry	Rear End	0	AT	SR454	71838
05013745	1/8/2005 11:20:00 PM	Saturday	2	0	0	Dark-Road Lighted	Cloudy	Wet	Left Turn Opposing Direction	0	AT	SR454	71838
05013769	1/8/2005 11:30:00 PM	Saturday	2	0	0	Dark-Road Lighted	Clear	Wet	Rear End	0	AT	SR454	71838
05023045	1/14/2005 12:45:00 PM	Friday	2	0	0	Daylight	Rain	Wet	Sketch	0	AT	SR454	71838

Quick Analysis Report for CR 67, Motor Pkwy from I495S AT EXT 57 to SR454

Case No.	Date/Time	Day	Count	0	Daylight	Clear	Snow/Ice	Overtaking / Passing / Lane Change	Other Motor Vehicle	AT	SR454	71838
594	1/24/2005 8:50:00 AM	Monday	2	0	0	Clear		0	Other Motor Vehicle	AT	SR454	71838
05061686	2/3/2005 11:50:00 PM	Thursday	2	2	0	Snow	Snow/Ice	0	Other Motor Vehicle	AT	SR454	71838
05072351	2/9/2005 8:20:00 PM	Wednesday	2	0	Dark-Road Lighted	Rain	Wet	0	Other Motor Vehicle	AT	SR454	71838
05143789	3/22/2005 11:05:00 AM	Tuesday	2	3	Daylight	Clear	Dry	0	Other Motor Vehicle	AT	SR454	71838
05195863	4/18/2005 8:50:00 PM	Monday	2	0	Dark-Road Lighted	Clear	Dry	0	Other Motor Vehicle	AT	SR454	71838
05230673	5/7/2005 10:40:00 AM	Saturday	2	0	Daylight	Rain	Wet	0	Other Motor Vehicle	AT	SR454	71838
05231498	5/7/2005 6:18:00 PM	Saturday	2	0	Daylight	Cloudy	Dry	0	Other Motor Vehicle	AT	SR454	71838
05261681	5/23/2005 8:50:00 AM	Monday	3	0	Daylight	Clear	Dry	0	Other Motor Vehicle	AT	SR454	71838
05295368	6/8/2005 7:10:00 AM	Wednesday	2	1	Daylight	Clear	Dry	0	Other Motor Vehicle	AT	SR454	71838
05301293	6/10/2005 7:35:00 PM	Friday	3	4	Dusk	Cloudy	Wet	0	Other Motor Vehicle	AT	SR454	71838
05308242	6/13/2005 6:05:00 PM	Monday	3	0	Daylight	Clear	Dry	0	Other Motor Vehicle	AT	SR454	71838
05324962	6/20/2005 10:55:00 PM	Monday	4	0	Dark-Road Lighted	Cloudy	Dry	0	Other Motor Vehicle	AT	VETERANS MEMORIAL HWY	71838
05395364	7/21/2005 9:10:00 AM	Thursday	2	1	Daylight	Clear	Dry	0	Other Motor Vehicle	AT	SR454	71838
05439689	8/9/2005 6:20:00 PM	Tuesday	2	0	Daylight	Clear	Dry	0	Other Motor Vehicle	AT	SR454	71838
05492687	9/3/2005 1:40:00 PM	Saturday	2	0	Daylight	Clear	Dry	0	Other Motor Vehicle	AT	SR454	71838
05545661	9/28/2005 2:55:00 PM	Wednesday	2	0	Daylight	Clear	Dry	0	Other Motor Vehicle	AT	SR454	71838
05550150	9/30/2005 5:42:00 PM	Friday	2	0	Daylight	Clear	Dry	0	Other Motor Vehicle	AT	SR454	71838
05571746	10/11/2005 8:50:00 AM	Tuesday	2	0	Daylight	Rain	Wet	0	Other Motor Vehicle	AT	SR454	71838
05602809	10/25/2005 10:25:00 PM	Tuesday	2	0	Unknown	Unknown	Unknown	0	Other Motor Vehicle	AT	SR454	71838
05603509	10/26/2005 11:30:00 AM	Wednesday	2	0	Daylight	Clear	Dry	0	Other Motor Vehicle	AT	SR454	71838
05621149	11/3/2005 2:25:00 PM	Thursday	2	0	Daylight	Clear	Dry	0	Other Motor Vehicle	AT	SR454	71838

761	11/7/2005	Monday	2	1	0	Dark-Road Lighted	Clear	Dry	Left Turn Opposing Direction	Other Motor Vehicle	0	AT	SR454	/1838
05656891	11/21/2005	Monday	2	0	0	Dark-Road Lighted	Rain	Wet	Right Angle	Other Motor Vehicle	0	AT	SR454	71838
05670520	11/29/2005	Tuesday	2	0	0	Daylight	Cloudy	Wet	Rear End	Other Motor Vehicle	0	AT	SR454	71838
05678838	12/3/2005	Saturday	2	0	0	Dark-Road Lighted	Cloudy	Dry	Left Turn Opposing Direction	Other Motor Vehicle	0	AT	SR454	71838
05679565	12/3/2005	Saturday	2	0	0	Daylight	Clear	Dry	Right Angle	Other Motor Vehicle	0	AT	SR454	71838
05689961	12/9/2005	Friday	2	0	0	Daylight	Rain	Wet	Rear End	Other Motor Vehicle	0	AT	SR454	71838
05708430	12/18/2005	Sunday	2	0	0	Dark-Road Lighted	Clear	Dry	Left Turn Opposing Direction	Other Motor Vehicle	0	AT	SR454	71838
04128537	3/10/2004	Wednesday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	1	E	SR454	71839

Number of Accidents: 333

Suffolk County DPW DRIVE 1/14/2008 5:25:06 PM

CR 67, Motor Pkwy from I495S AT EXIT 57 (Offset: -100) to SR454 (Offset: 100) For Dates: 1/1/2002 – 12/31/2005**Reference: for Dunn Engineering Prepared by: LLP Date Prepared: 1/15/2008**

Most Current Accident Data — SCPD: 12/31/2005; Other Police: 11/1/2007 2:45:00 PM; Fatal (all sources): 10/29/2007 1:21:00 AM

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
02679962	11/26/2002 12:49:00 PM	Tuesday	3	1	0	Traffic Signal	Daylight	Clear	Dry	Right Angle

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	N	Stopped in Traffic	Other Motor Vehicle	Not Applicable
2	Not Applicable	Not Applicable	S	Going Straight Ahead	Other Motor Vehicle	Not Applicable
3	Failure to Yield Right-of-Way	Not Applicable	E	Making Left Turn	Other Motor Vehicle	Not Applicable

Comments: MV1 STOPPED IN TRAFFIC N/B CR67 MV3 EXITING GAS STATION MV2 S/B CR67

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
02679992	11/26/2002 1:00:00 PM	Tuesday	2	0	0	Traffic Signal	Daylight	Clear	Dry	Sketch

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Other Vehicular*	N	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Not Applicable	Not Applicable	E	Other*	Other Motor Vehicle	Not Applicable

Comments: MV1 PASSING ANOTHER ACCIDENT MV2 INVOLVED WAS LEFT RUNNING AND IN DRIVE STARTED ROLLING INTO MV1

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
04698906	12/7/2004 4:43:00 PM	Tuesday	2	0	0	Traffic Signal	Dark-Road Lighted	Rain	Wet	Right Angle

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	N	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Failure to Yield Right-of-Way	Pavement Slippery	W	Making Left Turn	Other Motor Vehicle	Not Applicable

Comments: MV1 REPORTS N/B (E/B) CR67 WHEN SHE WAS STRUCK BY MV2; MV2 WAS MAKING L/TURN OUT OF D/W TO TRAVEL S/B (W/B) CR67

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
05342519	6/28/2005 3:47:00 PM	Tuesday	3	1	0	None	Daylight	Clear	Dry	Left Turn Opposing Direction

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Failure to Yield Right-of-Way	Turning Improperly	W	Making Left Turn	Other Motor Vehicle	Other Motor Vehicle
2	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Other Motor Vehicle	Other Motor Vehicle
3	Not Applicable	Not Applicable	NW	Other*	Other Motor Vehicle	Not Applicable

Comments: MV3 WB MOTOR PKWY WHEN ATTEMPTED LEFT TURN CROSSING DOUBLE LINES INTO P/LOT WHEN MV2 EB MOTOR PKWY COLLIDED THEN MV3 STRUCK MV1 STATIONARY IN P/LOT WAITING TO MOVE

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
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05574784	10/12/2005 4:49:00 PM	Wednesday	2	0	0	Traffic Signal	Daylight Rain	Wet	Overtaking / Passing / Lane Change
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
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1	Not Applicable	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Driver Inattention (Indicate)*	Unsafe Lane Changing	NE	Other*	Other Motor Vehicle	Not Applicable

Comments: MV1 EB LEFT TURN LN WHEN MV2 EXITED GAS STATION CROSSED 2 LANES OF TRAFFIC THEN CAME INTO LEFT LANE TO TURN NB C STRUCK MV2

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

02012606	1/8/2002 11:30:00 AM	Tuesday	2	0	0	Traffic Signal	Daylight Clear	Dry	Unknown
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
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Comments: FIELD REPORT

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

02013434	1/8/2002 7:25:00 PM	Tuesday	3	0	0	Traffic Signal	Dark-Road Lighted	Clear	Dry	Rear End
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
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1	Not Applicable	Not Applicable	N	Stopped in Traffic	Other Motor Vehicle	Not Applicable
2	Not Applicable	Not Applicable	N	Stopped in Traffic	Other Motor Vehicle	Not Applicable
3	Unsafe Lane Changing	Not Applicable	N	Changing Lanes	Other Motor Vehicle	Other Motor Vehicle

Comments: MV1 STOPPED AT LIGHT IN LEFT LANE MV2 STOPPED IN RIGHT LANE MV3 HIT MV2 AS HE TRIED TO CHANGE LANES THEN HIT MV1

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

02042909	1/24/2002 11:25:00 AM	Thursday	2	0	0	Traffic Signal	Daylight Clear	Wet	Overtaking / Passing / Lane Change
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
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1	Not Applicable	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Failure to Yield Right-of-Way	Turning Improperly	SE	Making Right Turn	Other Motor Vehicle	Not Applicable

Comments: MV1 E/B I495S WHILE ATTEMPTING TO CROSS CR67 MV2 IN MIDDLE LANE MADE RIGHT TURN FROM LEFT OR STRAIGHT LANE THEN

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

02051967	1/30/2002 1:15:00 PM	Wednesday	2	0	0	Traffic Signal	Daylight Cloudy	Dry	Right Angle
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
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1	Not Applicable	Not Applicable	N	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Traffic Control Disregarded	Drive Inexperience (Indicate)*	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: MV1 E/B CR67 MV2 E/B I495S RAN RED LIGHT

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

02064334 2/6/2002 1:20:00 PM Wednesday 2 0 0 Traffic Signal Daylight Clear Dry Unknown

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	E	Not Applicable	Not Applicable	Not Applicable
2	Not Applicable	Not Applicable	E	Not Applicable	Not Applicable	Not Applicable

Comments: FIELD REPORT MINOR DAMAGE TO MV1 DRIVER SIDE MIRROR

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

02066170 2/7/2002 4:05:00 PM Thursday 2 1 0 Traffic Signal Daylight Clear Wet Right Angle

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	View Obstruction/Limited	Not Applicable	W	Making Left Turn	Other Motor Vehicle	Not Applicable
2	Passing or Lane Usage Improper	View Obstruction/Limited	N	Passing	Other Motor Vehicle	Not Applicable

Comments: MV1 W/B FROM PARKING LOT ATTEMPTING TO MAKE LEFT TURN ONTO CR67 TRAFFIC STOPPED FOR MV1 TO GO MV2 N/B PASSING : TRAFFIC CROSSED DOUBLE YELLOW LINE

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

02067850 2/8/2002 2:30:00 PM Friday 2 0 0 Traffic Signal Daylight Clear Dry Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	E	Not Applicable	Not Applicable	Not Applicable
2	Not Applicable	Not Applicable	E	Not Applicable	Not Applicable	Not Applicable

Comments: FIELD REPORT REAR BUMPER DAMAGE AND FRONT END DAMAGE

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

02076415 2/13/2002 1:25:00 AM Wednesday 2 0 0 None Daylight Clear Dry Right Angle

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Failure to Yield Right-of-Way	Not Applicable	E	Making Left Turn	Other Motor Vehicle	Not Applicable

Comments: MV1 W/B CR67 WHEN MV2 PULLED OUT OF TEXACO STATION ATTEMPTING TO MAKE LEFT TURN

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

02117192 3/8/2002 3:25:00 AM Friday 2 0 0 Traffic Signal Dark-Road Lighted Clear Dry Right Angle

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Traffic Control	Not Applicable	S	Starting in Traffic	Other Motor Vehicle	Not Applicable

Disregarded

Comments: MV1 E/B I495S MV2 S/B STATES WENT THROUGH YELLOW LIGHT**CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:**

02155839	3/28/2002 11:35:00 PM	Thursday	2	0	0	Traffic Signal	Dark- Road Lighted	Clear	Dry	Right Angle
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
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1	Other Vehicular*	Unknown	N	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Other Vehicular*	Unknown	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: MV1 N/B CR67 WITH GREEN LIGHT MV2 E/B I495S HAD RED LIGHT**CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:**

02183350	4/12/2002 11:02:00 PM	Friday	2	2	0	Traffic Signal	Dark- Road Lighted	Cloudy	Wet	Right Angle
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
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1	Unknown	Unknown	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Unknown	Unknown	S	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: MV1 E/B I495S HAD GREEN LIGHT MV2 S/B CR67 HIT MV1**CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:**

02197497	4/19/2002 4:15:00 PM	Friday	2	0	0	Traffic Signal	Daylight	Clear	Dry	Rear End
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
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1	Not Applicable	Not Applicable	E	Not Applicable	Not Applicable	Not Applicable
2	Not Applicable	Not Applicable	E	Not Applicable	Not Applicable	Not Applicable

Comments: FIELD REPORT REAR END ACCIDENT**CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:**

02209754	4/26/2002 2:00:00 AM	Friday	2	0	0	Traffic Signal	Dark- Road Lighted	Clear	Dry	Right Angle
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
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1	Not Applicable	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Traffic Control Disregarded	Not Applicable	N	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: MV1 E/B I495S MV2 WENT THROUGH RED LIGHT**CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:**

02211664	4/26/2002 11:20:00 PM	Friday	2	1	0	Traffic Signal	Dark- Road Lighted	Clear	Dry	Right Angle
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
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1	Not Applicable	Not Applicable	E	Slowing or Stopping	Other Motor Vehicle	Not Applicable
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2 Traffic Control Not Applicable S Going Straight Ahead Other Motor Vehicle Not Applicable
Disregarded

Comments: MV1 E/B I495S GOING TO MAKE LEFT TURN MV2 PASSED STEADY RED LIGHT

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

02226177 5/4/2002 4:50:00 Saturday 2 1 0 Traffic Signal Daylight Clear Dry Right Angle
PM

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Traffic Control Disregarded	Not Applicable	S	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: MV2 S/B CR67 WHEN HE PASSED RED LIGHT HIT BY MV1

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

02252028 5/17/2002 4:40:00 PM Friday 3 3 0 Traffic Signal Daylight Cloudy Dry Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	E	Slowing or Stopping	Other Motor Vehicle	Not Applicable
2	Not Applicable	Not Applicable	E	Slowing or Stopping	Other Motor Vehicle	Not Applicable
3	Following Too Closely	Unsafe Speed	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: MV1 SLOWED MV3 HIT MV2 IN REAR WHO THEN HIT MV1

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

02256844 5/19/2002 8:19:00 PM Sunday 2 1 0 Traffic Signal Dark-Road Lighted Clear Dry Right Angle

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Traffic Control Disregarded	Not Applicable	N	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: MV1 E/B I495S WITH GREEN LIGHT HIT BY MV2 N/B CR67 PASSED RED LIGHT

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

02298660 6/8/2002 12:20:00 AM Saturday 2 0 0 Traffic Signal Unknown Clear Dry Unknown

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
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Comments: FIELD REPORT

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

02328217 6/21/2002 11:25:00 AM Friday 2 0 0 Traffic Signal Daylight Clear Dry Overtaking / Passing / Lane Change

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
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1	Not Applicable	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Passing or Lane Usage Improper	Not Applicable	E	Changing Lanes	Other Motor Vehicle	Not Applicable

Comments: MV1 E/B I495S MV2 E/B I495S CHANGED LANES

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
02388718	7/15/2002 1:10:00 PM	Monday	2	0	0	Traffic Signal	Daylight	Clear	Dry	Unknown

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	E	Not Applicable	Not Applicable	Not Applicable
2	Not Applicable	Not Applicable	E	Not Applicable	Not Applicable	Not Applicable

Comments: FIELD REPORT MINOR DAMAGE TO DRIVERS REAR SIDE MV2 MINOR DAMAGE TO PASSENGER SIDE DOOR

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
02388805	7/15/2002 1:45:00 PM	Monday	3	0	0	Traffic Signal	Daylight	Clear	Dry	Overtaking / Passing / Lane Change

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Not Applicable	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable
3	Driver Inattention (Indicate)*	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: MV1 AND MV2 E/B WHEN MV3 E/B CAME INTO LANE

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
02421548	7/29/2002 5:50:00 PM	Monday	2	0	0	Traffic Signal	Daylight	Clear	Dry	Overtaking / Passing / Lane Change

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	S	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Turning Improperly	Not Applicable	S	Making Left Turn	Other Motor Vehicle	Not Applicable

Comments: mv1 s/b cr67 in left lane mv2 in right turn lane hit mv1

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
02446241	8/7/2002 10:10:00 PM	Wednesday	2	0	0	Traffic Signal	Unknown	Clear	Dry	Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
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Comments: FIELD REPORT MV2 HIT MV1 IN REAR

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
02468823	8/18/2002 10:15:00 AM	Sunday	2	1	0	Traffic Signal	Daylight	Clear	Dry	Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
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1	Not Applicable	Not Applicable	SW	Stopped in Traffic	Other Motor Vehicle	Not Applicable
2	Following Too Closely	Not Applicable	SW	Slowing or Stopping	Other Motor Vehicle	Not Applicable

Comments: MV2 HIT MV1 IN REAR

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

02475829	8/21/2002 1:30:00 PM	Wednesday	2	0	0	Traffic Signal	Daylight	Clear	Dry	Right Angle
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Traffic Control Disregarded	Not Applicable	S	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: MV1 E/B I495S MV2 RAN RED LIGHT

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

02514846	9/8/2002 9:00:00 AM	Sunday	2	0	0	Traffic Signal	Daylight	Clear	Dry	Right Angle
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Traffic Control Disregarded	Not Applicable	N	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: MV1 E/B I495S WITH GREEN LIGHT MV2 N/B CR67 WITH RED LIGHT

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

02524596	9/12/2002 6:58:00 AM	Thursday	2	1	0	Traffic Signal	Daylight	Clear	Dry	Left Turn Opposing Direction
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Other Vehicular*	View Obstruction/Limited	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Other Vehicular*	View Obstruction/Limited	E	Making Left Turn	Other Motor Vehicle	Not Applicable

Comments: MV1 W/B CR67 MV2 E/B CR67 MAKING LEFT TURN

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

02556201	9/26/2002 10:10:00 PM	Thursday	2	0	0	Traffic Signal	Dark-Road Lighted	Rain	Wet	Right Angle
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Traffic Control Disregarded	Not Applicable	N	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Traffic Control Disregarded	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: MV1 N/B CR67 WITH GREEN LIGHT MV2 E/B I495S WITH GREEN LIGHT

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

02556767	9/27/2002	Friday	2	1	0	None	Daylight	Rain	Wet	Right Angle
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8:55:00 AM

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Failure to Yield Right-of-Way	Turning Improperly	N	Making Left Turn	Other Motor Vehicle	Not Applicable

Comments: MV1 E/B CR67 MV2 N/B EXITING EXXON STATION

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
02580277	10/7/2002 10:15:00 PM	Monday	2	0	0	Traffic Signal	Dark-Road Lighted	Clear	Dry	Overtaking / Passing / Lane Change

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Other Vehicular*	Physical Disability	E	Making Left Turn	Other Motor Vehicle	Not Applicable
2	Other Vehicular*	Oversized Vehicle	E	Making Left Turn	Other Motor Vehicle	Not Applicable

Comments: mv1 in left turn lane e/b i495s mv2 e/b turning 2also

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
02588606	10/12/2002 12:45:00 AM	Saturday	2	0	0	Traffic Signal	Dark-Road Lighted	Rain	Wet	Overtaking / Passing / Lane Change

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Failure to Yield Right-of-Way	Passing or Lane Usage Improper	E	Making Left Turn	Other Motor Vehicle	Not Applicable

Comments: MV1 E/B I495S GOING STRAIGHT MV2 E/B I495S ATTEMPTED LEFT TURN

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
02611509	10/23/2002 8:05:00 AM	Wednesday	2	0	0	None	Daylight	Cloudy	Dry	Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Following Too Closely	Not Applicable	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: MV1 W/B CR67 WHEN MV2 W/B CR67 HIT MV1 IN REAR

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
02630135	11/1/2002 12:31:00 AM	Friday	2	1	0	Traffic Signal	Dark-Road Lighted	Clear	Dry	Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Unknown	Unknown	E	Going Straight Ahead	Other Motor Vehicle	Unknown
2	Alcohol Involvement	Following Too Closely	E	Unknown	Other Motor Vehicle	Unknown

Comments: mv1 hit in rear by mv2

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

02704322 12/8/2002 6:50:00 PM Sunday 2 0 0 Traffic Signal Dark-Road Lighted Cloudy Dry Overtaking / Passing / Lane Change

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Alcohol Involvement	Turning Improperly	E	Making Right Turn	Other Motor Vehicle	Not Applicable

Comments: MV1 E/B I495S IN CENTER LANE MV2 E/B TRIED TO MAKE RIGHT TURN FROM LEFT LANE

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

02736517 12/25/2002 2:32:00 PM Wednesday 2 0 0 Traffic Signal Dusk Rain Wet Right Angle

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Failure to Yield Right-of-Way	Not Applicable	S	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: mv1 e/b i495s mv2 s/b cr67 ran red light

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

03038062 1/22/2003 2:00:00 PM Wednesday 2 0 0 Traffic Signal Daylight Clear Dry Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	E	Stopped in Traffic	Other Motor Vehicle	Not Applicable
2	Unsafe Speed	Following Too Closely	E	Not Applicable	Other Motor Vehicle	Not Applicable

Comments: MV1 STOPPED AT RED LIGHT REARENDED BY MV2

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

03091367 2/19/2003 9:40:00 PM Wednesday 2 0 0 Traffic Signal Dark-Road Lighted Clear Wet Overtaking / Passing / Lane Change

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Not Applicable	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: MV2 HIT MV1 IN REAR

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

03092634 2/20/2003 3:35:00 PM Thursday 2 0 0 Traffic Signal Daylight Clear Dry Left Turn Opposing Direction

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Failure to Yield	Not Applicable	N	Going Straight Ahead	Other Motor Vehicle	Not Applicable

2	Right-of-Way Failure to Yield Right-of-Way	Not Applicable	S	Making Left Turn	Other Motor Vehicle	Not Applicable
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Comments: MV1 N/B CR67 WITH GREEN LIGHT MV2 MADE LEFT TURN FROM SB CR67 WITH GREEN TURN ARROW

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

03138349	3/16/2003 4:00:00 PM	Sunday	2	0	0	Traffic Signal	Daylight	Clear	Dry	Rear End
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
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1	Not Applicable	Driver Inattention (Indicate)*	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Not Applicable	Driver Inattention (Indicate)*	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: MV1 SLOWED DOWN TO MAKE LEFT TURN FROM CR67 ONTO I495S REALIZED COULD NOT MAKE LEFT TURN ONE WAY HIT IN REAR I

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

03178886	4/7/2003 11:00:00 AM	Monday	2	1	0	Traffic Signal	Daylight	Snow	Wet	Rear End
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
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1	Not Applicable	Not Applicable	E	Starting in Traffic	Other Motor Vehicle	Not Applicable
2	Following Too Closely	Not Applicable	E	Starting in Traffic	Other Motor Vehicle	Not Applicable

Comments: mv1 stopped at light mv2 hit mv1 in rear

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

03185396	4/10/2003 10:20:00 PM	Thursday	2	0	0	Traffic Signal	Dark-Road Lighted	Clear	Dry	Overtaking / Passing / Lane Change
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
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1	Not Applicable	Not Applicable	N	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Backing Unsafely	Unknown	N	Backing	Other Motor Vehicle	Not Applicable

Comments: MV2 BACKING UP HIT MV1

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

03219868	4/28/2003 12:30:00 PM	Monday	2	0	0	Traffic Signal	Daylight	Clear	Dry	Unknown
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
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Comments: FIELD REPORT

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

03252264	5/14/2003 4:40:00 PM	Wednesday	2	0	0	Traffic Signal	Daylight	Cloudy	Dry	Overtaking / Passing / Lane Change
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
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1	Not Applicable	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Turning Improperly	Not Applicable	SE	Making Left Turn	Other Motor Vehicle	Not Applicable

Comments: MV1 E/B IN RIGHT LANE I495S MV2 ATTEMPTED TO MAKE RIGHT TURN FROM LEFT LANE

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

03252407	5/14/2003 5:30:00 PM	Wednesday	2	0	0	Traffic Signal	Daylight	Clear	Dry	Overtaking / Passing / Lane Change
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Not Applicable	Not Applicable	SE	Making Right Turn	Other Motor Vehicle	Not Applicable

Comments: MV1 E/B IN RIGHT LANE MV2 IN CENTER LANE E/B MADE RIGHT TURN HIT MV1 THEN FLED SCENE

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

03302843	6/7/2003 5:30:00 PM	Saturday	2	2	0	Traffic Signal	Daylight	Rain	Wet	Right Angle
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Traffic Control Disregarded	Failure to Yield Right-of-Way	S	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: MV1 E/B I495S WITH GREEN LIGHT MV2 S/B CR67

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

03401452	7/17/2003 5:51:00 PM	Thursday	2	0	0	Traffic Signal	Daylight	Clear	Dry	Unknown
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Unknown	Unknown	Unknown	Unknown	Other Motor Vehicle	Not Applicable
2	Unknown	Unknown	Unknown	Unknown	Other Motor Vehicle	Not Applicable

Comments: FIELD REPORT/NO DETAILS

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

03432170	7/30/2003 9:43:00 AM	Wednesday	2	1	0	Traffic Signal	Daylight	Clear	Dry	Right Angle
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Driver Inattention (Indicate)*	Traffic Control Disregarded	N	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: MV1 WB I495N WHEN MV2 NB CR67 DISREGARDED LIGHT & STRUCK MV1

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

03535236	9/12/2003 10:15:00 AM	Friday	2	2	0	Traffic Signal	Daylight	Clear	Dry	Right Angle
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
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1	Not Applicable	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Traffic Control Disregarded	Failure to Yield Right-of-Way	S	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: MV1 EB I495S W/GREEN WHEN MV2 SB CR67 RAN RED & COLLIDED W/MV1

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

03554034	9/20/2003 2:30:00 PM	Saturday	2	2	0	Traffic Signal	Daylight	Clear	Dry	Right Angle
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Driver Inattention (Indicate)*	Not Applicable	S	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: MV1 EB I495S WHEN MV2 SB RAN RED LIGHT & STRUCK MV1

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

03631374	10/27/2003 8:55:00 AM	Monday	2	1	0	Traffic Signal	Daylight	Cloudy	Wet	Rear End
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	N	Going Straight Ahead	Pedestrian	Not Applicable
2	Driver Inattention (Indicate)*	Not Applicable	N	Going Straight Ahead	Pedestrian	Not Applicable

Comments: MV1 NB CR67 SLOWED FOR TRAFFICH WHEN MV2 SKIDDED ON WET RD & REARENDED MV1

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

03659856	11/9/2003 10:30:00 AM	Sunday	2	0	0	Traffic Signal	Daylight	Clear	Dry	Rear End
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	E	Stopped in Traffic	Other Motor Vehicle	Not Applicable
2	Following Too Closely	Brakes Defective	E	Slowing or Stopping	Other Motor Vehicle	Not Applicable

Comments: MV1 EB I495S STOPPED @ LIGHT WHEN MV2 EB REARENDED MV1

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

03661725	11/10/2003 10:40:00 AM	Monday	2	0	0	Traffic Signal	Daylight	Clear	Dry	Overtaking / Passing / Lane Change
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Unsafe Lane Changing	Not Applicable	E	Changing Lanes	Other Motor Vehicle	Not Applicable

Comments: MV1 WAS DRIVING EB ON EXPRESS DRIVE SOUTH IN THE RIGHT LANE GOING STRAIT. MV2 WAS DRIVING EB ON EXPRESS DRIVE SO LEFT LANE & STARTED CHANGING LANES TO THE RIGHT LANE AND MV2 STRUCK MV1

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

03740647	12/18/2003 3:55:00 PM	Thursday	2	1	0	Traffic Signal	Daylight	Cloudy	Dry	Right Angle
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Driver Inattention (Indicate)*	Traffic Control Disregarded	S	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: MV1 EB I495S W/GREEN WHEN MV2 SB CR67 RAN RED LIGHT STRIKING MV1

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
03761019	12/29/2003 9:48:00 AM	Monday	2	0	0	Traffic Signal	Daylight	Clear	Dry	Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	N	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Driver Inattention (Indicate)*	Following Too Closely	N	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: MV2 REAR-ENDED MV1.

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
04004850	1/3/2004 2:50:00 PM	Saturday	2	0	0	Traffic Signal	Daylight	Cloudy	Dry	Overtaking / Passing / Lane Change

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Unsafe Lane Changing	Not Applicable	E	Changing Lanes	Other Motor Vehicle	Not Applicable

Comments: MV1 E/B ON EXPRESS DR S IN RIGHT LANE MV2 CHANGES LANES FROM CENTER TO RIGHT LANE STRIKING MV1'S FRONT LEFT PANE STATES CHANGING LANES AND DIDN'T SEE MV1.

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
04053643	1/29/2004 12:46:00 PM	Thursday	2	0	0	Traffic Signal	Daylight	Clear	Snow/Ice	Overtaking / Passing / Lane Change

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Failure to Yield Right-of-Way	Passing or Lane Usage Improper	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: MV1 EB I495S PROCEEDED WHEN LIGHT TURNED GREEN & MV2 EB I495S R/L STRUCK MV1 THEN FLED

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
04075251	2/9/2004 6:08:00 PM	Monday	3	2	0	Traffic Signal	Dark-Road Lighted	Clear	Dry	Right Angle

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	E	Making Left Turn	Other Motor Vehicle	Not Applicable
2	Not Applicable	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable
3	Driver Inattention (Indicate)*	Traffic Control Disregarded	S	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: MV1 EB I495S MAKING L/T WHEN MV3 SB CR67 RAN RED LIGHT & STRUCK REAR OF MV1 THEN STRUCK MV2 EB I495S

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04090639 2/18/2004 1:05:00 PM Wednesday 2 0 0 Traffic Signal Daylight Clear Dry Unknown

MV # Contrib Factor 1 Contrib Factor 2 Direction Action 1st Event 2nd Event

1 Unknown Unknown Unknown Unknown Other Motor Vehicle Not Applicable
2 Unknown Unknown Unknown Unknown Other Motor Vehicle Not Applicable

Comments: FIELD REPORT/ NO DETAILS

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04101248 2/24/2004 1:15:00 PM Tuesday 2 0 0 Traffic Signal Daylight Clear Dry Rear End

MV # Contrib Factor 1 Contrib Factor 2 Direction Action 1st Event 2nd Event

1 Not Applicable Not Applicable E Stopped in Traffic Other Motor Vehicle Not Applicable
2 Driver Inattention Following Too Closely E Slowing or Stopping Other Motor Vehicle Not Applicable
(Indicate)*

Comments: FIELD REPORT/ MV1 EB I495S WAS REARENDED BY MV2 EB

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04141706 3/17/2004 5:55:00 PM Wednesday 2 0 0 Traffic Signal Dark-Road Lighted Snow Wet Left Turn Opposing Direction

MV # Contrib Factor 1 Contrib Factor 2 Direction Action 1st Event 2nd Event

1 Not Applicable Not Applicable N Going Straight Ahead Other Motor Vehicle Not Applicable
2 Failure to Yield Right-of-Way Not Applicable S Making Left Turn Other Motor Vehicle Not Applicable

Comments: MV1 NB CR67 WHEN MV2 SB CR67 MADE L/T IFO MV1 & COLLIDED

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04146585 3/20/2004 9:50:00 AM Saturday 2 3 0 Traffic Signal Daylight Clear Dry Right Angle

MV # Contrib Factor 1 Contrib Factor 2 Direction Action 1st Event 2nd Event

1 Not Applicable Not Applicable E Going Straight Ahead Other Motor Vehicle Not Applicable
2 Driver Inattention Not Applicable N Going Straight Ahead Other Motor Vehicle Not Applicable
(Indicate)*

Comments: MV1 EB I495S IN I/L WHEN MV2 NB CR67 ENTERED I/L COLLIDED W/MV1

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04200385 4/17/2004 10:30:00 PM Saturday 2 0 0 None Dark-Road Lighted Clear Dry Overtaking / Passing / Lane Change

MV # Contrib Factor 1 Contrib Factor 2 Direction Action 1st Event 2nd Event

1 Not Applicable Not Applicable E Going Straight Ahead Other Motor Vehicle Not Applicable
2 Unsafe Lane Unknown E Going Straight Ahead Other Motor Vehicle Not Applicable

Changing

Comments: MV1 IN RT LANE WAS STRUCK BY MV2. MV2 ATTEMPTED TO ENTER RT LANE.

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04200481 4/17/2004 11:25:00 PM Saturday 2 2 0 Traffic Signal Dark-Road Lighted Clear Dry Right Angle

MV # Contrib Factor 1 Contrib Factor 2 Direction Action 1st Event 2nd Event

1 Other Vehicular* Not Applicable S Going Straight Ahead Other Motor Vehicle Not Applicable
 2 Other Vehicular* Not Applicable E Going Straight Ahead Other Motor Vehicle Not Applicable

Comments: MV1 S/B CR 67 WHEN COLLIDED W/MV2. MV2 E/B SERVICE RD. MV2 STATES E/B ON SERVICE RD W/GREEN LIGHT WHEN MV1 STRUCK BOTH MV'S STATE HAD GREEN LIGHT.

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04251537 5/12/2004 2:13:00 AM Wednesday 2 0 0 None Dark-Road Lighted Cloudy Dry Rear End

MV # Contrib Factor 1 Contrib Factor 2 Direction Action 1st Event 2nd Event

1 Not Applicable Not Applicable E Making Right Turn Other Motor Vehicle Not Applicable
 2 Following Too Closely Not Applicable E Going Straight Ahead Other Motor Vehicle Not Applicable

Comments: MV1 E/B ON EXPRESS DRIVE SOUTH & WENT TO TURN RT INTO SHELL STATION PARKING LOT; HE WAS STRUCK IN REAR BY MV2. MV1 MADE A SUDDEN TURN I/F/O HIM AFTER CHANGING FROM LEFT LANE TO RT LANE; HE COULD NOT STOP & HIT REAR OF MV1.

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04265314 5/19/2004 7:05:00 AM Wednesday 2 0 0 Traffic Signal Daylight Rain Wet Unknown

MV # Contrib Factor 1 Contrib Factor 2 Direction Action 1st Event 2nd Event

1 Unknown Unknown Unknown Unknown Other Motor Vehicle Not Applicable
 2 Unknown Unknown Unknown Unknown Other Motor Vehicle Not Applicable

Comments: FIELD REPORT-NO DETAILS

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04296288 6/2/2004 3:30:00 PM Wednesday 2 0 0 Traffic Signal Daylight Clear Dry Rear End

MV # Contrib Factor 1 Contrib Factor 2 Direction Action 1st Event 2nd Event

1 Not Applicable Not Applicable N Stopped in Traffic Other Motor Vehicle Not Applicable
 2 Driver Inattention (Indicate)* Not Applicable N Starting in Traffic Other Motor Vehicle Not Applicable

Comments: MV2 STRUCK MV1 FROM BEHIND

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04307945 6/8/2004 9:20:00 AM Tuesday 2 0 0 Traffic Signal Daylight Clear Dry Overtaking / Passing / Lane Change

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	E	Making Left Turn	Other Motor Vehicle	Not Applicable
2	Passing or Lane Usage Improper	Not Applicable	E	Making Left Turn	Other Motor Vehicle	Not Applicable

Comments: V1 EB MAKING A LEFT WAS HIT BY V2 CROSSING OVER IN TO V1 LANE WHICH WAS ALSO MAKING THE SAME TURN

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
04308930	6/8/2004 4:57:00 PM	Tuesday	2	0	0	Traffic Signal	Daylight	Clear	Dry	Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	E	Stopped in Traffic	Other Motor Vehicle	Not Applicable
2	Driver Inattention (Indicate)*	Following Too Closely	E	Slowing or Stopping	Other Motor Vehicle	Not Applicable

Comments: FIELD RPT ONLY - MINOR DAMAGE TO MV1 BUMPER.

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
04358470	6/29/2004 2:46:00 PM	Tuesday	2	0	0	Traffic Signal	Daylight	Clear	Dry	Right Angle

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Unsafe Speed	Not Applicable	E	Slowing or Stopping	Other Motor Vehicle	Not Applicable
2	Not Applicable	Not Applicable	N	Changing Lanes	Other Motor Vehicle	Not Applicable

Comments: MV1 E/B I495S STRUCK MV2 WHO WAS CROSSING TRAFFIC AT RED LIGHT TO GET TO TURN LANE

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
04489629	8/26/2004 6:10:00 PM	Thursday	2	0	0	None	Daylight	Clear	Dry	Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Reaction to Other Uninvolved Vehicle	Unknown	E	Changing Lanes	Other Motor Vehicle	Not Applicable

Comments: MV1 STATES STRAIGHT AHEAD ON I495S, MV2 STRUCK MV1 IN REAR WHILE CHANGING LANES. MV2 PULLED OVER W/ MV1 IN GAS S BUT THEN FLED SCENE

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
04493649	8/28/2004 2:39:00 PM	Saturday	2	3	0	Traffic Signal	Daylight	Clear	Dry	Right Angle

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Traffic Control Disregarded	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Traffic Control Disregarded	Not Applicable	S	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: MV1 WAS TRAVELLING EB ON EXPRESS DRIVE SOUTH AND MV2 WAS TRAVELLING SB MOTOR PARKWAY AT WHICK POINT VEHICLE BOTH OPERATORS STATE THEY HAD GREEN LIGHT

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
04519352	9/8/2004	Wednesday	1	1	0	Traffic	Dark-	Cloudy	Wet	Fixed

11:40:00 PM

Signal

Road Lighted

Object

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
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1 Unknown Unknown E Going Straight Ahead Guide Rail-End Barrier
Comments: MV1 SLAMMED INTO GUARD RAIL AT ABOVE LOCATION INDEPENDANT WITNESS STATES VEHICLE TRAVELLING STRAIGHT.

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04617391 10/26/2004 11:30:00 PM Tuesday 2 0 0 Traffic Signal Dark-Road Lighted Clear Dry Overtaking / Passing / Lane Change

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
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1 Not Applicable Not Applicable E Stopped in Traffic Other Motor Vehicle Not Applicable
 2 Passenger Distraction Unknown E Going Straight Ahead Other Motor Vehicle Not Applicable

Comments: MV1 STOPPED @ LIGHT @ INTERSECTION. MV2 STRUCK MV1 W/PASSENGER DOOR WHEN A PASSENGER IN MV2 ATTEMPTED TO EXIT SCENE.

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04709255 12/13/2004 8:45:00 PM Monday 2 0 0 Traffic Signal Dark-Road Lighted Clear Dry Unknown

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
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1 Unknown Unknown Unknown Unknown Other Motor Vehicle Not Applicable
 2 Unknown Unknown Unknown Unknown Other Motor Vehicle Not Applicable

Comments: FIELD REPORT - UNKNOWN

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04732679 12/25/2004 1:12:00 PM Saturday 3 1 0 Traffic Signal Daylight Clear Dry Right Angle

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
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1 Not Applicable Not Applicable NE Making Right Turn on Red Other Motor Vehicle Not Applicable
 2 Not Applicable Not Applicable S Going Straight Ahead Other Motor Vehicle Not Applicable
 3 Not Applicable Not Applicable E Going Straight Ahead Other Motor Vehicle Not Applicable

Comments: MV3 E/B I495S AND COLLIDED WITH MV2 WHICH WAS S/B CR67; AS RESULT OF COLLISION, MV3 STRUCK MV1 WHICH WAS ATTEMPTING TURN FROM CR67 N/B ONTO I495S E/B

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05021020 1/13/2005 12:45:00 PM Thursday 2 0 0 Traffic Signal Daylight Fog/Smog/Smoke Wet Rear Enc

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
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1 Not Applicable Not Applicable Unknown Stopped in Traffic Other Motor Vehicle Not Applicable
 2 Driver Inattention (Indicate)* Following Too Closely Unknown Slowing or Stopping Other Motor Vehicle Not Applicable

Comments: MV2 STRUCK MV1 IN REAR.

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05052088 1/29/2005 2:00:00 PM Saturday 2 0 0 Traffic Signal Daylight Clear Dry Unknown

MV # Contrib Factor 1 Contrib Factor 2 Direction Action 1st Event 2nd Event

1 Unknown Unknown Unknown Unknown Other Motor Vehicle Not Applicable
2 Unknown Unknown Unknown Unknown Other Motor Vehicle Not Applicable

Comments: FIELD RPT ONLY - NO DETAILS

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05053108 1/30/2005 5:40:00 AM Sunday 2 1 0 Traffic Signal Dark-Road Lighted Cloudy Wet Right Angle

MV # Contrib Factor 1 Contrib Factor 2 Direction Action 1st Event 2nd Event

1 Not Applicable Not Applicable E Going Straight Ahead Other Motor Vehicle Light Support/Utility Pole
2 Traffic Control Disregarded Not Applicable S Going Straight Ahead Other Motor Vehicle Light Support/Utility Pole

Comments: V1 E/B ON I495S GOING STRAIGHT WHEN V2 WAS S/B ON CR67 & WENT THRU RED LITE & STRUCK HIS VEH V2 STATES SHE BELIEV GREEN LITE ON CR67 & WAS GOING STRAIGHT WHEN THE VEH'S COLLIDED.

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05054960 1/31/2005 11:25:00 AM Monday 2 0 0 Traffic Signal Daylight Clear Dry Rear End

MV # Contrib Factor 1 Contrib Factor 2 Direction Action 1st Event 2nd Event

1 Not Applicable Not Applicable SE Stopped in Traffic Other Motor Vehicle Not Applicable
2 Driver Inattention (Indicate)* Not Applicable SE Starting in Traffic Other Motor Vehicle Not Applicable

Comments: V1 STOPPED IN TRAFFIC @ INTERSECTION WAITING TO TURN LEFT; HE WAS HIT FROM BEHIND BY V2. V2 STATES HIS FOOT ROLLE BRAKE & HE HIT INTO REAR OF V1.

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05058308 2/2/2005 7:55:00 AM Wednesday 1 0 0 Traffic Signal Daylight Clear Snow/Ice Fixed Object

MV # Contrib Factor 1 Contrib Factor 2 Direction Action 1st Event 2nd Event

1 Pavement Slippery Not Applicable E Slowing or Stopping Sign Post Light Support/Utility Pole

Comments: MV1 ATTEMPTING TO STOP FOR RED LIGHT SKID OFF ROAD INTO LIPA UTILITY POLE

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05109834 3/3/2005 1:15:00 PM Thursday 2 0 0 None Daylight Clear Dry Rear End

MV # Contrib Factor 1 Contrib Factor 2 Direction Action 1st Event 2nd Event

1 Not Applicable Not Applicable E Making Right Turn Other Motor Vehicle Not Applicable
2 Following Too Closely Not Applicable E Slowing or Stopping Other Motor Vehicle Not Applicable

Comments: MV1 E/B I495S BEGAN MAKING R/TURN INTO EXXON STATION @ 1340 CR 67 WHEN MV2 STRUCK MV1 IN REAR.

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05137428 3/18/2005 4:15:00 PM Friday 2 0 0 Traffic Signal Daylight Clear Dry Overtaking / Passing / Lane Change

MV # Contrib Factor 1 Contrib Factor 2 Direction Action 1st Event 2nd Event

1 Not Applicable Not Applicable E Making Left Turn Other Motor Vehicle Not Applicable
2 Unknown Unknown E Making Left Turn Other Motor Vehicle Not Applicable

Comments: MV1 EB S SVCE RD MADE LEFT ONTO MOTOR PKWY - MV2 ATTEMPTED TO PASS HITTING MV1 - FLED SCENE

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05154148 3/28/2005 9:30:00 AM Monday 2 1 0 Traffic Signal Daylight Rain Wet Right Angle

MV # Contrib Factor 1 Contrib Factor 2 Direction Action 1st Event 2nd Event

1 Pavement Slippery Unknown N Going Straight Ahead Other Motor Vehicle Not Applicable
2 Pavement Slippery Unknown E Going Straight Ahead Other Motor Vehicle Not Applicable

Comments: MV1 NV MOTOR PKWY WITH GREEN LIGHT WHEN STRUCK BY MV2 EB ON THE LIE S SVCE RD - MV2 STATES HE HAD GREEN LIGHT

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05239596 5/12/2005 7:15:00 AM Thursday 2 0 0 Traffic Signal Daylight Clear Dry Rear End

MV # Contrib Factor 1 Contrib Factor 2 Direction Action 1st Event 2nd Event

1 Not Applicable Not Applicable E Stopped in Traffic Other Motor Vehicle Not Applicable
2 Driver Inattention (Indicate)* Following Too Closely E Slowing or Stopping Other Motor Vehicle Not Applicable

Comments: FIELD REPORT - MV2 HIT MV1 IN REAR

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05246970 5/15/2005 3:55:00 PM Sunday 2 0 0 Traffic Signal Daylight Cloudy Dry Right Angle

MV # Contrib Factor 1 Contrib Factor 2 Direction Action 1st Event 2nd Event

1 Not Applicable Not Applicable E Making Left Turn Other Motor Vehicle Not Applicable
2 Traffic Control Disregarded Failure to Yield Right-of-Way S Going Straight Ahead Other Motor Vehicle Not Applicable

Comments: M1 EB EXP DR S NEARING MOTOR PKWY IN LEFT TURN LANE WHEN MV2 SB MOTOR PKWY IN CENTER LANE FAILED TO STOP AT RED STRUCK MV1

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05272051 5/28/2005 12:15:00 PM Saturday 2 0 0 Traffic Signal Daylight Clear Dry Overtaking / Passing / Lane Change

MV # Contrib Factor 1 Contrib Factor 2 Direction Action 1st Event 2nd Event

1	Not Applicable	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Driver Inattention (Indicate)*	Turning Improperly	E	Making Right Turn	Other Motor Vehicle	Not Applicable

Comments: MV1 STRAIGHT AT I/L IN RIGHT LANE WHEN MV2 ATTEMPTED TO TURN RIGHT FROM THE LEFT LANE - MV2 DID NOT SEE MV1

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
05285068	6/3/2005 5:10:00 PM	Friday	2	0	0	Traffic Signal	Daylight	Cloudy	Dry	Left Turn Same Direction

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Driver Inattention (Indicate)*	Reaction to Other Uninvolved Vehicle	SE	Making Left Turn on Red	Other Motor Vehicle	Not Applicable

Comments: CONFUSING

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
05328361	6/22/2005 4:15:00 PM	Wednesday	2	0	0	Traffic Signal	Daylight	Rain	Muddy	Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	E	Making Left Turn	Other Motor Vehicle	Not Applicable
2	Brakes Defective	Driver Inattention (Indicate)*	E	Starting in Traffic	Other Motor Vehicle	Not Applicable

Comments: MV1 WHILE TURNING LEFT MOTOR PKWY WAS STRUCK IN REAR BY MV2

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
05434988	8/7/2005 12:00:00 PM	Sunday	2	0	0	Traffic Signal	Daylight	Clear	Dry	Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	E	Stopped in Traffic	Other Motor Vehicle	Not Applicable
2	Driver Inattention (Indicate)*	Following Too Closely	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: FIELD REPORT - MV2 R/E MV1

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
05462920	8/20/2005 6:40:00 PM	Saturday	2	4	1	Traffic Signal	Daylight	Cloudy	Dry	Right Angle

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Driver Inattention (Indicate)*	Not Applicable	S	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: MV1 EB I495S W/GREEN LIGHT STRUCK BY MV2 SB CR 67 W/RED LIGHT

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
05528447	9/20/2005 1:27:00 PM	Tuesday	2	1	0	Traffic Signal	Daylight	Cloudy	Dry	Left Turn Opposing Direction

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
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1	Not Applicable	Not Applicable	N	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Failure to Yield Right-of-Way	Not Applicable	S	Making Left Turn	Other Motor Vehicle	Not Applicable

Comments: M1 NB GOING STRAIGHT CR67 STRUCK MV2 MAKINGLEFT ON CR67 TO GO EB EXP DR S - MV2 FAILED TO YIELD

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05576067 10/13/2005 8:50:00 AM Thursday 2 0 0 None Daylight Rain Wet Unknown

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
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1	Not Applicable	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Driver Inattention (Indicate)*	Lane Marking Improper/Inadequate	E	Making Right Turn	Other Motor Vehicle	Not Applicable

Comments: MV2 EB 495 S SVCE RD MAKING RIGHT TURN INTO GAS STATION DROVE INTO FRONT D/S OF MV1 - MV2 DID NOT SEE PAVEMENT M DUE TO HEAVY RAIN

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05576882 10/13/2005 3:58:00 PM Thursday 2 1 0 Traffic Signal Dusk Rain Wet Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
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1	Not Applicable	Not Applicable	S	Stopped in Traffic	Other Motor Vehicle	Not Applicable
2	Pavement Slippery	Not Applicable	S	Making Left Turn	Other Motor Vehicle	Not Applicable

Comments: MV1 STOPPED LEFT TURN LN CR67 R/E BY MV2 DUE TO SLIPPERY ROADS

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05577017 10/13/2005 5:00:00 PM Thursday 2 0 0 Unknown Dark-Road Lighted Rain Wet Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
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1	Unsafe Lane Changing	Drive Inexperience (Indicate)*	E	Changing Lanes	Other Motor Vehicle	Not Applicable
2	Following Too Closely	Unknown	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: FIELD REPORT - MV2 R/E MV1 AFTER MV1 CHANGED LANES

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05649391 11/17/2005 10:40:00 PM Thursday 2 1 0 Traffic Signal Dark-Road Lighted Clear Dry Left Turn Opposing Direction

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
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1	Not Applicable	Not Applicable	N	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Failure to Yield Right-of-Way	Not Applicable	S	Making Left Turn	Other Motor Vehicle	Not Applicable

Comments: MV1 NB CR67 STRUCK BY MV2 SB MAKING LEFT TURN

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05682228 12/5/2005 Monday 2 0 0 Traffic Daylight Cloudy Dry Rear End

10:17:00 AM

Signal

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	E	Stopped in Traffic	Other Motor Vehicle	Not Applicable
2	Following Too Closely	Driver Inattention (Indicate)*	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: MV1 EB I495S STOPPED AT RED LIGHTWHEN STRUCK FROM BEHIND BY MV2

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05710957 12/20/2005 9:30:00 AM Tuesday 2 2 0 Traffic Signal Daylight Clear Dry Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	E	Stopped in Traffic	Other Motor Vehicle	Not Applicable
2	Driver Inattention (Indicate)*	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: MV1 EB I495S STOPPED AT LIGHT REARENDED BY MV2

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04153113 3/24/2004 2:40:00 PM Wednesday 1 0 0 None Daylight Clear Dry Fixed Object

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Reaction to Other Uninvolved Vehicle	Not Applicable	S	Going Straight Ahead	Curbing	Light Support/Utility Pole

Comments: MV1 SB CR67 SWERVED TO AVOID UNKNOWN MV CHANGING LANES & SPUN AROUND ACROSS CR67 & STRUCK A CURB & UTILITY PC

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

03279158 5/27/2003 3:55:00 PM Tuesday 2 0 0 Traffic Signal Daylight Clear Dry Overtaking / Passing / Lane Change

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	N	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Unsafe Lane Changing	Not Applicable	N	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: MV1 N/B IN RIGHT TURN LANE MV2 TURNED INTO MV1 FROM CNETER LANE

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05314664 6/16/2005 4:06:00 PM Thursday 2 0 0 None Daylight Clear Dry Overtaking / Passing / Lane Change

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	N	Making Right Turn	Other Motor Vehicle	Not Applicable
2	View Obstruction/Limited	Not Applicable	N	Making Right Turn	Other Motor Vehicle	Not Applicable

Comments: MV1 NB TURNING EB FROM CR67 ONTO CR906A - MV2 NB TURNING EB FROM CR67 SIDESWIPED FRONT END OF MV1

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05575904 10/13/2005 5:10:00 AM Thursday 2 0 0 None Dark-Road Lighted Rain Wet Overtaking / Passing / Lane Change

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Failure to Yield Right-of-Way	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: MV1 EB EXP DR S SIDESWIPE BY 18 WHEELER FED EX WHO KEPT GOING

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04617885 10/27/2004 10:39:00 AM Wednesday 2 1 0 None Daylight Clear Dry Non-fixed Object

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	W	Parked	Other Motor Vehicle	Not Applicable
2	Driver Inattention (Indicate)*	Not Applicable	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: VEHICLE WAS PARKED ON LEFT SIDE (SOUTH SIDE) OF NORTH SERV FOLLOWING SOME ROAD WORK. AS MV1 WAS PICKING UP CON WHO RPTS NOT SEEING MV1, STRUCK MV1 IN REAR

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05633358 11/9/2005 4:18:00 PM Wednesday 2 0 0 Traffic Signal Dusk Rain Wet Overtaking / Passing / Lane Change

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Reaction to Other Uninvolved Vehicle	Pavement Slippery	E	Slowing or Stopping	Other Motor Vehicle	Not Applicable

Comments: MV1 DRIVING EB EXP DR S RIGHT LN STRUCK BY MV2 WHO SKIDDED FROM MIDDLE LN INTO MV1

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

03351202 6/25/2003 5:50:00 AM Wednesday 2 0 0 None Daylight Clear Dry Unknown

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Unknown	Unknown	Unknown	Unknown	Other Motor Vehicle	Not Applicable
2	Unknown	Unknown	Unknown	Unknown	Other Motor Vehicle	Not Applicable

Comments: FIELD REPORT/NO DETAILS

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05265126 5/25/2005 7:10:00 AM Wednesday 3 0 0 Traffic Signal Daylight Rain Wet Right Angle

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
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1	Unsafe Speed	Pavement Slippery	S	Going Straight Ahead	Other Motor Vehicle	Other Motor Vehicle
2	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Other Motor Vehicle	Other Motor Vehicle
3	Not Applicable	Not Applicable	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: MV3 SB MOTOR PKWY IN MIDDLE LANE APPROACHING RED LIGHT AT EXP DR N HE BEGAN TO SLIDE AND WENT THRU I/L STRIKING DR N THEN WENT EB EXP DR N STRIKING MV1 WB EXP DR N

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05167209	4/4/2005 8:50:00 AM	Monday	2	0	0	Traffic Signal	Daylight	Cloudy	Dry	Overtaking / Passing / Lane Change
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	N	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Driver Inattention (Indicate)*	Unknown	N	Passing	Other Motor Vehicle	Not Applicable

Comments: MV1 STOPPED AT RED LT I/L WHEN MV2 ATTEMPTED TO ENTER LEFT TURNING LN STRIKING MV1 FROM BEHIND ON LEFT SIDE AND

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

03038014	1/22/2003 1:25:00 PM	Wednesday	2	0	0	None	Daylight	Clear	Dry	Rear End
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	N	Slowing or Stopping	Other Motor Vehicle	Not Applicable
2	Following Too Closely	Not Applicable	N	Slowing or Stopping	Other Motor Vehicle	Not Applicable

Comments: MV1 W/B CR67 SLOWED DOWN HIT IN REAR BY MV2

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

02326395	6/20/2002 4:00:00 PM	Thursday	2	0	0	Traffic Signal	Daylight	Clear	Dry	Right Turn Same Direction / RTOR
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	N	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Driver Inattention (Indicate)*	Not Applicable	NW	Making Right Turn	Other Motor Vehicle	Not Applicable

Comments: MV1 N/B CR67 WHEN MV2 ATTEMPTED RIGHT TURN FROM DRIVEWAY WAIVED ON THROUGH TRAFFIC

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

03264956	5/20/2003 3:00:00 PM	Tuesday	2	0	0	Traffic Signal	Daylight	Clear	Dry	Overtaking / Passing / Lane Change
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
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Comments: FIELD REPORT MV2 CAME INTO LANE OF MV1

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

02450233	8/10/2002 1:15:00 PM	Saturday	2	0	0	Traffic Signal	Daylight	Clear	Dry	Rear End
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	N	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Driver Inattention (Indicate)*	Unknown	N	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: MV1 SLOWED AT ACCIDENT SCENE WAS REARENDED BY MV2

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
02013776	1/9/2002 12:23:00 AM	Wednesday	2	0	0	Traffic Signal	Dark-Road Lighted	Cloudy	Snow/Ice	Right Angle

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Unknown	Unknown	N	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Pavement Slippery	Unknown	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: MV1 N/B CR67 MV2 W/B I495N MV2 SLID THROUGH RED LIGHT DUE TO ICE

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
02028154	1/17/2002 8:20:00 AM	Thursday	2	0	0	Traffic Signal	Daylight	Cloudy	Wet	Overtaking / Passing / Lane Change

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Not Applicable	Other Vehicular*	W	Other*	Other Motor Vehicle	Not Applicable

Comments: MV1 IN RIGHT TURN LANE MV2 CUT OFF BY ANOTHER VEHICLE CROSSED OVER INTO LANE OF MV1

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
02030109	1/18/2002 10:15:00 AM	Friday	2	0	0	Traffic Signal	Daylight	Clear	Dry	Right Turn Same Direction / RTOR

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Unknown	Unknown	E	Making Right Turn	Other Motor Vehicle	Not Applicable
2	Unknown	Unknown	E	Making Right Turn	Other Motor Vehicle	Not Applicable

Comments: BOTH VEHICLES IN RIGHT LANE E/B CR67 BOTH ATTEMPTED TO MAKE RIGHT

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
02058042	2/2/2002 5:40:00 PM	Saturday	2	0	0	Traffic Signal	Unknown	Clear	Dry	Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	S	Not Applicable	Not Applicable	Not Applicable
2	Not Applicable	Not Applicable	S	Not Applicable	Not Applicable	Not Applicable

Comments: FIELD REPORT MV2 HIT MV1 IN REAR STOPPED AT TRAFFIC LIGHT

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
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02073394 2/11/2002 Monday 3 2 0 Traffic Daylight Cloudy Wet Right Angle
12:12:00 PM Signal

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	N	Going Straight Ahead	Other Motor Vehicle	Other Motor Vehicle
2	Traffic Control Disregarded	Not Applicable	W	Going Straight Ahead	Other Motor Vehicle	Other Motor Vehicle
3	Not Applicable	Not Applicable	S	Parked	Other Motor Vehicle	Other Motor Vehicle

Comments: MV1 N/B CR67 WITH GREEN LIGHT HIT BY MV2 W/B I495N MV1 THEN SPINNING OUT OF CONTROL INTO MV3 PARKED ON SIDE OF C

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

02098493 2/25/2002 Monday 2 0 0 Traffic Daylight Cloudy Dry Rear End
4:40:00 PM Signal

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	W	Stopped in Traffic	Other Motor Vehicle	Not Applicable
2	Following Too Closely	Not Applicable	W	Starting in Traffic	Other Motor Vehicle	Not Applicable

Comments: MV1 STOPPED AT RED LIGHT I495N STRUCK IN REAR BY MV2

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

02120639 3/9/2002 5:55:00 Saturday 2 0 0 Traffic Dusk Cloudy Dry Right Angle
PM Signal

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Unknown	Not Applicable	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Unknown	Not Applicable	N	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: MV1 W/B I495N MV2 NB CR67

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

02148798 3/25/2002 Monday 2 0 0 Traffic Dawn Cloudy Dry Right Angle
5:40:00 AM Signal

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	N	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Traffic Control Disregarded	Not Applicable	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: MV1 N/B MV2 W/B I495N BOTH VEHICLES CLAIM TO HAVE GREEN LIGHT LIGHT WORKING PROPERLY

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

02152334 3/27/2002 Wednesday 2 0 0 Traffic Daylight Cloudy Dry Unknown
8:25:00 AM Signal

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	E	Not Applicable	Not Applicable	Not Applicable
2	Not Applicable	Not Applicable	E	Not Applicable	Not Applicable	Not Applicable

Comments: FIELD REPORT

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

02164457 4/2/2002 4:10:00 Tuesday 2 0 0 Traffic Signal Daylight Clear Dry Left Turn Opposing Direction
PM

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	W	Making Left Turn	Other Motor Vehicle	Not Applicable
2	Failure to Yield Right-of-Way	Not Applicable	N	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: MV1 WB MAKING LEFT TURN STRUCK BY MV2 NB CR67 WHO FAILED TO YIELD

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

02175140 4/8/2002 4:00:00 Monday 2 0 0 Traffic Signal Daylight Cloudy Dry Overtaking / Passing / Lane Change
PM

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	N	Stopped in Traffic	Other Motor Vehicle	Not Applicable
2	Driver Inattention (Indicate)*	Oversized Vehicle	N	Other*	Other Motor Vehicle	Not Applicable

Comments: MV1 STOPPED AT RED LIGHT MV2 STOPPED NEXT TO MV1 MV2 MOVED TO RIGHT TO MAKE ROOM FOR BUS MAKING TURN

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

02175151 4/8/2002 4:15:00 Monday 2 0 0 Other Daylight Clear Dry Overtaking / Passing / Lane Change
PM

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	S	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Failure to Yield Right-of-Way	Not Applicable	S	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: MV2 IN TURNING LANE TO ENTER PARKING LOT MV1 DROVE STRAIGHT TO ENTER LEFT TURN LANE

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

02176548 4/9/2002 12:00:00 PM Tuesday 2 0 0 Traffic Signal Daylight Clear Dry Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	S	Not Applicable	Not Applicable	Not Applicable
2	Not Applicable	Not Applicable	S	Not Applicable	Not Applicable	Not Applicable

Comments: FIELD REPORT MV1 HIT IN REAR

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

02179876 4/11/2002 8:10:00 AM Thursday 2 0 0 Traffic Signal Daylight Clear Dry Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	S	Making Right Turn	Other Motor Vehicle	Not Applicable
2	Turning Improperly	Not Applicable	S	Making Right Turn	Other Motor Vehicle	Not Applicable

Comments: MV1 WAITING AT LIGHT CR67 TO MAKE A RIGHT TURN HIT IN REAR BY MV2

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
02186148	4/14/2002 10:30:00 AM	Sunday	1	2	0	None	Daylight	Clear	Dry	Sketch

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Driver Inattention (Indicate)*	Failure to Keep Right	N	Going Straight Ahead	Bicyclist	Bicyclist
3	Not Applicable	Not Applicable	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: mv1 n/b cr67 confused with traffic light i495n passed red light bicyclist both were w/b i495n hit mv1

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
02270243	5/26/2002 6:50:00 AM	Sunday	2	1	0	Traffic Signal	Daylight	Clear	Dry	Left Turn Opposing Direction

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Unknown	Unknown	S	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Turning Improperly	Unknown	N	Making Left Turn	Other Motor Vehicle	Not Applicable

Comments: MV1 S/B MV2 N/B MAKING LEFT TURN

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
02273521	5/27/2002 7:57:00 PM	Monday	2	0	0	Traffic Signal	Dark-Road Lighted	Clear	Dry	Right Angle

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Unknown	Not Applicable	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Unknown	Not Applicable	N	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: MV2 WENT PASSED RED LIGHT HIT MV1

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
02306435	6/11/2002 6:16:00 PM	Tuesday	2	0	0	Traffic Signal	Daylight	Clear	Dry	Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
Comments: FIELD REPORT MV1 HIT IN REAR						

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
02321978	6/18/2002 6:25:00 PM	Tuesday	2	0	0	Unknown	Daylight	Clear	Dry	Overtaking / Passing / Lane Change

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Driver Inattention (Indicate)*	Not Applicable	W	Changing Lanes	Other Motor Vehicle	Not Applicable

Comments: MV1 W/B MV2 W/B EXITING FROM I495N CHANGING LANES

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
02379334	7/11/2002 1:05:00 PM	Thursday	2	0	0	Traffic Signal	Daylight	Clear	Dry	Overtaking / Passing / Lane Change

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Turning Improperly	Not Applicable	W	Making Left Turn	Other Motor Vehicle	Not Applicable

Comments: MV1 IN LEFT LANE MV2 IN MIDDLE LANE MADE LEFT TURN HIT MV1

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
02450178	8/10/2002 1:01:00 PM	Saturday	3	6	0	Traffic Signal	Daylight	Clear	Dry	Right Angle

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	S	Stopped in Traffic	Other Motor Vehicle	Not Applicable
2	Not Applicable	Not Applicable	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable
3	Traffic Control Disregarded	Not Applicable	N	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: MV1 S/B CR67 WAITING AT LIGHT MV2 W/B I495N WITH GREEN LIGHT MV3 N/B CR67 HIT MV2 WHO THEN HIT MV1

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
02550218	9/23/2002 7:35:00 PM	Monday	2	1	0	Traffic Signal	Dark-Road Lighted	Clear	Dry	Right Angle

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	N	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Traffic Control Disregarded	Failure to Yield Right-of-Way	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: MV1 N/B CR67 WITH GREEN LIGHT MV2 W/B I495N WITH RED LIGHT

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
02670981	10/21/2002 10:30:00 AM	Monday	2	0	0	Traffic Signal	Daylight	Clear	Dry	Right Angle

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Failure to Yield Right-of-Way	Not Applicable	NE	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: MV1 W/B I495N IN MIDDLE LANE MV2 STARTED OUT N/B CR67

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
02629004	10/31/2002 7:30:00 PM	Thursday	2	0	0	None	Dusk	Clear	Dry	Overtaking / Passing / Lane Change

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
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1	Not Applicable	Not Applicable	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Passing or Lane Usage Improper	Not Applicable	W	Passing	Other Motor Vehicle	Not Applicable

Comments: MV1 W/B I495N MV2 PASSING ON LEFT SIDE

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

02660119 11/15/2002 11:30:00 PM Friday 2 0 0 Traffic Signal Dark-Road Lighted Cloudy Dry Right Angle

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
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1	Unknown	Not Applicable	N	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Unknown	Not Applicable	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: MV1 N/B CR67 MV2 W/B BOTH STATE HAD GREEN LIGHT

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

02676587 11/24/2002 1:33:00 PM Sunday 2 2 0 Traffic Signal Daylight Clear Dry Right Angle

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
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1	Not Applicable	Not Applicable	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Traffic Control Disregarded	Not Applicable	N	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: BOTH STATE HAD GREEN LIGHT WITNESS STATES MV2 HAD RED

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

02716741 12/15/2002 1:40:00 PM Sunday 2 5 0 Traffic Signal Daylight Clear Dry Right Angle

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
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1	Unknown	Unknown	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Unknown	Unknown	N	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: MV1 W/B I495N HAD GREEN LIGHT MV2 N/B CR67 HAD GREEN LIGHT

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

02748851 12/31/2002 9:39:00 PM Tuesday 2 0 0 Traffic Signal Dark-Road Lighted Cloudy Wet Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
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1	Not Applicable	Not Applicable	W	Slowing or Stopping	Other Motor Vehicle	Not Applicable
2	Backing Unsafely	Pavement Slippery	W	Slowing or Stopping	Other Motor Vehicle	Not Applicable

Comments: MV2 HIT MV1 IN REAR

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

03048634 1/27/2003 9:38:00 PM Monday 2 3 0 Traffic Signal Dark-Road Lighted Cloudy Snow/Ice Right Angle

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
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1	Unknown	Not Applicable	W	Going Straight Ahead	Other Motor Vehicle	Guide Rail
2	Unknown	Not Applicable	S	Unknown	Other Motor Vehicle	Guide Rail

Comments: MV1 W/B I495N MV2 S/B CR67

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

03054482	1/31/2003 10:10:00 AM	Friday	2	0	0	Traffic Signal	Daylight	Rain	Wet	Sketch
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
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Comments: FIELD REPORT MV2 ROLLED BACK INTO MV1

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

03067626	2/7/2003 11:15:00 AM	Friday	1	0	0	None	Daylight	Snow	Snow/Ice	Fixed Object
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
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1	Pavement Slippery	Not Applicable	W	Going Straight Ahead	Light Support/Utility Pole	Not Applicable
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Comments: MV1 LOST CONTROL HIT LIPA POLE #7

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

03144761	3/19/2003 9:49:00 PM	Wednesday	1	1	0	Traffic Signal	Dark- Road Lighted	Clear	Dry	Fixed Object
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
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1	Unsafe Lane Changing	Not Applicable	E	Making Right Turn	Tree	Not Applicable
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Comments: MV1 E/B CR67 MV1 PASSED ANOTHER VEHICLE WHEN ENTERING LANE DROVE OFF ROAD INTO TREES

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

03159739	3/27/2003 8:50:00 PM	Thursday	1	1	0	Traffic Signal	Dark- Road Lighted	Clear	Dry	Right Angle
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
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1	Not Applicable	Not Applicable	W	Going Straight Ahead	Bicyclist	Not Applicable
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Comments: MV1 W/B HAD GREEN LIGHT HIT BICYCLIST N/B CROSSED AGAINST RED LIGHT

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

03272234	5/24/2003 12:45:00 AM	Saturday	2	0	0	Traffic Signal	Dark- Road Lighted	Rain	Wet	Overtaking / Passing / Lane Change
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
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1	Not Applicable	Not Applicable	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Turning Improperly	Not Applicable	W	Making Left Turn	Other Motor Vehicle	Not Applicable

Comments: MV1 W/B I495N IN LEFT HAND LANE MV2 IN MIDDLE LANE TURNED LEFT

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
03282383	5/29/2003 9:25:00 AM	Thursday	2	1	0	Traffic Signal	Daylight	Clear	Dry	Overtaking / Passing / Lane Change

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	W	Slowing or Stopping	Other Motor Vehicle	Not Applicable
2	Failure to Yield Right-of-Way	Not Applicable	W	Changing Lanes	Other Motor Vehicle	Not Applicable

Comments: MV1 AND MV2 W/B I495N MV2 IN LEFT LANE MV1 IN CENTER LANE ATTEMPTED TO CHANGE LANES

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
03337830	6/22/2003 1:20:00 PM	Sunday	2	0	0	Traffic Signal	Daylight	Cloudy	Wet	Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	W	Unknown	Other Motor Vehicle	Not Applicable
2	Pavement Slippery	Unknown	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: MV1 WB I495N STOPPED @ RED LIGHT WHEN MV2 WB REARENDED MV1

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
03341941	6/24/2003 7:45:00 AM	Tuesday	2	0	0	Traffic Signal	Daylight	Clear	Dry	Overtaking / Passing / Lane Change

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Failure to Yield Right-of-Way	Following Too Closely	W	Changing Lanes	Other Motor Vehicle	Not Applicable
2	Reaction to Other Uninvolved Vehicle	Not Applicable	W	Slowing or Stopping	Other Motor Vehicle	Not Applicable

Comments: MV1 WB I495N IN RIGHT LANE PASSED MV2 WB YIELDING TO FIRE TRUCK AND WAS STRUCK BY MV1

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
03414450	7/22/2003 9:05:00 PM	Tuesday	2	0	0	Traffic Signal	Daylight	Clear	Dry	Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	Unknown	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Following Too Closely	Not Applicable	Unknown	Not Applicable	Other Motor Vehicle	Not Applicable

Comments: FIELD REPORT/MV1 REARENDED BY MV2 @ LIGHT

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
03443637	8/4/2003 7:06:00 AM	Monday	2	0	0	None	Dusk	Cloudy	Wet	Overtaking / Passing / Lane Change

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Driver Inattention (Indicate)*	Turning Improperly	SW	Making Left Turn	Other Motor Vehicle	Not Applicable

Comments: MV1 WB L/L I495N CROSSING CR67 WHEN MV2 WB CENTER LANE ATTEMPTED TO MAKE L/T NB CR67 & COLLIDED W/MV1

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
03455734	8/9/2003 11:35:00 AM	Saturday	2	1	0	Traffic Signal	Daylight	Cloudy	Dry	Right Angle

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Traffic Control Disregarded	Not Applicable	S	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: MV1 EB I495S WHEN MV2 SB CR67 RAN RED LIGHT & COLLIDED W/MV1 MV2 THEN STRUCK SIGN POST ON SIDE OF ROAD

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
03458838	8/10/2003 5:00:00 PM	Sunday	2	0	0	Traffic Signal	Daylight	Cloudy	Dry	Right Angle

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Failure to Yield Right-of-Way	Traffic Control Disregarded	N	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: MV1 EB I495S WHEN MV2 NB CR67 RAN RED LIGHT & STRUCK MV1

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
03467860	8/14/2003 3:27:00 PM	Thursday	2	1	0	Traffic Signal	Daylight	Clear	Dry	Right Angle

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Traffic Control Disregarded	Not Applicable	N	Starting in Traffic	Other Motor Vehicle	Not Applicable

Comments: MV1 WB I495N W/GREEN WHEN MV2 NB RAN RED LIGHT & COLLIDED W/MV1

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
03483863	8/20/2003 2:15:00 PM	Wednesday	2	0	0	Traffic Signal	Daylight	Clear	Dry	Overtaking / Passing / Lane Change

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Turning Improperly	Failure to Yield Right-of-Way	W	Making Left Turn	Other Motor Vehicle	Not Applicable

Comments: MV1 WB I495 N L/L WHEN MV2 WB IN CENTER LANE MADE ILLEGAL LEFT I/F/O MV1 COLLIDING W/MV1

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
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03494541 8/24/2003 Sunday 2 2 0 Traffic Signal Dark-Road Lighted Clear Dry Right Angle

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Driver Inattention (Indicate)*	Traffic Control Disregarded	N	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: MV1 WB I495N WHEN MV2 NB CR67 RAN RED LIGHT & COLLIDED W/MV1

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

03501243 8/27/2003 10:26:00 PM Wednesday 2 2 0 None Dark-Road Lighted Clear Dry Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Illness	Not Applicable	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: MV1 WB I495N WHEN MV2 WB REARENDED MV1

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

03526532 9/8/2003 8:45:00 AM Monday 2 2 0 Traffic Signal Daylight Clear Dry Left Turn Opposing Direction

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	E	Making Left Turn	Other Motor Vehicle	Not Applicable
2	Traffic Control Disregarded	Not Applicable	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: MV1 EB CR67 ATTEMPTING TO MAKE L/T WHEN MV2 WB CR67 RAN RED LIGHT & STRUCK MV1

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

03533019 9/11/2003 10:20:00 AM Thursday 2 1 0 Traffic Signal Daylight Clear Dry Left Turn Opposing Direction

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	S	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Failure to Yield Right-of-Way	Turning Improperly	N	Making Left Turn	Other Motor Vehicle	Not Applicable

Comments: MV1 SB CR67 W/GREEN WHEN MV2 NB CR67 ATTEMPTED TO MAKE L/T I/F/O MV1 AGAINST RED

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

03540589 9/14/2003 2:15:00 PM Sunday 2 2 0 Traffic Signal Daylight Cloudy Dry Right Angle

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Failure to Yield Right-of-Way	Traffic Control Disregarded	S	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: MV1 WB EXPRESS DR N W/GREEN WHEN MV2 SB CR67 RAN RED LIGHT & STRUCK MV1

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

03628935 10/25/2003 Saturday 2 0 0 Traffic Signal Dark-Road Lighted Clear Dry Right Angle
11:40:00 PM

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Unknown	Unknown	N	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: MV1 WB I495N WHEN MV2 NB CR67 STRUCK MV1 REAR DRIVERS & FLED SCENE

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

03632181 10/27/2003 Monday 3 0 0 Traffic Signal Dusk Cloudy Wet Rear End
4:15:00 PM

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	S	Stopped in Traffic	Other Motor Vehicle	Not Applicable
2	Not Applicable	Not Applicable	S	Stopped in Traffic	Other Motor Vehicle	Not Applicable
3	Unsafe Speed	Not Applicable	S	Going Straight Ahead	Other Motor Vehicle	Other Motor Vehicle

Comments: MV1 SB CR67 R/L & MV2 SB CR67 R/T LANE & STOPPED FOR LIGHT WHEN MV3 SB STRUCK MV1 & THEN MV2

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

03640086 10/31/2003 Friday 2 0 0 Traffic Signal Daylight Clear Dry Overtaking / Passing / Lane Change
3:55:00 PM

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Unknown	Unknown	Unknown	Unknown	Other Motor Vehicle	Not Applicable

Comments: MV1 WB I495N L/L WHEN MV2 WB R/L ATTEMPTED TO MAKE L/T IFO MV1 & COLLIDED. MV2 FLED SCENE

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

03647526 11/3/2003 Monday 2 0 0 Traffic Signal Daylight Clear Dry Right Angle
12:11:00 PM

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Traffic Control Disregarded	Failure to Yield Right-of-Way	SW	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: MV1 WB I495N WHEN MV2 SWB CR67 STRUCK MV1 - RAN RED LIGHT

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

03655265 11/7/2003 8:25:00 AM Friday 2 0 0 Traffic Signal Daylight Clear Dry Right Turn Same Direction / RTOR

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Unsafe Lane Changing	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable

2 View Not Applicable N Making Right Turn Other Motor Vehicle Not Applicable
Obstruction/Limited

Comments: MV1 EB I495S PROCEEDED WHEN LIGHT TURNED GREEN & STRUCK MV2 NB EXITING GAS STATION ATTEMPTING TO MAKE R/T

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

03684684 11/21/2003 8:48:00 AM Friday 2 0 0 Traffic Signal Daylight Clear Dry Right Turn Same Direction / RTOR

MV # Contrib Factor 1 Contrib Factor 2 Direction Action 1st Event 2nd Event

1 Not Applicable Not Applicable W Going Straight Ahead Other Motor Vehicle Not Applicable
2 Traffic Control Disregarded Not Applicable S Making Right Turn Other Motor Vehicle Not Applicable

Comments: MV1 WB I495N WHEN MV2 SB CR67 RAN RED LIGHT & ATTEMPTED TO MAKE R/T & STRUCK MV1

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

03712213 12/5/2003 12:25:00 PM Friday 3 1 0 Traffic Signal Daylight Snow Wet Right Angle

MV # Contrib Factor 1 Contrib Factor 2 Direction Action 1st Event 2nd Event

1 Not Applicable Not Applicable NE Going Straight Ahead Other Motor Vehicle Other Motor Vehicle
2 Not Applicable Not Applicable SW Going Straight Ahead Other Motor Vehicle Other Motor Vehicle
3 Pavement Slippery Not Applicable W Slowing or Stopping Other Motor Vehicle Not Applicable

Comments: MV1 NEB CR67 WHEN MV3 WB I495N STRUCK MV1, MV1 THEN STRUCK MV2 SWB CR67

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

03726681 12/11/2003 9:24:00 PM Thursday 2 1 0 Traffic Signal Dark-Road Lighted Clear Dry Right Angle

MV # Contrib Factor 1 Contrib Factor 2 Direction Action 1st Event 2nd Event

1 Not Applicable Not Applicable W Going Straight Ahead Other Motor Vehicle Not Applicable
2 Traffic Control Disregarded Not Applicable N Going Straight Ahead Other Motor Vehicle Not Applicable

Comments: MV1 WB I495N WHEN MV2 NB CR67 RAN RED LIGHT COLLIDING W/MV1

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

03759596 12/28/2003 2:20:00 PM Sunday 2 3 0 Traffic Signal Daylight Clear Dry Right Angle

MV # Contrib Factor 1 Contrib Factor 2 Direction Action 1st Event 2nd Event

1 Not Applicable Not Applicable W Going Straight Ahead Other Motor Vehicle Not Applicable
2 Traffic Control Disregarded Not Applicable N Going Straight Ahead Other Motor Vehicle Not Applicable

Comments: MV1 WB I495N WHEN MV2 NB CR67 RAN LIGHT & STRUCK MV1

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04011354 1/7/2004 1:32:00 PM Wednesday 2 0 0 Traffic Signal Daylight Clear Dry Overtaking / Passing / Lane

Change

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Unsafe Lane Changing	Not Applicable	W	Changing Lanes	Other Motor Vehicle	Not Applicable

Comments: MV1 WB I495N L/LANE WHEN MV2 WB I495N CENTER LANE ATTEMPTED TO CHANGE LANES & STRUCK MV1

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04011762	1/7/2004 5:20:00 PM	Wednesday	2	0	0	Traffic Signal	Dark-Road Lighted	Clear	Dry	Overtaking / Passing / Lane Change
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Passing or Lane Usage Improper	Driver Inattention (Indicate)*	W	Changing Lanes	Other Motor Vehicle	Not Applicable

Comments: MV1 WB CR67 L/L WHEN MV2 WB ATTEMPTED TO CHANGE LANES & STRUCK MV1

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04047299	1/25/2004 5:07:00 PM	Sunday	2	5	0	Traffic Signal	Dark-Road Lighted	Cloudy	Dry	Right Angle
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	W	Going Straight Ahead	Other Motor Vehicle	Curbing
2	Failure to Yield Right-of-Way	Traffic Control Disregarded	N	Going Straight Ahead	Other Motor Vehicle	Curbing

Comments: MV1 WB I495N W/GREEN WHEN MV2 NB CR67 RAN RED LIGHT & STRUCK MV1

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04057027	1/31/2004 8:20:00 AM	Saturday	2	0	0	Traffic Signal	Daylight	Clear	Dry	Overtaking / Passing / Lane Change
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Passing or Lane Usage Improper	Driver Inattention (Indicate)*	E	Changing Lanes	Other Motor Vehicle	Not Applicable

Comments: FIELD REPORT/ MV1 EB CR67 STRUCK BY MV2 EB CR67 WHILE CHANING LANES

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04057253	1/31/2004 10:39:00 AM	Saturday	3	4	0	Traffic Signal	Daylight	Clear	Dry	Right Angle
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	S	Stopped in Traffic	Other Motor Vehicle	Not Applicable
2	Not Applicable	Not Applicable	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable
3	Traffic Control	Not Applicable	N	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Disregarded

Comments: MV1 SB CR67 STOPPED @ RED LIGHT & MV2 WB I495N W/GREEN WHEN MV3 NB CR67 STOPPED FOR RED LIGHT THEN PROCEEDED RED & STRUCK MV2 & PUSHED MV2 INTO MV1

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04108265 2/28/2004 8:46:00 AM Saturday 3 3 0 Traffic Signal Daylight Clear Dry Right Angle

MV # Contrib Factor 1 Contrib Factor 2 Direction Action 1st Event 2nd Event

1 Not Applicable Not Applicable N Going Straight Ahead Other Motor Vehicle Not Applicable
 2 Traffic Control Disregarded Driver Inattention (Indicate)* W Going Straight Ahead Other Motor Vehicle Not Applicable
 3 Not Applicable Not Applicable N Going Straight Ahead Other Motor Vehicle Not Applicable

Comments: MV1 NB I495N R/L WHEN MV2 SB CR67 WENT THROUGH RED LIGHT & STRUCK MV1 WHICH PUSHED MV1 INTO MV3 NB I495N L/L

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04156030 3/26/2004 6:40:00 AM Friday 2 0 0 Traffic Signal Daylight Clear Dry Left Turn Opposing Direction

MV # Contrib Factor 1 Contrib Factor 2 Direction Action 1st Event 2nd Event

1 Unknown Unknown S Going Straight Ahead Other Motor Vehicle Not Applicable
 2 Turning Improperly Unknown N Making Left Turn Other Motor Vehicle Not Applicable

Comments: MV1 S/B MV2 N/B MAKING LEFT TURN

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04204759 4/19/2004 11:00:00 PM Monday 2 1 0 Traffic Signal Dark-Road Lighted Clear Dry Right Angle

MV # Contrib Factor 1 Contrib Factor 2 Direction Action 1st Event 2nd Event

1 Not Applicable Not Applicable N Going Straight Ahead Other Motor Vehicle Not Applicable
 2 Traffic Control Disregarded Not Applicable W Going Straight Ahead Other Motor Vehicle Not Applicable

Comments: INDEPENDENT WITNESS STATES MV2 RAN RED LIGHT AND STRUCK MV1. MV2 STATES LIGTH WAS YELLOW.

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04302737 6/5/2004 2:19:00 PM Saturday 2 0 0 Traffic Signal Daylight Cloudy Dry Right Angle

MV # Contrib Factor 1 Contrib Factor 2 Direction Action 1st Event 2nd Event

1 Not Applicable Not Applicable N Going Straight Ahead Other Motor Vehicle Not Applicable
 2 Failure to Yield Right-of-Way Not Applicable W Going Straight Ahead Other Motor Vehicle Not Applicable

Comments: MV1 N/B ON CR67 MOTOR PKWY ENTERING INTERSECTION OF I495N WHEN STRUCK ON DRIVER'S SIDE FRONT BUMPER BY MV2 TRUCK ON I495N

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04366652 7/2/2004 8:14:00 PM Friday 3 4 0 Traffic Signal Dark-Road Lighted Rain Wet Right Angle

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	W	Going Straight Ahead	Other Motor Vehicle	Other Motor Vehicle
2	Not Applicable	Not Applicable	W	Going Straight Ahead	Other Motor Vehicle	Other Motor Vehicle
3	Traffic Control Disregarded	Unsafe Speed	N	Going Straight Ahead	Other Motor Vehicle	Other Motor Vehicle

Comments: MV1 W/B ON EXPRESS DR NORTH @ INTERSECTION OF MOTOR PKWY WHEN MV3 N/B ON MOTOR PKWY WENT THRU RED LITE & HIT DRIVER'S SIDE. MV2 THEN SPUN AROUND, HITTING MV1 WHICH WAS BEHIND MV2.

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
04455234	8/11/2004 9:15:00 AM	Wednesday	2	0	0	Traffic Signal	Daylight	Clear	Dry	Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Unknown	Unknown	Unknown	Unknown	Other Motor Vehicle	Not Applicable
2	Unknown	Unknown	Unknown	Unknown	Other Motor Vehicle	Not Applicable

Comments: FIELD REPORT

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
04491257	8/27/2004 2:29:00 PM	Friday	1	0	0	Traffic Signal	Daylight	Clear	Dry	Fixed Object

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Driver Inattention (Indicate)*	Not Applicable	W	Going Straight Ahead	Sign Post	Not Applicable

Comments: FEILD REPORT - MV1 REACHED TO THE FLOOR OF HER VEHICLE AT WHICH VEHICLE SWERVED AND HIT SMALL STREET SIGN.

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
04498755	8/30/2004 4:00:00 PM	Monday	2	0	0	Traffic Signal	Daylight	Cloudy	Dry	Left Turn Opposing Direction

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Failure to Yield Right-of-Way	Not Applicable	W	Making Left Turn	Other Motor Vehicle	Not Applicable

Comments: MV1 REPORTS MOVING STRAIGHT IN RIGHT LANE IN AN EB DIRECTION. THROUGH A GREEN SIGNAL. MV2 REPORTS MAKING A LEFT A WB DIRECTION THROUGH A GREEN SIGNAL AND COLLIDING WITH MV1.

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
04499431	8/31/2004 12:01:00 AM	Tuesday	2	0	0	Traffic Signal	Dark-Road Lighted	Cloudy	Dry	Right Angle

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	N	Starting in Traffic	Other Motor Vehicle	Not Applicable
2	Traffic Control Disregarded	Not Applicable	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: MV1 LEFT LANE GOING NB ON MOTOR PKWY. MV1 STATES STOPPED AT RED LIGHT PRIOR TO ACCIDENT, WAITING FOR THE LIGHT GREEN. MV2 STATES SHE WAS IN THE MIDDLE LANE WB EXPRESS DRIVE NORTH

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04504212 9/2/2004 8:56:00 AM Thursday 3 1 0 Traffic Signal Daylight Clear Dry Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	W	Stopped in Traffic	Other Motor Vehicle	Other Motor Vehicle
2	Not Applicable	Not Applicable	W	Stopped in Traffic	Other Motor Vehicle	Other Motor Vehicle
3	Driver Inattention (Indicate)*	Not Applicable	W	Slowing or Stopping	Other Motor Vehicle	Not Applicable

Comments: MV1 W/B I495N STOPPED FOR RED LIGHT WHEN MV3 STRUCK MV1 IN REAR, PUSHING MV1 INTO REAR OF MV2

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04573024 10/3/2004 8:00:00 PM Sunday 2 0 0 Traffic Signal Dark-Road Lighted Clear Dry Sketch

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	Unknown	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Backing Unsafely	Driver Inattention (Indicate)*	Unknown	Backing	Other Motor Vehicle	Not Applicable

Comments: FIELD REPORT MV2 WENT INTO REVERSE HIT MV1

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04583979 10/9/2004 9:20:00 AM Saturday 2 1 0 Traffic Signal Daylight Clear Dry Right Angle

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	W	Going Straight Ahead	Other Motor Vehicle	Guide Rail
2	Brakes Defective	Traffic Control Disregarded	S	Going Straight Ahead	Other Motor Vehicle	Guide Rail

Comments: MV1 W/B ON I495N. MV2 S/B ON CR67. OPER#2 STATED: "MY BRAKES FAILED & I WENT THRU LITE & HIT HIM." MV2 INTO MV1 & M' PUSHED INTO GUARDRAIL

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04609726 10/22/2004 6:44:00 PM Friday 2 0 0 Traffic Signal Dark-Road Lighted Rain Wet Unknown

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	Unknown	Unknown	Other Motor Vehicle	Not Applicable
2	Unknown	Unknown	Unknown	Unknown	Other Motor Vehicle	Not Applicable

Comments: FIELD REPORT

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04644284 11/8/2004 3:02:00 PM Monday 2 0 0 Traffic Signal Daylight Clear Dry Unknown

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Unknown	Unknown	Unknown	Unknown	Other Motor Vehicle	Not Applicable
2	Unknown	Unknown	Unknown	Unknown	Other Motor Vehicle	Not Applicable

Comments: FIELD REPORT - UNKNOWN

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04662855 11/18/2004 9:44:00 AM Thursday 2 0 0 Traffic Signal Daylight Cloudy Dry Overtaking / Passing / Lane Change

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	W	Making Right Turn	Other Motor Vehicle	Not Applicable
2	Turning Improperly	Not Applicable	W	Making Right Turn	Other Motor Vehicle	Not Applicable

Comments: MV1 WAS MAKING A RIGHT TURN ON TO CR67 AND WAS STRUCK BY MV2

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04673852 11/24/2004 11:20:00 AM Wednesday 2 2 0 Traffic Signal Daylight Rain Wet Right Angle

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Unknown	Not Applicable	W	Going Straight Ahead	Other Motor Vehicle	Curbing
2	Unknown	Not Applicable	S	Going Straight Ahead	Other Motor Vehicle	Curbing

Comments: MV1 WB LEFT LANE BROADSIDED MV2 SB

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04692967 12/4/2004 10:00:00 AM Saturday 2 0 0 Traffic Signal Daylight Clear Dry Overtaking / Passing / Lane Change

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	W	Slowing or Stopping	Other Motor Vehicle	Not Applicable
2	Driver Inattention (Indicate)*	Following Too Closely	W	Slowing or Stopping	Other Motor Vehicle	Not Applicable

Comments: MV1 W/B I495N SLOWING FOR YELLOW LIGHT; MV2 W/B I495N TRIED TO GO AROUND MV1 BUT SIDESWIPED MV1

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04704659 12/10/2004 6:30:00 PM Friday 2 0 0 Traffic Signal Dark-Road Lighted Rain Wet Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	W	Slowing or Stopping	Other Motor Vehicle	Not Applicable
2	Following Too Closely	Pavement Slippery	W	Slowing or Stopping	Other Motor Vehicle	Not Applicable

Comments: MV2 STRUCK MV1 FROM BEHIND

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04711091 12/14/2004 10:05:00 PM Tuesday 2 0 0 Traffic Signal Dark-Road Lighted Clear Dry Right Angle

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
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1	Unknown	Unknown	N	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Unknown	Unknown	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: MV1 NB CR67 COLLIDED WITH MV2 EB I495S BOTH CLAIM GREEN LIGHT.

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05090126	2/19/2005 8:19:00 PM	Saturday	2	4	0	Traffic Signal	Dark-Road Lighted	Clear	Dry	Right Angle
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Failure to Keep Right	Not Applicable	N	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: MV1 I495N CROSSING INTERSECTION WHEN MV2 N/B CR 67 STRUCK MV1. INDEPENDENT WITNESS STATES MV2 RAN RED LIGHT.

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05098548	2/24/2005 10:00:00 PM	Thursday	1	0	0	None	Dark-Road Lighted	Snow	Snow/Ice	Fixed Object
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Driver Inattention (Indicate)*	Pavement Slippery	W	Going Straight Ahead	Guide Rail	Not Applicable

Comments: MV1 W/B I495N AT CR 67, LOST CONTROL AND STRUCK GUARDRAIL.

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05136670	3/18/2005 9:36:00 AM	Friday	2	0	0	Traffic Signal	Daylight	Clear	Dry	Right Angle
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Traffic Control Disregarded	Driver Inattention (Indicate)*	N	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: MV1 WB I495N STRUCK BY MV2 NB CR67 (OP2 NOT PAYING ATTENTION WENT THRU RED LIGHT)

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05145527	3/23/2005 10:45:00 AM	Wednesday	2	2	0	Traffic Signal	Daylight	Rain	Wet	Right Angle
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	W	Going Straight Ahead	Other Motor Vehicle	Sign Post
2	Failure to Yield Right-of-Way	Not Applicable	NE	Going Straight Ahead	Other Motor Vehicle	Sign Post

Comments: ILLEGIBLE

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05156060	3/29/2005 11:45:00 AM	Tuesday	2	6	0	Traffic Signal	Daylight	Cloudy	Dry	Right Angle
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
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1	Not Applicable	Not Applicable	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Passenger Distraction	Not Applicable	N	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: MV1 WB EXP DR N WHEN MV2 NB MOTOR PKWY WENT THRU RED LT AND STRUCK MV1

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05223569	5/3/2005 5:15:00 PM	Tuesday	2	1	0	Traffic Signal	Daylight	Clear	Dry	Right Angle
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	N	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Traffic Control Disregarded	Not Applicable	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: MV1 EB EXP DR N WHEN MV2 ON MOTOR PKWY WENT THRU RED LT AND STRUCK MV1

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05234845	5/9/2005 5:10:00 PM	Monday	2	0	0	Traffic Signal	Daylight	Clear	Dry	Left Turn Opposing Direction
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Failure to Yield Right-of-Way	Not Applicable	NW	Making Left Turn	Other Motor Vehicle	Not Applicable
2	Failure to Yield Right-of-Way	Alcohol Involvement	SE	Making Right Turn	Other Motor Vehicle	Not Applicable

Comments: MV1 NB MOTOR PKWY MAKING LEFT ON W13 EXP DR N WHEN SHE WAS STRUCK BY MV2

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05307940	6/13/2005 4:04:00 PM	Monday	2	0	0	Traffic Signal	Daylight	Clear	Dry	Rear End
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Following Too Closely	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: MV1 HIT FROM BEHIND BY MV2

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05322302	6/19/2005 7:42:00 PM	Sunday	2	0	0	Traffic Signal	Daylight	Clear	Dry	Right Angle
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	N	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Failure to Yield Right-of-Way	Not Applicable	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: MV1 NB MOTOR PKWY AT I/L W/GREEN LT - MV2 WB EXP DR N WITH EMERGENCY LIGHTS AND SIRENS - MVA

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05346622	6/30/2005 12:40:00 PM	Thursday	3	2	0	Traffic Signal	Daylight	Rain	Wet	Rear End
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	S	Stopped in Traffic	Other Motor Vehicle	Not Applicable
2	Not Applicable	Not Applicable	S	Stopped in Traffic	Other Motor Vehicle	Not Applicable
3	Driver Inattention (Indicate)*	Following Too Closely	S	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: MV1 AND MV2 STOPPED AT LIGHT SB MOTOR PKWY AND EXP DR N - MV3 HIT MV2 IN REAR WHO THEN HIT MV1 IN REAR

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
05350149	7/1/2005 11:00:00 PM	Friday	2	0	0	Traffic Signal	Dark-Road Lighted	Clear	Dry	Right Angle

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Unknown	Unknown	N	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Unknown	Unknown	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: MV1 NB MOTOR PKWY STRUCK BY MV2 W EXP DR N - BOTH CLAIM GREEN LT

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
05388363	7/18/2005 9:05:00 AM	Monday	2	0	0	Traffic Signal	Daylight	Cloudy	Dry	Overtaking / Passing / Lane Change

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	W	Making Right Turn	Other Motor Vehicle	Not Applicable
2	Turning Improperly	Not Applicable	W	Making Right Turn	Other Motor Vehicle	Not Applicable

Comments: FIELD REPORT - BOTH TURNING RIGHT FROM WB LIE SVCE RD TO CR67 - MV1 IN RIGHT LANE AND MV2 IN MIDDLE MOVING INTO M

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
05417367	7/30/2005 5:11:00 PM	Saturday	2	0	0	Traffic Signal	Daylight	Clear	Dry	Right Angle

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Traffic Control Disregarded	Not Applicable	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Not Applicable	Not Applicable	N	Starting in Traffic	Other Motor Vehicle	Not Applicable

Comments: MV1 WB EXP DR N STATES TRAFFIC LIGHT FOR HER WAS RED WHEN SHE WAS UNDER IT - MV2 HAD STEADY GREEN

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
05424062	8/2/2005 5:00:00 PM	Tuesday	2	0	0	Traffic Signal	Daylight	Clear	Dry	Left Turn Opposing Direction

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Unknown	Unknown	N	Making Left Turn	Other Motor Vehicle	Not Applicable
2	Unknown	Unknown	S	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: MV1 NB MAKING LEFT W/GREEN LIGHT AND ARROW WHEN MV2 SB STRUCK MV1 - MV2 ALSO CLAIMS GREEN LIGHT

CC Number: **Date/Time:** **Day:** **# Vehicles:** **# Injured:** **# Killed:** **Traffic Control:** **Light:** **Weather:** **Roadway:** **Diagram:**

05488282	9/1/2005 4:00:00 PM	Thursday	2	0	0	Traffic Signal	Daylight	Clear	Dry	Left Turn Opposing Direction
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	S	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Reaction to Other Uninvolved Vehicle	Drive Inexperience (Indicate)*	N	Stopped in Traffic	Other Motor Vehicle	Not Applicable

Comments: MV1 STRAIGHT - MV2 TRYING TO AVOID BEING HIT FROM BEHIND CONTINUED AND MOVED LEFT I/F/O MV1

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05545380	9/28/2005 12:20:00 PM	Wednesday	2	0	0	None	Daylight	Clear	Dry	Overtaking / Passing / Lane Change
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Driver Inattention (Indicate)*	Failure to Keep Right	W	Changing Lanes	Other Motor Vehicle	Not Applicable

Comments: MV1 STRAIGHT LEFT LN - MV2 CUT OVER TO MV1'S LANE AND HIT P/S

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05571068	10/10/2005 7:35:00 PM	Monday	2	0	0	Traffic Signal	Dark-Road Lighted	Rain	Wet	Overtaking / Passing / Lane Change
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	W	Starting in Traffic	Other Motor Vehicle	Not Applicable
2	Reaction to Other Uninvolved Vehicle	Pavement Slippery	W	Starting in Traffic	Other Motor Vehicle	Not Applicable

Comments: MV1 WB EXP DR N W/GREEN LT LEFT LANE - MV2 EXP DR N W/GREEN LT MIDDLE LANE - UNK MV SB CR67 PASSED RED LIGHT AT I/L MV1 AND MV2 TO STOP SUDDENLY - MV2 STRUCK P/S MV1

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05629153	11/7/2005 12:22:00 PM	Monday	2	2	0	Traffic Signal	Daylight	Clear	Dry	Right Angle
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Traffic Control Disregarded	Failure to Yield Right-of-Way	NE	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: MV2 NE CR67 THRU RED LT AND WAS STRUCK AT I/L BY MV1 ON EXP DR N

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05642936	11/14/2005 2:35:00 PM	Monday	4	3	0	None	Daylight	Clear	Dry	Right Angle
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
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1	Not Applicable	Not Applicable	SW	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Not Applicable	Not Applicable	NE	Going Straight Ahead	Other Motor Vehicle	Not Applicable
3	Not Applicable	Not Applicable	NE	Going Straight Ahead	Other Motor Vehicle	Other Motor Vehicle
4	Traffic Control Disregarded	Not Applicable	W	Making Left Turn	Other Motor Vehicle	Other Motor Vehicle

Comments: MV3 & MV2 N/E CR 67 WHEN MV4 ATTEMPTED TO MAKE L/TURN FROM CURB I495N ONTO CR 67, RAN RED LIGHT AND STRUCK MV3 STRUCK MV2 WHICH THEN STRUCK MV1

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
05678865	12/3/2005 11:56:00 AM	Saturday	2	5	0	Traffic Signal	Daylight	Clear	Dry	Right Angle

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Traffic Control Disregarded	Not Applicable	N	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: MV1 WB I495N W/GREEN LIGHT STRUCK BY MV2 NB

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
05719143	12/24/2005 2:15:00 PM	Saturday	3	0	0	Traffic Signal	Daylight	Clear	Dry	Right Angle

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	N	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Not Applicable	Not Applicable	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable
3	Traffic Control Disregarded	Unsafe Speed	W	Going Straight Ahead	Other Motor Vehicle	Other Motor Vehicle

Comments: MV1 NB CR67 WHEN MV3 WB RAN RED LIGHT STRIKING MV1, MV2 (WB) AND PUSHING MV2 INTO GUIDE RAIL

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
03215378	4/26/2003 12:50:00 AM	Saturday	1	0	0	Traffic Signal	Dark-Road Lighted	Rain	Wet	Fixed Object

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Turning Improperly	Unknown	S	Making Left Turn	Barrier	Not Applicable

Comments: MV1 TURNING LEFT ONTO CR67 HIT RETAINING WALL SKID ON WET PAVEMENT

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
02701578	12/7/2002 10:58:00 AM	Saturday	2	0	0	None	Daylight	Clear	Dry	Right Angle

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	S	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Turning Improperly	Failure to Yield Right-of-Way	N	Making Left Turn	Other Motor Vehicle	Not Applicable

Comments: MV1 S/B CR67 MV2 TURNED LEFT IN FRONT OF MV1

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
03637353	10/30/2003	Thursday	3	1	0	None	Daylight	Clear	Dry	Rear End

9:24:00 AM

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	W	Stopped in Traffic	Other Motor Vehicle	Not Applicable
2	Following Too Closely	Not Applicable	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable
3	Not Applicable	Not Applicable	W	Stopped in Traffic	Other Motor Vehicle	Not Applicable

Comments: MV1 & MV3 WB I495N STOPPED IN TRAFFIC WHEN MV2 WB REARENDED MV1 & MV1 REARENDED MV3

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
05188604	4/15/2005 12:30:00 PM	Friday	2	0	0	None	Daylight	Clear	Dry	Overtaking / Passing / Lane Change

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Unsafe Lane Changing	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: MV1 SB LIE SVCE RD WHEN UNK MV CAME INTO HIS LANE HIT MV1 AND LEFT THE SCENE

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
05633918	11/9/2005 6:30:00 PM	Wednesday	3	0	0	None	Dark- Road Lighted	Cloudy	Wet	Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	E	Stopped in Traffic	Other Motor Vehicle	Not Applicable
2	Not Applicable	Not Applicable	E	Stopped in Traffic	Other Motor Vehicle	Not Applicable
3	Driver Inattention (Indicate)*	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: FIELD REPORT - R/E MVA EB

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
02553772	9/25/2002 5:10:00 PM	Wednesday	2	0	0	Traffic Signal	Daylight	Cloudy	Dry	Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	W	Starting in Traffic	Other Motor Vehicle	Not Applicable
2	Following Too Closely	Not Applicable	W	Starting in Traffic	Other Motor Vehicle	Not Applicable
3	Following Too Closely	Not Applicable	W	Starting in Traffic	Other Motor Vehicle	Not Applicable

Comments: MV1 MV2 AND MV3 STARTING IN TRAFFIC REAR END ACCIDENT

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
05503001	9/8/2005 10:18:00 AM	Thursday	2	0	0	None	Daylight	Clear	Dry	Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	E	Stopped in Traffic	Other Motor Vehicle	Not Applicable

2 Driver Inattention Following Too Closely E Slowing or Stopping Other Motor Vehicle Not Applicable (Indicate)*

Comments: FIELD REPORT - MV2 R/E MV1

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

03280292 5/28/2003 7:45:00 AM Wednesday 2 0 0 None Daylight Cloudy Wet Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	W	Slowing or Stopping	Other Motor Vehicle	Not Applicable
2	Following Too Closely	Not Applicable	W	Slowing or Stopping	Other Motor Vehicle	Not Applicable

Comments: MV1 AND MV2 W/B CR67 BOTH SLOWING IN TRAFFIC MV2 HIT MV1 IN REAR

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05479117 8/28/2005 4:00:00 AM Sunday 1 4 0 None Dark-Road Lighted Cloudy Wet Fixed Object

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Unsafe Speed	Brakes Defective	W	Going Straight Ahead	Light Support/Utility Pole	Light Support/Utility Pole

Comments: MV1 WB CR67 WHEN BRAKES FAILED AND HE HIT SHRUBS AND A LIGHT SUPPORT

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

02390579 7/16/2002 9:25:00 AM Tuesday 2 0 0 None Daylight Clear Dry Overtaking / Passing / Lane Change

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Passing or Lane Usage Improper	Not Applicable	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: BOTH VEHICLES W/B CR67 WHERE 2 LANES MERGE MV2 TRIED TO PASS ON RIGHT

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05096288 2/23/2005 2:11:00 PM Wednesday 2 0 0 None Daylight Clear Dry Right Turn Same Direction / RTOR

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	S	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Failure to Yield Right-of-Way	Not Applicable	E	Making Right Turn	Other Motor Vehicle	Not Applicable

Comments: MV1 S/B CR 67 IN L/LANE BEGAN TO SLOW DOWN FOR RED LIGHT WHEN MV2 PULLED OUT OF EXXON GAS STATION ACROSS 3 LANE INTO L/LANE CR 67 MV1 COULDN'T STOP AND STRUCK MV2.

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

02009899 1/6/2002 6:50:00 PM Sunday 2 0 0 Traffic Signal Dark-Road Lighted Rain Wet Right Turn Same Direction /

RTOR

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Failure to Yield Right-of-Way	Driver Inattention (Indicate)*	N	Making Left Turn	Other Motor Vehicle	Not Applicable

Comments: MV1 E/B CR67 WHEN MV2 CUT ACROSS LANES OF TRAFFIC

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
02014902	1/9/2002 3:00:00 PM	Wednesday	2	0	0	Traffic Signal	Daylight	Cloudy	Wet	Unknown

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
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Comments: FIELD REPORT

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
02051466	1/30/2002 7:25:00 AM	Wednesday	2	0	0	Traffic Signal	Daylight	Cloudy	Dry	Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
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1	Not Applicable	Not Applicable	W	Stopped in Traffic	Other Motor Vehicle	Not Applicable
2	Driver Inattention (Indicate)*	Following Too Closely	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: MV1 HIT IN REAR BY MV2

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
02084436	2/17/2002 4:20:00 PM	Sunday	3	1	0	Traffic Signal	Daylight	Clear	Dry	Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
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1	Not Applicable	Not Applicable	S	Stopped in Traffic	Other Motor Vehicle	Not Applicable
2	Not Applicable	Not Applicable	S	Stopped in Traffic	Other Motor Vehicle	Not Applicable
3	Unsafe Speed	Drive Inexperience (Indicate)*	S	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: mv3 s/b sr454 lost control skidded into mv2 who then hit mv1 mv1 and mv2 stopped at traffic light

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
02091383	2/21/2002 3:40:00 PM	Thursday	2	0	0	Traffic Signal	Daylight	Clear	Dry	Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
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1	Not Applicable	Not Applicable	SE	Stopped in Traffic	Other Motor Vehicle	Not Applicable
2	Driver Inattention (Indicate)*	Not Applicable	SE	Slowing or Stopping	Other Motor Vehicle	Not Applicable

Comments: MV1 STOPPED AT RED LIGHT STRUCK IN REAR BY MV2

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
02094587	2/23/2002 9:00:00 AM	Saturday	1	0	0	Traffic Signal	Daylight	Clear	Dry	Fixed Object

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Prescription Medication	Not Applicable	S	Going Straight Ahead	Other Motor Vehicle	Median-End
Comments: MV1 PASSED RED LIGHT WENT INTO MEDIAN AND STRUCK METAL BARRIER						
CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:						
02109534	3/3/2002 3:03:00 PM	Sunday	2	0	0	Traffic Signal Daylight Cloudy Wet Rear End
MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	W	Not Applicable	Not Applicable	Not Applicable
2	Not Applicable	Not Applicable	W	Not Applicable	Not Applicable	Not Applicable
Comments: FIELD REPORT MV2 HIT REAR OF MV1						
CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:						
02132675	3/16/2002 1:45:00 AM	Saturday	2	0	0	Traffic Signal Dark-Road Lighted Cloudy Dry Left Turn Same Direction
MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	E	Making Left Turn	Other Motor Vehicle	Not Applicable
2	Unknown	Unknown	S	Going Straight Ahead	Other Motor Vehicle	Not Applicable
Comments: MV1 STOPPED FOR RED LIGHT MV2 S/B SR454 RAN RED LIGHT						
CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:						
02143535	3/22/2002 11:00:00 AM	Friday	2	0	0	Traffic Signal Daylight Clear Dry Rear End
MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
Comments: FIELD REPORT						
CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:						
02233759	5/8/2002 12:20:00 PM	Wednesday	2	0	0	Traffic Signal Daylight Clear Dry Right Turn Same Direction / RTOR
MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	S	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Failure to Yield Right-of-Way	Not Applicable	S	Merging	Other Motor Vehicle	Not Applicable
Comments: BOTH VEHICLES STOPPED FOR LIGHT MV21 IN LEFT TURN LANE MV2 EXITED GAS STATION STOPPED AT ANGLE ACROSS LANE						
CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:						
02257681	5/20/2002 10:36:00 AM	Monday	2	0	0	None Daylight Clear Dry Unknown
MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event

Comments: FIELD REPORT

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
02260284	5/21/2002 5:15:00 PM	Tuesday	2	1	0	Traffic Signal	Daylight	Clear	Dry	Left Turn Opposing Direction

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Driver Inattention (Indicate)*	Not Applicable	NE	Making Left Turn	Other Motor Vehicle	Not Applicable

Comments: MV1 W/B CR67 MV2 MADE LEFT TURN E/B CR67

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
02265410	5/24/2002 8:05:00 AM	Friday	2	0	0	Traffic Signal	Daylight	Clear	Dry	Left Turn Opposing Direction

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Turning Improperly	Not Applicable	E	Making Left Turn	Other Motor Vehicle	Not Applicable

Comments: MV1 W/B CR67 IN RIGHT LANE MV2 MAKING LEFT TURN FROM E/B

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
02295152	6/6/2002 2:00:00 PM	Thursday	2	2	0	Traffic Signal	Daylight	Cloudy	Dry	Right Angle

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Unknown	Unknown	S	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Unknown	Unknown	E	Making Left Turn	Other Motor Vehicle	Not Applicable

Comments: mv1 s/b sr454 mv2 e/b cr67 attempted left turn

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
02319955	6/17/2002 8:48:00 PM	Monday	1	1	0	None	Dark- Road Lighted	Clear	Dry	Fixed Object

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Brakes Defective	Not Applicable	E	Going Straight Ahead	Tree	Not Applicable

Comments: MV1 E/B CR67 BRAKES FAILED HIT A TREE

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
02371986	7/8/2002 7:50:00 AM	Monday	2	0	0	Traffic Signal	Daylight	Clear	Dry	Overtaking / Passing / Lane Change

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Passing or Lane	Not Applicable	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable

	Usage Improper									
2	Passing or Lane Usage Improper	Not Applicable	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable				

Comments: MV1 AND MV2 MERGING INTO ONE LANE SIDESWIPED

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

02412301	7/25/2002 5:55:00 PM	Thursday	2	0	0	Traffic Signal	Daylight	Clear	Dry	Left Turn Opposing Direction
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Drive Inexperience (Indicate)*	Not Applicable	SW	Making Left Turn	Other Motor Vehicle	Not Applicable

Comments: mv1 e/b cr67 when mv2 w/b cr67 attempted left turn onto s/b sr454

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

02424965	7/31/2002 8:10:00 AM	Wednesday	2	0	0	Traffic Signal	Daylight	Clear	Dry	Rear End
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	W	Stopped in Traffic	Other Motor Vehicle	Not Applicable
2	Driver Inattention (Indicate)*	Not Applicable	W	Starting in Traffic	Other Motor Vehicle	Not Applicable

Comments: MV1 STATES LIGHT TURNED GREEN STARTED TO GO THEN STOPPED HIT IN REAR BY MV2

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

02493323	8/29/2002 12:51:00 PM	Thursday	2	1	0	Traffic Signal	Daylight	Rain	Wet	Rear End
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	S	Stopped in Traffic	Other Motor Vehicle	Not Applicable
2	Following Too Closely	Pavement Slippery	S	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: MV1 S/B SR454 STOPPED FOR RED LIGHT MV2 S/B SR454 UNABLE TO STOP HIT MV1 IN REAR

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

02498308	8/31/2002 6:00:00 PM	Saturday	2	0	0	Traffic Signal	Daylight	Clear	Dry	Left Turn Opposing Direction
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Unknown	Unknown	E	Unknown	Other Motor Vehicle	Not Applicable
2	Turning Improperly	Unknown	SW	Making Left Turn	Other Motor Vehicle	Not Applicable

Comments: MV1 E/B CR67 MV2 W/B MAKING LEFT TURN

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

02525408	9/12/2002 2:00:00 PM	Thursday	2	0	0	Traffic Signal	Daylight	Clear	Dry	Rear End
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
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Comments: FIELD REPORT MV2 HIT MV1 IN REAR

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
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02529022	9/13/2002 11:42:00 PM	Friday	2	0	0	Traffic Signal	Dark-Road Lighted	Clear	Dry	Left Turn Opposing Direction
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
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1	Unknown	Unknown	N	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Unknown	Unknown	E	Making Left Turn	Other Motor Vehicle	Not Applicable

Comments: MV1 N/B SR454 MV2 TURNED IN FRONT OF MV1 MV1 STATES HAD GREEN LIGHT MV2 MADE LEFT HAD GREEN ARROW SIGNAL WORK PROPERLY

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
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02546251	9/21/2002 10:15:00 PM	Saturday	2	1	0	Traffic Signal	Dark-Road Lighted	Clear	Dry	Left Turn Opposing Direction
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
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1	Not Applicable	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Driver Inattention (Indicate)*	Not Applicable	W	Making Left Turn	Other Motor Vehicle	Not Applicable

Comments: MV1 E/B CR67 WITH GREEN LIGHT MV2 W/B CR67 TURNING LEFT ONTO SR454

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
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02558384	9/27/2002 10:30:00 PM	Friday	2	4	0	Traffic Signal	Dark-Road Lighted	Cloudy	Wet	Left Turn Opposing Direction
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
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1	Unknown	Unknown	SE	Making Left Turn	Other Motor Vehicle	Not Applicable
2	Unknown	Unknown	N	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: MV1 S/B SR454 MADE LEFT TURN WITH GREEN ARROW MV2 N/B SR454 STATES HAD YELLOW SIGNAL

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
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02590913	10/13/2002 2:30:00 AM	Sunday	2	1	0	Traffic Signal	Dark-Road Lighted	Rain	Wet	Rear End
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
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1	Not Applicable	Not Applicable	S	Stopped in Traffic	Other Motor Vehicle	Not Applicable
2	Pavement Slippery	Not Applicable	S	Slowing or Stopping	Other Motor Vehicle	Not Applicable

Comments: MV2 STATES MV1 STOPPED HIT BRAKES SKID ON WET ROADWAY

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
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02607787	10/21/2002 8:20:00 AM	Monday	2	2	0	Traffic Signal	Daylight	Clear	Dry	Rear End
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	E	Stopped in Traffic	Other Motor Vehicle	Not Applicable
2	Following Too Closely	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: MV2 DROVE INTO REAR OF MV1

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
02626525	10/30/2002 5:25:00 PM	Wednesday	2	0	0	None	Dark-Road Lighted	Cloudy	Dry	Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	SE	Slowing or Stopping	Other Motor Vehicle	Not Applicable
2	Following Too Closely	Not Applicable	SE	Slowing or Stopping	Other Motor Vehicle	Not Applicable

Comments: mv1 e/b sr454 forced to stop hit in rear by mv2

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
02657356	11/14/2002 5:05:00 PM	Thursday	2	0	0	Traffic Signal	Dark-Road Lighted	Clear	Dry	Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	S	Slowing or Stopping	Other Motor Vehicle	Not Applicable
2	Following Too Closely	Not Applicable	S	Slowing or Stopping	Other Motor Vehicle	Not Applicable

Comments: MV1 STOPPING AT LIGHT HIT IN REAR BY MV2

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
02663465	11/17/2002 5:10:00 PM	Sunday	3	1	0	None	Dark-Road Lighted	Rain	Wet	Left Turn Opposing Direction

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Failure to Yield Right-of-Way	Not Applicable	S	Making Left Turn	Other Motor Vehicle	Not Applicable
3	Not Applicable	Not Applicable	N	Stopped in Traffic	Other Motor Vehicle	Not Applicable

Comments: MV1 E/B CR67 MV2 MADE LEFT TURN FROM W/B CR67 THEN HIT MV3 N/B

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
02663611	11/17/2002 5:11:00 PM	Sunday	2	0	0	None	Dark-Road Lighted	Rain	Wet	Sketch

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Other Vehicular*	Not Applicable	S	Other*	Other Motor Vehicle	Not Applicable
2	Driver Inattention (Indicate)*	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: mv1 disabled hit by mv2 e/b

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
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02663727	11/17/2002 8:40:00 PM	Sunday	2	0	0	Traffic Signal	Dark- Road Lighted	Rain	Wet	Rear End
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	S	Stopped in Traffic	Other Motor Vehicle	Not Applicable
2	Driver Inattention (Indicate)*	Not Applicable	S	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: MV1 STOPPED AT TRAFFIC LIGHT MV2 HIT MV1 IN REAR

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

02670208	11/21/2002 12:54:00 PM	Thursday	2	1	0	Traffic Signal	Daylight	Cloudy	Dry	Left Turn Opposing Direction
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Unknown	Unknown	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Unknown	Unknown	W	Making Left Turn	Other Motor Vehicle	Not Applicable

Comments: MV1 E/B CR67 MV2 W/B MAKING LEFT TURN ONTO SR454

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

02701830	12/7/2002 1:24:00 AM	Saturday	2	2	0	Traffic Signal	Daylight	Clear	Dry	Left Turn Opposing Direction
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Failure to Yield Right-of-Way	Not Applicable	NE	Making Left Turn	Other Motor Vehicle	Not Applicable

Comments: MV1 W/B CR67 MV2 E/B CR67 ATTEMPTING TO MAKE LEFT TURN ONTO SR454

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

02705893	12/9/2002 5:00:00 PM	Monday	2	0	0	Traffic Signal	Dark- Road Lighted	Clear	Dry	Left Turn Opposing Direction
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Failure to Yield Right-of-Way	Not Applicable	W	Making Left Turn	Other Motor Vehicle	Not Applicable

Comments: MV1 E/B CR67 MV2 MADE LEFT TURN FROM W/B CR67

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

02711324	12/12/2002 5:20:00 PM	Thursday	2	0	0	Traffic Signal	Dark- Road Lighted	Clear	Dry	Left Turn Opposing Direction
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Turning Improperly	Not Applicable	W	Making Left Turn	Other Motor Vehicle	Not Applicable

Comments: MV1 E/B CR67 MV2 W/B CR67 MAKING LEFT TURN

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
02739699	12/26/2002 6:50:00 PM	Thursday	2	1	0	Traffic Signal	Dark-Road Lighted	Clear	Wet	Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	E	Stopped in Traffic	Other Motor Vehicle	Not Applicable
2	Following Too Closely	Unsafe Speed	E	Slowing or Stopping	Other Motor Vehicle	Not Applicable

Comments: MV1 STOPPED AT RED LIGHT IN RIGHT LANE MV2 FAILED TO STOP REARENDED MV2

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
03027003	1/16/2003 10:15:00 AM	Thursday	2	0	0	Traffic Signal	Daylight	Clear	Dry	Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	E	Stopped in Traffic	Other Motor Vehicle	Not Applicable
2	Following Too Closely	Unsafe Speed	E	Slowing or Stopping	Other Motor Vehicle	Not Applicable

Comments: MV1 STOPPED AT LIGHT MV2 HIT MV1 IN REAR

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
03041462	1/24/2003 9:27:00 AM	Friday	2	1	0	Traffic Signal	Daylight	Clear	Dry	Right Angle

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Failure to Yield Right-of-Way	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: MV1 W/B CR67 MV2 E/B SR454 UNABLE TO STOP

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
03116858	3/5/2003 1:50:00 PM	Wednesday	2	1	0	Traffic Signal	Daylight	Cloudy	Wet	Right Angle

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	E	Making Left Turn	Other Motor Vehicle	Not Applicable
2	Pavement Slippery	Not Applicable	SE	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: MV1 PREPARING LEFT TURN ONTO SR454 WITH LIGHT MV2 STATES LIGHT CHANGED SKID ON WET PAVEMENT

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
03200880	4/18/2003 5:14:00 PM	Friday	3	0	0	Traffic Signal	Daylight	Clear	Dry	Left Turn Opposing Direction

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	S	Going Straight Ahead	Other Motor Vehicle	Not Applicable

2	Driver Inattention (Indicate)*	Not Applicable	N	Making Left Turn	Other Motor Vehicle	Not Applicable
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3	Not Applicable	Not Applicable	E	Stopped in Traffic	Not Applicable	Not Applicable
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Comments: MV1 S/B SR454 MV2 N/B MAKING LEFT TURN MV2 THEN SPUN AROUND INTO MV3 E/B CR67

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

03243864	5/10/2003 10:11:00 AM	Saturday	1	0	0	Traffic Signal	Daylight	Clear	Dry	Fixed Object
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Reaction to Other Uninvolved Vehicle	Not Applicable	E	Going Straight Ahead	Curbing	Overtuned

Comments: MV1 E/B CR67 SWERVED TO AVOID ANOTHER VEHICLE LOST CONTROL HIT CURB

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

03254519	5/15/2003 5:36:00 PM	Thursday	2	0	0	Traffic Signal	Daylight	Cloudy	Dry	Left Turn Opposing Direction
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Failure to Yield Right-of-Way	Not Applicable	S	Making Left Turn	Other Motor Vehicle	Not Applicable

Comments: mv1 e/b cr67 crossing over sr454 mv2 making left turn from cr67 to e/b sr454

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

03313848	6/12/2003 5:14:00 PM	Thursday	4	0	0	Traffic Signal	Daylight	Clear	Dry	Right Angle
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Not Applicable	Not Applicable	W	Stopped in Traffic	Other Motor Vehicle	Not Applicable
3	Not Applicable	Not Applicable	W	Stopped in Traffic	Other Motor Vehicle	Not Applicable
4	Traffic Control Disregarded	Failure to Yield Right-of-Way	SE	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: MV4 SE/B SR454 RAN LIGHT HIT MV1 WHO THEN HIT MV2 STOPPED AT RED LIGHT MV2 THEN HIT MV3 STOPPED AT LIGHT

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

03338323	6/22/2003 6:20:00 PM	Sunday	2	0	0	Traffic Signal	Daylight	Rain	Wet	Left Turn Opposing Direction
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Failure to Yield Right-of-Way	Not Applicable	W	Making Left Turn	Other Motor Vehicle	Not Applicable

Comments: MV1 EB 454 W/GREEN LIGHT WHEN MV2 NB 454 ATTEMPTED TO TURN LEFT IN FRONT OF MV1 AND COLLIDED

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

03508255	8/30/2003 9:19:00 PM	Saturday	2	0	0	Traffic Signal	Dark-Road	Clear	Dry	Left Turn Opposing
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Unlighted

Direction

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Lost Consciousness	Failure to Yield Right-of-Way	N	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Traffic Control Disregarded	Backing Unsafely	E	Making Left Turn on Red	Other Motor Vehicle	Not Applicable

Comments: MV1 WB SR454 WHEN MV2 EB SR454 MADE L/T I/F/O MV1 & COLLIDED

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
03527955	9/8/2003 4:58:00 PM	Monday	2	0	0	Traffic Signal	Daylight	Clear	Dry	Overtaking / Passing / Lane Change

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Turning Improperly	Unknown	E	Making Right Turn	Other Motor Vehicle	Not Applicable

Comments: FIELD REPORT/MV1 EB CR67 R/L WHEN MV2 EB CR67 L/L MADE R/T I/F/O MV1 & COLLIDED

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
03639764	10/31/2003 12:45:00 PM	Friday	2	0	0	Traffic Signal	Daylight	Clear	Dry	Unknown

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Unknown	Unknown	Unknown	Unknown	Other Motor Vehicle	Not Applicable
2	Unknown	Unknown	Unknown	Unknown	Other Motor Vehicle	Not Applicable

Comments: FIELD REPORT/NO DETAILS

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
03650241	11/4/2003 5:10:00 PM	Tuesday	2	0	0	Traffic Signal	Dark-Road Lighted	Cloudy	Wet	Left Turn Opposing Direction

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	S	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Failure to Yield Right-of-Way	Not Applicable	N	Making Left Turn	Other Motor Vehicle	Not Applicable

Comments: MV1 SB CR67 WHEN MV2 NB CR67 MADE L/T IFO MV1 & COLLIDED

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
03699041	11/28/2003 4:44:00 PM	Friday	2	0	0	Traffic Signal	Dark-Road Lighted	Rain	Wet	Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	E	Stopped in Traffic	Other Motor Vehicle	Not Applicable
2	Pavement Slippery	Not Applicable	E	Slowing or Stopping	Other Motor Vehicle	Not Applicable

Comments: MV1 STOPPED AT R/LIGHT AT I/O CR67 & SR454 WHEN MV2 STRUCK MV1 FROM BEHIND

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

03703926 12/1/2003 6:10:00 AM Monday 2 0 0 Traffic Signal Daylight Clear Dry Sketch

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	E	Stopped in Traffic	Other Motor Vehicle	Not Applicable
2	Backing Unsafely	Driver Inattention (Indicate)*	E	Backing	Other Motor Vehicle	Not Applicable

Comments: FIELD REPORT/MV2 EB CR67 BACKED INTO MV1 EB CR67

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

03708899 12/3/2003 5:20:00 PM Wednesday 4 0 0 Traffic Signal Dark-Road Lighted Clear Dry Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	E	Stopped in Traffic	Other Motor Vehicle	Not Applicable
2	Not Applicable	Not Applicable	E	Stopped in Traffic	Other Motor Vehicle	Not Applicable
3	Not Applicable	Not Applicable	E	Slowing or Stopping	Other Motor Vehicle	Other Motor Vehicle
4	Following Too Closely	Driver Inattention (Indicate)*	E	Slowing or Stopping	Other Motor Vehicle	Other Motor Vehicle

Comments: MV1 & MV2 EB CR67 STOPPED @ RED LIGHT, MV3 EB SLOWING DOWN WHEN MV4 EB REARENDED MV3, MV3 HIT MV2, MV2 HIT MV1

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04035010 1/19/2004 8:17:00 AM Monday 2 0 0 Traffic Signal Daylight Clear Snow/Ice Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	E	Stopped in Traffic	Other Motor Vehicle	Not Applicable
2	Pavement Slippery	Not Applicable	E	Slowing or Stopping	Other Motor Vehicle	Not Applicable

Comments: MV1 EB SR454 STOPPED @ RED LIGHT WHEN MV2 EB SR454 SLID ON ICE & REARENDED MV1

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04035122 1/19/2004 9:14:00 AM Monday 2 1 0 Traffic Signal Daylight Clear Snow/Ice Right Angle

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	E	Making Left Turn	Other Motor Vehicle	Not Applicable
2	Pavement Slippery	Not Applicable	S	Slowing or Stopping	Other Motor Vehicle	Not Applicable

Comments: MV1 EB SR454 WHEN MV2 SB CR67 SLID THROUGH RED LIGHT & STRUCK MV1

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04105529 2/26/2004 3:45:00 PM Thursday 2 0 0 Traffic Signal Dark-Road Lighted Clear Dry Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	Unknown	Stopped in Traffic	Other Motor Vehicle	Not Applicable

2 Driver Inattention Following Too Closely Unknown Slowing or Stopping Other Motor Vehicle Not Applicable
(Indicate)*

Comments: FIELD REPORT/ MV1 REARENDED BY MV2

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04114816 3/2/2004 6:25:00 Tuesday 2 1 0 Traffic Signal Dark-Road Lighted Clear Dry Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	S	Slowing or Stopping	Other Motor Vehicle	Not Applicable
2	Not Applicable	Not Applicable	S	Slowing or Stopping	Other Motor Vehicle	Not Applicable

Comments: MV1 SB SR454 @ I/L W/GREEN & YIELDED TO EMERGENCY MV WHEN MV2 SB SR454 REARENDED MV1

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04146481 3/20/2004 8:40:00 AM Saturday 2 0 0 Traffic Signal Daylight Clear Dry Right Angle

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	S	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Driver Inattention (Indicate)*	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: MV1 SB SR454 WHEN MV2 EB CR67 RAN RED LIGHT & STRUCK MV1

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04180427 4/7/2004 11:00:00 PM Wednesday 2 0 0 Traffic Signal Dark-Road Lighted Clear Dry Right Angle

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Driver Inattention (Indicate)*	Failure to Yield Right-of-Way	SE	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: MV1 E/B CR67 WITH LIGHT MV2 SE/B SR454 IN LEFT LANE HIT MV1

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04239296 5/7/2004 11:10:00 AM Friday 2 0 0 Traffic Signal Daylight Clear Dry Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	SE	Slowing or Stopping	Other Motor Vehicle	Not Applicable
2	Driver Inattention (Indicate)*	Not Applicable	SE	Slowing or Stopping	Other Motor Vehicle	Not Applicable

Comments: MV1 SLOWING FOR RED LIGHT SE SR454 WHEN STRUCK FROM BEHIND BY MV2

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04250714 5/12/2004 4:10:00 PM Wednesday 2 0 0 Traffic Signal Daylight Rain Dry Right Angle

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
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1	Not Applicable	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Driver Inattention (Indicate)*	Not Applicable	SE	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: MV1 E/B ON CR67 (MOTOR PKWY) CROSSING OVER INTERSECTION W/RT454 WHEN MV2, E/B ON RT454, ENTERED INTERSECTION & MV1.

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04378850	7/7/2004 12:40:00 PM	Wednesday	2	0	0	Traffic Signal	Daylight	Clear	Dry	Overtaking / Passing / Lane Change
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Unknown	Unknown	Unknown	Unknown	Other Motor Vehicle	Not Applicable
2	Unknown	Unknown	Unknown	Unknown	Other Motor Vehicle	Not Applicable

Comments: FIELD REPORT - MV1 DAMAGE DRIVERS SIDE FRONT; MV2 DAMAGE DRIVERS SIDE DOORS

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04390522	7/12/2004 12:30:00 PM	Monday	2	0	0	Traffic Signal	Daylight	Clear	Dry	Unknown
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Unknown	Unknown	Unknown	Unknown	Other Motor Vehicle	Not Applicable
2	Unknown	Unknown	Unknown	Unknown	Other Motor Vehicle	Not Applicable

Comments: FIELD REPORT

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04401541	7/17/2004 12:50:00 PM	Saturday	3	0	0	Traffic Signal	Daylight	Clear	Dry	Rear End
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	Unknown	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Not Applicable	Not Applicable	Unknown	Going Straight Ahead	Other Motor Vehicle	Not Applicable
3	Turning Improperly	Driver Inattention (Indicate)*	Unknown	Making Left Turn	Other Motor Vehicle	Other Motor Vehicle

Comments: FEILD REPORT - MV3 WHILE ATTEMPTING ILLEGAL LEFT TURN STOPPED SHORT CAUSING MV2 TO HIT MV1 WHO THEN HIT MV3.

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04488705	8/26/2004 10:22:00 AM	Thursday	2	1	0	Traffic Signal	Daylight	Clear	Dry	Left Turn Opposing Direction
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	W	Making Left Turn	Other Motor Vehicle	Not Applicable
2	Failure to Yield Right-of-Way	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: MV1 MAKING L/TURN FROM E/B RT 454 TURNING LANE ONTO S/B CR 67 W/TURN SIGNAL WHEN MV2 E/B RT 454 IN MIDDLE LANE CC WITH MV1.

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04530913	9/14/2004 7:46:00 AM	Tuesday	3	0	0	Traffic Signal	Daylight	Clear	Dry	Rear End
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	E	Stopped in Traffic	Other Motor Vehicle	Not Applicable
2	Not Applicable	Not Applicable	E	Stopped in Traffic	Other Motor Vehicle	Not Applicable
3	Following Too Closely	Not Applicable	E	Slowing or Stopping	Other Motor Vehicle	Other Motor Vehicle

Comments: MV1 E/B HIT IN REAR BY MV3 E/B MV2 STOPPED IN RIGHT TURN LANE HIT BY MV3

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04605490 10/20/2004 2:25:00 PM Wednesday 2 0 0 Traffic Signal Daylight Clear Dry Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	E	Going Straight Ahead	Not Applicable	Not Applicable
2	Not Applicable	Not Applicable	E	Going Straight Ahead	Not Applicable	Not Applicable
3	Not Applicable	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: FIELD REPORT MV3 HIT MV2 WHO THEN HIT MV1 IN REAR

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04638674 11/5/2004 5:40:00 PM Friday 3 0 0 Traffic Signal Dark-Road Lighted Clear Dry Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	W	Stopped in Traffic	Other Motor Vehicle	Other Motor Vehicle
2	Not Applicable	Not Applicable	W	Stopped in Traffic	Other Motor Vehicle	Other Motor Vehicle
3	Driver Inattention (Indicate)*	Not Applicable	W	Slowing or Stopping	Other Motor Vehicle	Not Applicable

Comments: MV1 W/B SR454 STOPPED IN TRAFFIC HIT IN REAR BY MV2 MV3 W/B SR454 HIT REAR OF MV1

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04651310 11/12/2004 7:50:00 AM Friday 2 0 0 Traffic Signal Daylight Rain Wet Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	E	Stopped in Traffic	Other Motor Vehicle	Not Applicable
2	Fell Asleep	Unknown	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: FIELD RPT ONLY - MV1 WAS STOPPED FOR RED LITE IN LEFT LANE WHEN MV2 FELL ASLEEP & REAR ENDED MV1

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04667113 11/20/2004 1:07:00 PM Saturday 2 2 0 Flashing Light Daylight Rain Wet Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	S	Slowing or Stopping	Other Motor Vehicle	Not Applicable
2	Following Too Closely	Unsafe Speed	S	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: MV1 SB WAS STRUCK IN THE REAR BY MV2

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04664934	11/20/2004 1:10:00 PM	Saturday	2	1	0	Traffic Signal	Daylight	Clear	Dry	Right Angle
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Traffic Control Disregarded	Driver Inattention (Indicate)*	S	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: MV1 EB CR67 MV2 SB RT454 DIDN'T STOP FOR RED LIGHT AND STRUCK MV1

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
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04723000	12/20/2004 6:17:00 PM	Monday	2	4	0	Traffic Signal	Dark- Road Lighted	Cloudy	Wet	Left Turn Opposing Direction
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Failure to Yield Right-of-Way	Not Applicable	W	Making Left Turn	Other Motor Vehicle	Not Applicable

Comments: MV1 E/B CR67 AND MV2,W/B ON CR67, MADE L/TURN ONTO SR454 AND STRUCK MV1

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
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04727215	12/22/2004 6:30:00 PM	Wednesday	2	0	0	Traffic Signal	Dark- Road Lighted	Clear	Dry	Left Turn Opposing Direction
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Failure to Yield Right-of-Way	Not Applicable	W	Making Left Turn	Other Motor Vehicle	Not Applicable

Comments: MV1 E/B CR67 ENTERING I/O SR454 AND MV2, TRAVELING W/B CR67 MADE L/TURN I/F/O MV1; MV1 UNABLE TO STOP STRIKING MV;

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
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04732541	12/25/2004 11:35:00 AM	Saturday	2	0	0	Traffic Signal	Daylight	Clear	Dry	Right Angle
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Unknown	Unknown	S	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: MV1 E/B CR67; MV2 S/B SR454 NOT SURE IF HE SAW RED LIGHT

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
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05004023	1/3/2005 12:00:00 PM	Monday	2	0	0	Traffic Signal	Daylight	Clear	Dry	Rear End
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	Unknown	Stopped in Traffic	Other Motor Vehicle	Not Applicable
2	Driver Inattention (Indicate)*	Following Too Closely	Unknown	Slowing or Stopping	Other Motor Vehicle	Not Applicable

Comments: MV2 STRUCK MV1 IN REAR AT INTERSECTION.

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05013745 1/8/2005 11:20:00 PM Saturday 2 0 0 Traffic Signal Dark-Road Lighted Cloudy Wet Left Turn Opposing Direction

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Failure to Yield Right-of-Way	Not Applicable	E	Making Left Turn	Other Motor Vehicle	Not Applicable

Comments: MV1 W/B CR67 WHEN MV2 MADE LEFT & THE VEH'S STRUCK EACH OTHER. MV2 STATES MV1 WAS IN TURN LANE W/DIRECTIONAL OI WENT STRAIGHT CAUSING VEH'S TO STRIKE EACH OTHER

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05013769 1/8/2005 11:30:00 PM Saturday 2 0 0 Traffic Signal Dark-Road Lighted Clear Wet Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Other Vehicular*	Pavement Slippery	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: MV1 E/B ON VETS HWY, HIT IN REAR BY MV2 WHEN MV1 STOPPED TO AVOID ANOTHER ACCIDENT THAT HAD JUST OCCURRED I/F/C UNABLE TO STOP.

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05023045 1/14/2005 12:45:00 PM Friday 2 0 0 Traffic Signal Daylight Rain Wet Sketch

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	E	Stopped in Traffic	Other Motor Vehicle	Not Applicable
2	Drive Inexperience (Indicate)*	Cell Phone (hand-held)	E	Backing	Other Motor Vehicle	Not Applicable

Comments: MV1 STOPPED @ RED LIGHT WHEN MV2 WAS AFRAID OF BEING TOO FAR INTO INTERSECTION, BACKED UP INTO MV1.

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05041594 1/24/2005 8:50:00 AM Monday 2 0 0 Traffic Signal Daylight Clear Snow/Ice Overtaking / Passing / Lane Change

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Passing or Lane Usage Improper	Driver Inattention (Indicate)*	W	Changing Lanes	Other Motor Vehicle	Not Applicable

Comments: FIELD REPORT MV2 HIT MV1 TRYING TO PASS

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05061686 2/3/2005 11:50:00 PM Thursday 2 2 0 None Dark-Road Lighted Snow Snow/Ice Right Angle

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
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1	Not Applicable	Not Applicable	E	Stopped in Traffic	Other Motor Vehicle	Snow Embankment
2	Reaction to Other Uninvolved Vehicle	Pavement Slippery	SE	Parked	Other Motor Vehicle	Snow Embankment

Comments: MV1 STOPPED AT RED LIGHT E/B CR67 MV2 S/B SR454 GOING STRAIGHT ANOTHER VEHICLE ATTEMPTING LEFT TURN MV2 SWERVE VEHICLE HIT MV1

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05072351	2/9/2005 8:20:00 PM	Wednesday	2	0	0	Traffic Signal	Dark-Road Lighted	Rain	Wet	Rear End
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MV # Contrib Factor 1 Contrib Factor 2 Direction Action 1st Event 2nd Event

1	Not Applicable	Not Applicable	Unknown	Stopped in Traffic	Other Motor Vehicle	Not Applicable
2	Driver Inattention (Indicate)*	Following Too Closely	Unknown	Slowing or Stopping	Other Motor Vehicle	Not Applicable

Comments: MV2 STRUCK MV1 IN REAR

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05143789	3/22/2005 11:05:00 AM	Tuesday	2	3	0	Traffic Signal	Daylight	Clear	Dry	Left Turn Opposing Direction
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MV # Contrib Factor 1 Contrib Factor 2 Direction Action 1st Event 2nd Event

1	Failure to Yield Right-of-Way	Not Applicable	NW	Making Left Turn	Other Motor Vehicle	Not Applicable
2	Failure to Yield Right-of-Way	Not Applicable	SE	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: MV1 MAKING LEFT TURN FROM RT 454 ONTO MOTOR PKWY W/GREEN ARROW - MV2 SB ON RT 454 W/GREEN LIGHT - BOTH SAY THE GREEN LT

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05195863	4/18/2005 8:50:00 PM	Monday	2	0	0	Traffic Signal	Dark-Road Lighted	Clear	Dry	Sketch
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MV # Contrib Factor 1 Contrib Factor 2 Direction Action 1st Event 2nd Event

1	Not Applicable	Not Applicable	W	Stopped in Traffic	Other Motor Vehicle	Not Applicable
2	Backing Unsafely	Driver Inattention (Indicate)*	W	Backing	Other Motor Vehicle	Not Applicable

Comments: FIELD REPORT - MV2 BACKED INTO MV1

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05230673	5/7/2005 10:40:00 AM	Saturday	2	0	0	Traffic Signal	Daylight	Rain	Wet	Right Angle
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MV # Contrib Factor 1 Contrib Factor 2 Direction Action 1st Event 2nd Event

1	Not Applicable	Not Applicable	N	Making Left Turn	Other Motor Vehicle	Not Applicable
2	Unsafe Speed	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: MV2 MAKING LEFT FROM NB CR 67 TO WB SR454 WHEN MV2 EB SR454 TRIED TO STOP FOR SIGNAL BUT SLID THRU THE LIGHT AND MV1

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05231498 5/7/2005 6:18:00 Saturday 2 0 0 Traffic Signal Daylight Cloudy Dry Right Angle PM

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Traffic Control Disregarded	Unknown	SE	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: MV1 EB MOTOR PKWY WAS STRUCK BY MV2 - MV2 SE ON RT 454 WHEN THRU RED LT THEN FLED

CC Number: **Date/Time:** **Day:** **# Vehicles:** **# Injured:** **# Killed:** **Traffic Control:** **Light:** **Weather:** **Roadway:** **Diagram:**

05261681 5/23/2005 8:50:00 AM Monday 3 0 0 Police/Fire Emergency Daylight Clear Dry Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	SW	Other*	Other Motor Vehicle	Not Applicable
2	Not Applicable	Not Applicable	SW	Other*	Other Motor Vehicle	Not Applicable
3	Following Too Closely	Driver Inattention (Indicate)*	SW	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: MV1 YIELDED FOR EMERGENCY MV WHEN MV3 HIT REAR OF MV2 WHO HIT REAR OF MV1

CC Number: **Date/Time:** **Day:** **# Vehicles:** **# Injured:** **# Killed:** **Traffic Control:** **Light:** **Weather:** **Roadway:** **Diagram:**

05295368 6/8/2005 7:10:00 AM Wednesday 2 1 0 None Daylight Clear Dry Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	E	Stopped in Traffic	Other Motor Vehicle	Not Applicable
2	Following Too Closely	Unsafe Speed	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: MV1 EB RT 454 IN MIDDLE LANE REAR ENDED BY MV2

CC Number: **Date/Time:** **Day:** **# Vehicles:** **# Injured:** **# Killed:** **Traffic Control:** **Light:** **Weather:** **Roadway:** **Diagram:**

05301293 6/10/2005 7:35:00 PM Friday 3 4 0 Traffic Signal Dusk Cloudy Wet Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	S	Stopped in Traffic	Other Motor Vehicle	Not Applicable
2	Not Applicable	Not Applicable	S	Stopped in Traffic	Other Motor Vehicle	Not Applicable
3	Following Too Closely	Driver Inattention (Indicate)*	S	Slowing or Stopping	Other Motor Vehicle	Not Applicable

Comments: MV1 AND MV2 STOPPED AT LIGHT SB RT 454 - MV3 SB RT 454 SLID ON WET ROAD & STRUCK MV2 IN REAR AND THEN MV2 STRUCK REAR

CC Number: **Date/Time:** **Day:** **# Vehicles:** **# Injured:** **# Killed:** **Traffic Control:** **Light:** **Weather:** **Roadway:** **Diagram:**

05308242 6/13/2005 6:05:00 PM Monday 3 0 0 Traffic Signal Daylight Clear Dry Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Not Applicable	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable
3	Following Too Closely	Driver Inattention (Indicate)*	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: FIELD REPORT - MV3 HIT REAR OF MV2 WHO THEN HIT MV1

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
05324962	6/20/2005 10:55:00 PM	Monday	4	0	0	Traffic Signal	Dark-Road Lighted	Cloudy	Dry	Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	E	Stopped in Traffic	Other Motor Vehicle	Other Motor Vehicle
2	Driver Inattention (Indicate)*	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Other Motor Vehicle
3	Not Applicable	Not Applicable	E	Stopped in Traffic	Other Motor Vehicle	Not Applicable
4	Not Applicable	Not Applicable	E	Stopped in Traffic	Other Motor Vehicle	Not Applicable

Comments: MV4 HIT REAR OF MV3 WHO HIT REAR OF MV2 WHO HIT REAR OF MV1

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
05395364	7/21/2005 9:10:00 AM	Thursday	2	1	0	Traffic Signal	Daylight	Clear	Dry	Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	E	Slowing or Stopping	Other Motor Vehicle	Not Applicable
2	Following Too Closely	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: MV1 LEFT LN EB RT 454 R/E BY MV2

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
05439689	8/9/2005 6:20:00 PM	Tuesday	2	0	0	Traffic Signal	Daylight	Clear	Dry	Unknown

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Unknown	Unknown	E	Unknown	Other Motor Vehicle	Unknown
2	Unknown	Unknown	E	Unknown	Other Motor Vehicle	Unknown

Comments: FIELD REPORT

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
05492687	9/3/2005 1:40:00 PM	Saturday	2	0	0	Traffic Signal	Daylight	Clear	Dry	Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	E	Stopped in Traffic	Other Motor Vehicle	Not Applicable
2	Following Too Closely	Driver Inattention (Indicate)*	E	Slowing or Stopping	Other Motor Vehicle	Not Applicable

Comments: MV1 EB RT 454 AT I/L AT RED LT R/E BY MV2

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
05545661	9/28/2005 2:55:00 PM	Wednesday	2	0	0	Traffic Signal	Daylight	Clear	Dry	Right Angle

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
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Comments: FIELD REPORT - MV3 HIT REAR OF MV2 WHO THEN HIT MV1

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
05324962	6/20/2005 10:55:00 PM	Monday	4	0	0	Traffic Signal	Dark- Road Lighted	Cloudy	Dry	Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	E	Stopped in Traffic	Other Motor Vehicle	Other Motor Vehicle
2	Driver Inattention (Indicate)*	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Other Motor Vehicle
3	Not Applicable	Not Applicable	E	Stopped in Traffic	Other Motor Vehicle	Not Applicable
4	Not Applicable	Not Applicable	E	Stopped in Traffic	Other Motor Vehicle	Not Applicable

Comments: MV4 HIT REAR OF MV3 WHO HIT REAR OF MV2 WHO HIT REAR OF MV1

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
05395364	7/21/2005 9:10:00 AM	Thursday	2	1	0	Traffic Signal	Daylight	Clear	Dry	Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	E	Slowing or Stopping	Other Motor Vehicle	Not Applicable
2	Following Too Closely	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: MV1 LEFT LN EB RT 454 R/E BY MV2

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
05439689	8/9/2005 6:20:00 PM	Tuesday	2	0	0	Traffic Signal	Daylight	Clear	Dry	Unknown

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Unknown	Unknown	E	Unknown	Other Motor Vehicle	Unknown
2	Unknown	Unknown	E	Unknown	Other Motor Vehicle	Unknown

Comments: FIELD REPORT

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
05492687	9/3/2005 1:40:00 PM	Saturday	2	0	0	Traffic Signal	Daylight	Clear	Dry	Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	E	Stopped in Traffic	Other Motor Vehicle	Not Applicable
2	Following Too Closely	Driver Inattention (Indicate)*	E	Slowing or Stopping	Other Motor Vehicle	Not Applicable

Comments: MV1 EB RT 454 AT I/L AT RED LT R/E BY MV2

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
05545661	9/28/2005 2:55:00 PM	Wednesday	2	0	0	Traffic Signal	Daylight	Clear	Dry	Right Angle

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
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1	Not Applicable	Not Applicable	E	Making Left Turn	Other Motor Vehicle	Not Applicable
2	Traffic Control Disregarded	Not Applicable	SE	Slowing or Stopping	Other Motor Vehicle	Not Applicable

Comments: MV1 EB CR67 MAKING LEFT ONTO WB RT 454 W/GREEN ARROW STRUCK BY MV2 EB RT 454 WHO SKID THRU RED LT

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05550150	9/30/2005 5:42:00 PM	Friday	2	0	0	Traffic Signal	Daylight	Clear	Dry	Rear End
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	W	Stopped in Traffic	Other Motor Vehicle	Not Applicable
2	Driver Inattention (Indicate)*	Following Too Closely	W	Slowing or Stopping	Other Motor Vehicle	Not Applicable

Comments: FIELD REPORT - MV2 R/E MV1

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05571746	10/11/2005 8:50:00 AM	Tuesday	2	0	0	Traffic Signal	Daylight	Rain	Wet	Unknown
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Unknown	Unknown	E	Unknown	Other Motor Vehicle	Not Applicable
2	Unknown	Unknown	E	Unknown	Other Motor Vehicle	Not Applicable

Comments: FIELD REPORT

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05602809	10/25/2005 10:25:00 PM	Tuesday	2	0	0	Unknown	Unknown	Unknown	Unknown	Left Turn Opposing Direction
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Failure to Yield Right-of-Way	Not Applicable	E	Making Left Turn	Other Motor Vehicle	Not Applicable

Comments: FIELD REPORT - MV1 WB CR67 W/GREEN LT AT I/L - MV2 EB CR67 W/GREEN LT TURNING LEFT - MVA

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05603509	10/26/2005 11:30:00 AM	Wednesday	2	0	0	Traffic Signal	Daylight	Clear	Dry	Rear End
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Driver Inattention (Indicate)*	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: FIELD REPORT - EB R/E

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05621149	11/3/2005 2:25:00 PM	Thursday	2	0	0	Traffic Signal	Daylight	Clear	Dry	Right Turn Same Direction / RTOR
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
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1	Not Applicable	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Failure to Yield Right-of-Way	Not Applicable	N	Making Right Turn	Other Motor Vehicle	Not Applicable

Comments: MV1 EB CR67 CROSSING VETS HWY- MV2 MAKING RT TURN ONTO EB CR67 FROM VETS STRUCK MV1 MERGING INTO TRAFFIC

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05629761 11/7/2005 5:30:00 PM Monday 2 1 0 Traffic Signal Dark-Road Lighted Clear Dry Left Turn Opposing Direction

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	N	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Failure to Yield Right-of-Way	Not Applicable	S	Making Left Turn	Other Motor Vehicle	Not Applicable

Comments: MV1 NB CR67 AT I/L W/YELLOW LT - MV2 SB CR67 W/YELLOW ATTEMPTED LEFT TURN ONTO RT 454 - MVA

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05656891 11/21/2005 8:25:00 PM Monday 2 0 0 Traffic Signal Dark-Road Lighted Rain Wet Right Angle

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	N	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Traffic Control Disregarded	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: MV1 NB CR67 AT I/L W/GREEN LT - MV2 EB RT 454 AT I/L W/YELLOW LT - MVA

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05670520 11/29/2005 9:00:00 AM Tuesday 2 0 0 Traffic Signal Daylight Cloudy Wet Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	SE	Other*	Other Motor Vehicle	Not Applicable
2	Pavement Slippery	Not Applicable	SE	Slowing or Stopping	Other Motor Vehicle	Not Applicable

Comments: MV1 SE SR454 STOPPED BECAUSE HER VEH STALLED WAS STRUCK FROM BEHIND BY MV2

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05678838 12/3/2005 1:15:00 AM Saturday 2 0 0 Traffic Signal Dark-Road Lighted Cloudy Dry Left Turn Opposing Direction

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable
2	Turning Improperly	Not Applicable	E	Making Left Turn	Other Motor Vehicle	Not Applicable

Comments: MV1 WB CR67 STRUCK MV2 EB MAKING LEFT TURN

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05679565 12/3/2005 2:00:00 PM Saturday 2 0 0 Traffic Signal Daylight Clear Dry Right Angle

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	E	Making Left Turn	Other Motor Vehicle	Not Applicable
2	Failure to Yield Right-of-Way	Not Applicable	SE	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: FIELD REPORT - MV1 EB CR67 MAKING LEFT TURN W/GREEN ARROW STRUCK BY MV2 SE SR454 WHICH RAN RED LIGHT

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
05689961	12/9/2005 12:28:00 PM	Friday	2	0	0	Traffic Signal	Daylight	Rain	Wet	Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	SE	Stopped in Traffic	Other Motor Vehicle	Not Applicable
2	Following Too Closely	Not Applicable	SE	Slowing or Stopping	Other Motor Vehicle	Not Applicable

Comments: MV1 EB SR454 STOPPED AT RED LIGHT WHEN REARENDED BY MV2

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
05708430	12/18/2005 7:44:00 PM	Sunday	2	0	0	Traffic Signal	Dark-Road Lighted	Clear	Dry	Left Turn Opposing Direction

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	SE	Making Left Turn	Other Motor Vehicle	Not Applicable
2	Failure to Yield Right-of-Way	Not Applicable	NW	Going Straight Ahead	Other Motor Vehicle	Not Applicable

Comments: MV1 SE SR454 MAKING LEFT TURN STRUCK BY MV2 NW

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
04128537	3/10/2004 6:50:00 PM	Wednesday	2	0	0	Traffic Signal	Daylight	Clear	Dry	Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event
1	Not Applicable	Not Applicable	S	Stopped in Traffic	Other Motor Vehicle	Not Applicable
2	Driver Inattention (Indicate)*	Following Too Closely	S	Slowing or Stopping	Other Motor Vehicle	Not Applicable

Comments: FIELD REPORT/ MV1 SB SR454 WHEN MV2 SB REARENDED MV1

Number of Accidents: 333

Suffolk County DPW DRIVE

1/15/2008 9:29:48 AM

**5N, LIE North Service Rd at SR454 (node: 4090938) From . /1/2002,00:00:00 to 12/31/2005,23:59:59
Reference: for Dunn Engineering Prepared by: LLP Date Prepared: 1/15/2008**

Most Current Accident Data — SCPD: 12/31/2005; Other Police: 11/1/2007 2:45:00 PM; Fatal (all sources): 10/29/2007 1:21:00 AM

CC Number	Accident Datetime	Day of the Week	Number of Vehicles	Number of Injured	Number of Killed	Condition Description	Weather Description	Roadway Surface Description	Diagram Description	Accident Type Description
02015708	1/10/2002 8:45:00 AM	Thursday	2	1	0	Daylight	Cloudy	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle
02055219	2/2/2002 11:35:00 AM	Saturday	2	0	0	Daylight	Rain	Wet	Overtaking / Passing / Lane Change	Other Motor Vehicle
02063912	2/6/2002 8:40:00 AM	Wednesday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle
02088515	2/19/2002 11:14:00 PM	Tuesday	2	0	0	Dark-Road Lighted	Clear	Dry	Right Angle	Other Motor Vehicle
02165439	4/3/2002 6:40:00 AM	Wednesday	2	0	0	Daylight	Clear	Dry	Fixed Object	Unknown
02208535	4/25/2002 11:35:00 AM	Thursday	2	0	0	Daylight	Cloudy	Dry	Sketch	Other Motor Vehicle
02226705	5/4/2002 9:05:00 PM	Saturday	2	0	0	Dark-Road Lighted	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle
02246744	5/14/2002 9:50:00 PM	Tuesday	2	0	0	Dark-Road Lighted	Clear	Dry	Rear End	Other Motor Vehicle
02246996	5/15/2002 1:50:00 AM	Wednesday	2	0	0	Dark-Road Lighted	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle
02248311	5/15/2002 5:50:00 PM	Wednesday	2	0	0	Unknown	Cloudy	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle
02258589	5/20/2002 6:40:00 PM	Monday	2	0	0	Unknown	Clear	Dry	Unknown	Not Applicable
02260927	5/21/2002 11:45:00 PM	Tuesday	2	0	0	Dark-Road Lighted	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle
02279519	5/30/2002 5:20:00 PM	Thursday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle
02291234	6/4/2002 3:15:00 PM	Tuesday	2	0	0	Daylight	Clear	Dry	Sketch	Other Motor Vehicle
02296161	6/6/2002 10:15:00 PM	Thursday	2	0	0	Dark-Road Lighted	Rain	Wet	Overtaking / Passing / Lane Change	Other Motor Vehicle
02314074	6/14/2002 9:15:00 AM	Friday	2	0	0	Daylight	Cloudy	Dry	Unknown	Other Motor Vehicle
02354382	7/1/2002 5:00:00 PM	Monday	2	1	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle
02371944	7/8/2002 7:28:00 AM	Monday	2	0	0	Daylight	Clear	Dry	Right Turn Same Direction / RTOR	Other Motor Vehicle
02397356	7/19/2002 7:00:00 AM	Friday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle
02500965	9/2/2002 12:40:00 AM	Monday	2	3	0	Dark-Road Lighted	Rain	Wet	Overtaking / Passing / Lane Change	Other Motor Vehicle
02505090	9/3/2002	Tuesday	2	4	0	Dark-Road	Clear	Dry	Left Turn Opposing	Other Motor Vehicle

Quick Analysis Report for I495N, LIE North Service Rd at SR454

Case Number	Date	Day	Count	Count	Count	Time	Weather	Direction	Vehicle
02505471	9/4/2002	Wednesday	2	0	0	11:00:00 PM	Cloudy	Overtaking / Passing / Lane Change	Other Motor Vehicle
02534955	9/16/2002	Monday	2	0	0	8:00:00 AM	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle
02536430	9/17/2002	Tuesday	2	0	0	5:50:00 PM	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle
02568998	10/2/2002	Wednesday	2	0	0	12:05:00 PM	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle
02614593	10/24/2002	Thursday	2	0	0	8:50:00 AM	Dry	Unknown	Other Motor Vehicle
02616597	10/25/2002	Friday	2	0	0	10/24/2002 6:35:00 PM	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle
02660435	11/16/2002	Saturday	2	0	0	10/25/2002 8:40:00 AM	Dry	Unknown	Other Motor Vehicle
02695107	12/4/2002	Wednesday	2	0	0	11/16/2002 4:59:00 AM	Dry	Rear End	Other Motor Vehicle
02696660	12/5/2002	Thursday	2	0	0	12/4/2002 3:10:00 PM	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle
03004064	1/3/2003	Friday	2	0	0	12/5/2002 10:20:00 AM	Snow/Ice	Overtaking / Passing / Lane Change	Other Motor Vehicle
03014326	1/9/2003	Thursday	2	0	0	1/3/2003 6:30:00 AM	Wet	Overtaking / Passing / Lane Change	Other Motor Vehicle
03025038	1/15/2003	Wednesday	2	1	0	1/9/2003 8:00:00 AM	Dry	Rear End	Other Motor Vehicle
03043678	1/25/2003	Saturday	2	0	0	1/15/2003 6:25:00 AM	Dry	Left Turn Opposing Direction	Other Motor Vehicle
03129402	3/11/2003	Tuesday	5	1	0	1/25/2003 10:45:00 AM	Dry	Sketch	Other Motor Vehicle
03235738	5/6/2003	Tuesday	2	0	0	3/11/2003 9:00:00 PM	Dry	Rear End	Other Motor Vehicle
03242583	5/9/2003	Friday	2	0	0	5/6/2003 9:00:00 AM	Wet	Rear End	Other Motor Vehicle
03264107	5/20/2003	Tuesday	2	0	0	5/9/2003 7:00:00 PM	Dry	Right Angle	Other Motor Vehicle
03295618	6/4/2003	Wednesday	2	0	0	5/20/2003 7:05:00 AM	Dry	Rear End	Other Motor Vehicle
03377944	7/7/2003	Monday	2	1	0	6/4/2003 2:05:00 PM	Rain	Rear End	Other Motor Vehicle
03383882	7/10/2003	Thursday	2	0	0	7/7/2003 5:05:00 PM	Clear	Rear End	Other Motor Vehicle
03392206	7/13/2003	Sunday	2	1	0	7/10/2003 8:21:00 AM	Cloudy	Overtaking / Passing / Lane Change	Other Motor Vehicle
03392285	7/13/2003	Sunday	2	0	0	7/13/2003 12:00:00 PM	Clear	Sketch	Other Motor Vehicle
03418276	7/24/2003	Thursday	2	0	0	7/13/2003 7:13/2003 5:20:00 PM	Clear	Unknown	Other Motor Vehicle
03430236	7/29/2003	Tuesday	2	0	0	7/24/2003 2:55:00 PM	Clear	Sketch	Other Motor Vehicle
03443554	8/4/2003	Monday	1	1	0	7/29/2003 1:10:00 PM	Clear	Rear End	Other Motor Vehicle
						8/4/2003	Cloudy	Sketch	Overtaken

Quick Analysis Report for I495N, LIE North Service Rd at SR454

	5:50:00 AM																				
03444534	8/4/2003 3:15:00 PM	Monday	2	0	0	0	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle								
03444865	8/4/2003 6:00:00 PM	Monday	2	0	0	0	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle								
03468045	8/14/2003 6:25:00 PM	Thursday	2	2	0	0	0	0	Daylight	Clear	Dry	Right Angle	Other Motor Vehicle								
03470231	8/14/2003 5:30:00 PM	Thursday	2	0	0	0	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle								
03541505	9/14/2003 10:40:00 PM	Sunday	2	0	0	0	0	0	Dark-Road Lighted	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle								
03558263	9/22/2003 9:45:00 AM	Monday	2	0	0	0	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle								
03578406	10/1/2003 5:40:00 PM	Wednesday	2	0	0	0	0	0	Dark-Road Lighted	Clear	Dry	Unknown	Other Motor Vehicle								
03604161	10/13/2003 4:10:00 PM	Monday	2	0	0	0	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle								
03608171	10/15/2003 6:57:00 PM	Wednesday	2	0	0	0	0	0	Dark-Road Lighted	Clear	Dry	Sketch	Other Motor Vehicle								
03620431	10/21/2003 7:10:00 PM	Tuesday	2	1	0	0	0	0	Dark-Road Lighted	Clear	Dry	Rear End	Not Applicable								
03631312	10/27/2003 8:40:00 AM	Monday	2	0	0	0	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle								
03656469	11/7/2003 6:42:00 PM	Friday	2	1	0	0	0	0	Dark-Road Lighted	Clear	Dry	Left Turn Same Direction	Other Motor Vehicle								
03705970	12/2/2003 7:45:00 AM	Tuesday	2	0	0	0	0	0	Daylight	Clear	Dry	Fixed Object	Other Fixed Object*								
03745803	12/21/2003 3:30:00 AM	Sunday	2	2	0	0	0	0	Dark-Road Lighted	Clear	Dry	Right Angle	Other Motor Vehicle								
03759331	12/28/2003 11:50:00 AM	Sunday	2	0	0	0	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle								
04022348	1/13/2004 5:30:00 AM	Tuesday	2	0	0	0	0	0	Dark-Road Lighted	Clear	Snow/Ice	Left Turn Opposing Direction	Other Motor Vehicle								
04027190	1/15/2004 1:00:00 PM	Thursday	2	0	0	0	0	0	Daylight	Clear	Snow/Ice	Rear End	Other Motor Vehicle								
04037190	1/20/2004 5:26:00 AM	Tuesday	2	0	0	0	0	0	Daylight	Clear	Wet	Overtaking / Passing / Lane Change	Other Motor Vehicle								
04042201	1/22/2004 9:07:00 PM	Thursday	2	1	0	0	0	0	Dark-Road Lighted	Cloudy	Wet	Right Angle	Other Motor Vehicle								
04059963	2/1/2004 7:25:00 PM	Sunday	3	1	0	0	0	0	Dark-Road Lighted	Cloudy	Dry	Right Angle	Other Motor Vehicle								
04079855	2/12/2004 11:18:00 AM	Thursday	2	1	0	0	0	0	Daylight	Cloudy	Dry	Sketch	Other Motor Vehicle								
04106538	2/17/2004 12:39:00 PM	Tuesday	2	0	0	0	0	0	Daylight	Clear	Dry	Sketch	Other Motor Vehicle								
04121526	3/6/2004 12:00:00 PM	Saturday	2	0	0	0	0	0	Daylight	Rain	Wet	Unknown	Other Motor Vehicle								
04122674	3/6/2004 11:30:00 PM	Saturday	2	3	0	0	0	0	Dark-Road Lighted	Clear	Dry	Left Turn Opposing Direction	Other Motor Vehicle								
04144595	3/19/2004	Friday	2	0	0	0	0	0	Daylight	Sleet/Hail/Freezing	Snow/Ice	Sketch	Other Motor Vehicle								

Quick Analysis Report for I495N, LIE North Service Rd at SR454

8:32:00 AM	Friday	2	0	0	0	Daylight	Rain	Dry	Vehicle	
04156682	3/26/2004 1:40:00 PM								Rear End	Other Motor Vehicle
04166286	3/31/2004 4:10:00 PM	Wednesday	2	0 <td>0<td>Daylight</td><td>Rain</td><td>Wet</td><td>Rear End</td><td>Other Motor Vehicle</td></td>	0 <td>Daylight</td> <td>Rain</td> <td>Wet</td> <td>Rear End</td> <td>Other Motor Vehicle</td>	Daylight	Rain	Wet	Rear End	Other Motor Vehicle
04167828	4/1/2004 1:19:00 PM	Thursday	2	0 <td>0<td>Daylight</td><td>Cloudy</td><td>Wet</td><td>Right Angle</td><td>Other Motor Vehicle</td></td>	0 <td>Daylight</td> <td>Cloudy</td> <td>Wet</td> <td>Right Angle</td> <td>Other Motor Vehicle</td>	Daylight	Cloudy	Wet	Right Angle	Other Motor Vehicle
04173377	4/4/2004 10:40:00 AM	Sunday	2	0 <td>0<td>Daylight</td><td>Rain</td><td>Wet</td><td>Rear End</td><td>Other Motor Vehicle</td></td>	0 <td>Daylight</td> <td>Rain</td> <td>Wet</td> <td>Rear End</td> <td>Other Motor Vehicle</td>	Daylight	Rain	Wet	Rear End	Other Motor Vehicle
04201142	4/18/2004 9:35:00 AM	Sunday	2	0 <td>0<td>Daylight</td><td>Clear</td><td>Dry</td><td>Unknown</td><td>Other Motor Vehicle</td></td>	0 <td>Daylight</td> <td>Clear</td> <td>Dry</td> <td>Unknown</td> <td>Other Motor Vehicle</td>	Daylight	Clear	Dry	Unknown	Other Motor Vehicle
04213516	4/24/2004 11:25:00 AM	Saturday	2	0 <td>0<td>Daylight</td><td>Clear</td><td>Dry</td><td>Overtaking / Passing / Lane Change</td><td>Other Motor Vehicle</td></td>	0 <td>Daylight</td> <td>Clear</td> <td>Dry</td> <td>Overtaking / Passing / Lane Change</td> <td>Other Motor Vehicle</td>	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle
04217576	4/26/2004 11:20:00 AM	Monday	2	0 <td>0<td>Daylight</td><td>Cloudy</td><td>Wet</td><td>Rear End</td><td>Other Motor Vehicle</td></td>	0 <td>Daylight</td> <td>Cloudy</td> <td>Wet</td> <td>Rear End</td> <td>Other Motor Vehicle</td>	Daylight	Cloudy	Wet	Rear End	Other Motor Vehicle
04226818	4/30/2004 11:30:00 PM	Friday	2	0 <td>0<td>Dark-Road Lighted</td><td>Clear</td><td>Dry</td><td>Rear End</td><td>Other Motor Vehicle</td></td>	0 <td>Dark-Road Lighted</td> <td>Clear</td> <td>Dry</td> <td>Rear End</td> <td>Other Motor Vehicle</td>	Dark-Road Lighted	Clear	Dry	Rear End	Other Motor Vehicle
04227216	5/1/2004 7:10:00 AM	Saturday	2	0 <td>0<td>Daylight</td><td>Clear</td><td>Dry</td><td>Overtaking / Passing / Lane Change</td><td>Other Motor Vehicle</td></td>	0 <td>Daylight</td> <td>Clear</td> <td>Dry</td> <td>Overtaking / Passing / Lane Change</td> <td>Other Motor Vehicle</td>	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle
04293488	6/1/2004 9:13:00 AM	Tuesday	2	0 <td>0<td>Daylight</td><td>Clear</td><td>Dry</td><td>Overtaking / Passing / Lane Change</td><td>Other Motor Vehicle</td></td>	0 <td>Daylight</td> <td>Clear</td> <td>Dry</td> <td>Overtaking / Passing / Lane Change</td> <td>Other Motor Vehicle</td>	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle
04314488	6/11/2004 7:58:00 AM	Friday	2	0 <td>0<td>Daylight</td><td>Clear</td><td>Dry</td><td>Rear End</td><td>Other Motor Vehicle</td></td>	0 <td>Daylight</td> <td>Clear</td> <td>Dry</td> <td>Rear End</td> <td>Other Motor Vehicle</td>	Daylight	Clear	Dry	Rear End	Other Motor Vehicle
04319332	6/13/2004 1:20:00 AM	Sunday	2	0 <td>0<td>Dark-Road Lighted</td><td>Clear</td><td>Dry</td><td>Rear End</td><td>Other Motor Vehicle</td></td>	0 <td>Dark-Road Lighted</td> <td>Clear</td> <td>Dry</td> <td>Rear End</td> <td>Other Motor Vehicle</td>	Dark-Road Lighted	Clear	Dry	Rear End	Other Motor Vehicle
04326094	6/16/2004 6:20:00 AM	Wednesday	2	0 <td>0<td>Daylight</td><td>Cloudy</td><td>Dry</td><td>Right Turn Same Direction / RTOR</td><td>Other Motor Vehicle</td></td>	0 <td>Daylight</td> <td>Cloudy</td> <td>Dry</td> <td>Right Turn Same Direction / RTOR</td> <td>Other Motor Vehicle</td>	Daylight	Cloudy	Dry	Right Turn Same Direction / RTOR	Other Motor Vehicle
04351934	6/26/2004 8:49:00 PM	Saturday	2	0 <td>0<td>Dark-Road Lighted</td><td>Clear</td><td>Dry</td><td>Rear End</td><td>Other Motor Vehicle</td></td>	0 <td>Dark-Road Lighted</td> <td>Clear</td> <td>Dry</td> <td>Rear End</td> <td>Other Motor Vehicle</td>	Dark-Road Lighted	Clear	Dry	Rear End	Other Motor Vehicle
04359241	6/29/2004 9:00:00 PM	Tuesday	2	1 <td>0<td>Dark-Road Lighted</td><td>Clear</td><td>Dry</td><td>Overtaking / Passing / Lane Change</td><td>Other Motor Vehicle</td></td>	0 <td>Dark-Road Lighted</td> <td>Clear</td> <td>Dry</td> <td>Overtaking / Passing / Lane Change</td> <td>Other Motor Vehicle</td>	Dark-Road Lighted	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle
04519737	9/9/2004 8:35:00 AM	Thursday	2	0 <td>0<td>Daylight</td><td>Rain</td><td>Wet</td><td>Sketch</td><td>Other Motor Vehicle</td></td>	0 <td>Daylight</td> <td>Rain</td> <td>Wet</td> <td>Sketch</td> <td>Other Motor Vehicle</td>	Daylight	Rain	Wet	Sketch	Other Motor Vehicle
04535954	9/16/2004 5:20:00 PM	Thursday	2	0 <td>0<td>Daylight</td><td>Clear</td><td>Dry</td><td>Overtaking / Passing / Lane Change</td><td>Not Applicable</td></td>	0 <td>Daylight</td> <td>Clear</td> <td>Dry</td> <td>Overtaking / Passing / Lane Change</td> <td>Not Applicable</td>	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Not Applicable
04544228	9/20/2004 9:45:00 AM	Monday	2	0 <td>0<td>Daylight</td><td>Clear</td><td>Dry</td><td>Rear End</td><td>Other Motor Vehicle</td></td>	0 <td>Daylight</td> <td>Clear</td> <td>Dry</td> <td>Rear End</td> <td>Other Motor Vehicle</td>	Daylight	Clear	Dry	Rear End	Other Motor Vehicle
04544285	9/20/2004 9:25:00 AM	Monday	2	0 <td>0<td>Daylight</td><td>Clear</td><td>Dry</td><td>Sketch</td><td>Other Motor Vehicle</td></td>	0 <td>Daylight</td> <td>Clear</td> <td>Dry</td> <td>Sketch</td> <td>Other Motor Vehicle</td>	Daylight	Clear	Dry	Sketch	Other Motor Vehicle
04550287	9/23/2004 8:15:00 AM	Thursday	2	0 <td>0<td>Daylight</td><td>Clear</td><td>Dry</td><td>Overtaking / Passing / Lane Change</td><td>Other Motor Vehicle</td></td>	0 <td>Daylight</td> <td>Clear</td> <td>Dry</td> <td>Overtaking / Passing / Lane Change</td> <td>Other Motor Vehicle</td>	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle
04630443	11/1/2004 12:30:00 PM	Monday	2	0 <td>0<td>Dark-Road Lighted</td><td>Clear</td><td>Dry</td><td>Unknown</td><td>Other Motor Vehicle</td></td>	0 <td>Dark-Road Lighted</td> <td>Clear</td> <td>Dry</td> <td>Unknown</td> <td>Other Motor Vehicle</td>	Dark-Road Lighted	Clear	Dry	Unknown	Other Motor Vehicle
04645438	11/9/2004 7:38:00 AM	Tuesday	2	0 <td>0<td>Daylight</td><td>Clear</td><td>Dry</td><td>Overtaking / Passing / Lane Change</td><td>Other Motor Vehicle</td></td>	0 <td>Daylight</td> <td>Clear</td> <td>Dry</td> <td>Overtaking / Passing / Lane Change</td> <td>Other Motor Vehicle</td>	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle
04715420	12/17/2004 9:12:00 AM	Friday	2	1 <td>0<td>Daylight</td><td>Clear</td><td>Dry</td><td>Left Turn Opposing Direction</td><td>Other Motor Vehicle</td></td>	0 <td>Daylight</td> <td>Clear</td> <td>Dry</td> <td>Left Turn Opposing Direction</td> <td>Other Motor Vehicle</td>	Daylight	Clear	Dry	Left Turn Opposing Direction	Other Motor Vehicle
05010477	1/7/2005 7:33:00 AM	Friday	2	0 <td>0<td>Daylight</td><td>Cloudy</td><td>Dry</td><td>Rear End</td><td>Other Motor Vehicle</td></td>	0 <td>Daylight</td> <td>Cloudy</td> <td>Dry</td> <td>Rear End</td> <td>Other Motor Vehicle</td>	Daylight	Cloudy	Dry	Rear End	Other Motor Vehicle
05017872	1/11/2005	Tuesday	2	0 <td>0<td>Daylight</td><td>Cloudy</td><td>Wet</td><td>Rear End</td><td>Other Motor Vehicle</td></td>	0 <td>Daylight</td> <td>Cloudy</td> <td>Wet</td> <td>Rear End</td> <td>Other Motor Vehicle</td>	Daylight	Cloudy	Wet	Rear End	Other Motor Vehicle

Suffolk County DPW DRIVE

1/15/2008 2:24:36 PM

IN, LIE North Service Rd at SR454 (node: 4090938) From 1/1/2002,00:00:00 to 12/31/2005,23:59:59 Reference: for Dunn Engineering Prepared by: LLP Date Prepared: 1/15/2008

Most Current Accident Data --- SCPD: 12/31/2005; Other Police: 11/1/2007 2:45:00 PM; Fatal (all sources): 10/29/2007 1:21:00 AM

CC Number	Accident Datetime	Day of the Week	Number of Vehicles	Number of Injured	Number Killed	Condition Description	Weather Description	Roadway Surface Description	Diagram Description	Accident Type Description
02165439	4/3/2002 6:40:00 AM	Wednesday	2	0	0	Daylight	Clear	Dry	Fixed Object	Unknown
03705970	12/2/2003 7:45:00 AM	Tuesday	2	0	0	Daylight	Clear	Dry	Fixed Object	Other Fixed Object*
02505090	9/3/2002 11:00:00 PM	Tuesday	2	4	0	Dark-Road Lighted	Clear	Dry	Left Turn Opposing Direction	Other Motor Vehicle
03025038	1/15/2003 6:25:00 AM	Wednesday	2	1	0	Dark-Road Lighted	Cloudy	Dry	Left Turn Opposing Direction	Other Motor Vehicle
04022348	1/13/2004 5:30:00 AM	Tuesday	2	0	0	Dark-Road Lighted	Clear	Snow/Ice	Left Turn Opposing Direction	Other Motor Vehicle
04122674	3/6/2004 11:30:00 PM	Saturday	2	3	0	Dark-Road Lighted	Clear	Dry	Left Turn Opposing Direction	Other Motor Vehicle
04715420	12/17/2004 9:12:00 AM	Friday	2	1	0	Daylight	Clear	Dry	Left Turn Opposing Direction	Other Motor Vehicle
03656469	11/7/2003 6:42:00 PM	Friday	2	1	0	Dark-Road Lighted	Clear	Dry	Left Turn Same Direction	Other Motor Vehicle
02015708	1/10/2002 8:45:00 AM	Thursday	2	1	0	Daylight	Cloudy	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle
02055219	2/2/2002 11:35:00 AM	Saturday	2	0	0	Daylight	Rain	Wet	Overtaking / Passing / Lane Change	Other Motor Vehicle
02226705	5/4/2002 9:05:00 PM	Saturday	2	0	0	Dark-Road Lighted	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle
02246996	5/15/2002 1:50:00 AM	Wednesday	2	0	0	Dark-Road Lighted	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle
02248311	5/15/2002 5:50:00 PM	Wednesday	2	0	0	Unknown	Cloudy	Dry	Overtaking / Passing / Lane Change	Not Applicable
02260927	5/21/2002 11:45:00 PM	Tuesday	2	0	0	Dark-Road Lighted	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle
02279519	5/30/2002 5:20:00 PM	Thursday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle
02296161	6/6/2002 10:15:00 PM	Thursday	2	0	0	Dark-Road Lighted	Rain	Wet	Overtaking / Passing / Lane Change	Other Motor Vehicle
02397356	7/19/2002 7:00:00 AM	Friday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle
02500965	9/2/2002 12:40:00 AM	Monday	2	3	0	Dark-Road Lighted	Rain	Wet	Overtaking / Passing / Lane Change	Other Motor Vehicle
02505471	9/4/2002 8:00:00 AM	Wednesday	2	0	0	Daylight	Cloudy	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle
02534955	9/16/2002 5:50:00 PM	Monday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Not Applicable
02536430	9/17/2002	Tuesday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing /	Other Motor Vehicle

Quick Analysis Report for I495N, LIE North Service Rd at SR454

Time	Date	Day	Count	Light	Weather	Event	Vehicle			
12:05:00 PM										
02614593	10/24/2002	Thursday	2	0	0	Dusk	Clear	Dry	Lane Change	Vehicle
02695107	12/4/2002	Wednesday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle
02696660	12/5/2002	Thursday	2	0	0	Daylight	Snow	Snow/Ice	Overtaking / Passing / Lane Change	Other Motor Vehicle
03004064	1/3/2003	Friday	2	0	0	Daylight	Cloudy	Wet	Overtaking / Passing / Lane Change	Other Motor Vehicle
03383882	7/10/2003	Thursday	2	0	0	Daylight	Cloudy	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle
03444534	8/4/2003	Monday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle
03541505	9/14/2003	Sunday	2	0	0	Dark-Road Lighted	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle
03604161	10/13/2003	Monday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle
04037190	1/20/2004	Tuesday	2	0	0	Daylight	Clear	Wet	Overtaking / Passing / Lane Change	Other Motor Vehicle
04213516	4/24/2004	Saturday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle
04227216	5/1/2004	Saturday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle
04293488	6/1/2004	Tuesday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle
04359241	6/29/2004	Tuesday	2	1	0	Dark-Road Lighted	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle
04535954	9/16/2004	Thursday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle
04550287	9/23/2004	Thursday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle
04645438	11/9/2004	Tuesday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle
05059176	2/2/2005	Wednesday	2	0	0	Dusk	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle
05081731	2/15/2005	Tuesday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle
05082020	2/15/2005	Tuesday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle
05158246	3/30/2005	Wednesday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle
05265403	5/25/2005	Wednesday	2	0	0	Daylight	Rain	Wet	Overtaking / Passing / Lane Change	Other Motor Vehicle
05288315	6/4/2005	Saturday	2	0	0	Dark-Road Lighted	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle
05342833	6/28/2005	Tuesday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle
05365779	7/8/2005	Friday	2	0	0	Daylight	Rain	Wet	Overtaking / Passing / Lane Change	Other Motor Vehicle
05433889	8/6/2005	Saturday	2	0	0	Dark-Road	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle

Orick Analysis Report for I495N, LIE North Service Rd at SR454

10:41:00 PM	9/21/2005	Wednesday	2	0	0	Daylight	Clear	Dry	Lane Change	Vehicle
05529812	9/21/2005 6:58:00 AM	Wednesday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle
05592245	10/20/2005 7:52:00 AM	Thursday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle
02063912	2/6/2002 8:40:00 AM	Wednesday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle
02246744	5/14/2002 9:50:00 PM	Tuesday	2	0	0	Dark-Road Lighted	Clear	Dry	Rear End	Other Motor Vehicle
02354382	7/1/2002 5:00:00 PM	Monday	2	1	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle
02660435	11/16/2002 4:59:00 AM	Saturday	2	0	0	Dark-Road Lighted	Clear	Dry	Rear End	Other Motor Vehicle
03014326	1/9/2003 8:00:00 AM	Thursday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle
03129402	3/11/2003 9:00:00 PM	Tuesday	5	1	0	Dark-Road Lighted	Cloudy	Dry	Rear End	Other Motor Vehicle
03235738	5/6/2003 9:00:00 AM	Tuesday	2	0	0	Daylight	Rain	Wet	Rear End	Other Motor Vehicle
03264107	5/20/2003 7:05:00 AM	Tuesday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle
03295618	6/4/2003 2:05:00 PM	Wednesday	2	0	0	Daylight	Rain	Wet	Rear End	Other Motor Vehicle
03377944	7/7/2003 5:05:00 PM	Monday	2	1	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle
03430236	7/29/2003 1:10:00 PM	Tuesday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle
03444865	8/4/2003 6:00:00 PM	Monday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle
03470231	8/14/2003 5:30:00 PM	Thursday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle
03558263	9/22/2003 9:45:00 AM	Monday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle
03620431	10/21/2003 7:10:00 PM	Tuesday	2	1	0	Dark-Road Lighted	Clear	Dry	Rear End	Other Motor Vehicle
03631312	10/27/2003 8:40:00 AM	Monday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle
03759331	12/28/2003 11:50:00 AM	Sunday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle
04027190	1/15/2004 1:00:00 PM	Thursday	2	0	0	Daylight	Clear	Snow/Ice	Rear End	Other Motor Vehicle
04156682	3/26/2004 1:40:00 PM	Friday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle
04166286	3/31/2004 4:10:00 PM	Wednesday	2	0	0	Daylight	Rain	Wet	Rear End	Other Motor Vehicle
04173377	4/4/2004 10:40:00 AM	Sunday	2	0	0	Daylight	Rain	Wet	Rear End	Other Motor Vehicle
04217576	4/26/2004 11:20:00 AM	Monday	2	0	0	Daylight	Cloudy	Wet	Rear End	Other Motor Vehicle
04226818	4/30/2004	Friday	2	0	0	Dark-Road	Clear	Dry	Rear End	Other Motor Vehicle

Quick Analysis Report for I495N, LIE North Service Rd at SR454

Accident ID	Time	Day	Count	Count	Count	Time	Weather	Dry/Wet	Lighting	Vehicle	Location
04314488	6/11/2004 11:30:00 PM 7:58:00 AM	Friday	2	0	0	Daylight	Clear	Dry	Clear	Other Motor Vehicle	Rear End
04319332	6/13/2004 1:20:00 AM	Sunday	2	0	0	Dark-Road Lighted	Clear	Dry	Clear	Other Motor Vehicle	Rear End
04351934	6/26/2004 8:49:00 PM	Saturday	2	0	0	Dark-Road Lighted	Clear	Dry	Clear	Other Motor Vehicle	Rear End
04544228	9/20/2004 9:45:00 AM	Monday	2	0	0	Daylight	Clear	Dry	Clear	Other Motor Vehicle	Rear End
05010477	1/7/2005 7:33:00 AM	Friday	2	0	0	Daylight	Cloudy	Dry	Cloudy	Other Motor Vehicle	Rear End
05017872	1/11/2005 2:40:00 PM	Tuesday	2	0	0	Daylight	Cloudy	Wet	Cloudy	Other Motor Vehicle	Rear End
05022716	1/14/2005 9:25:00 AM	Friday	2	0	0	Daylight	Rain	Wet	Rain	Other Motor Vehicle	Rear End
05143563	3/22/2005 8:35:00 AM	Tuesday	2	0	0	Daylight	Clear	Dry	Clear	Other Motor Vehicle	Rear End
05178818	4/10/2005 4:30:00 AM	Sunday	2	3	0	Dark-Road Lighted	Clear	Dry	Clear	Other Motor Vehicle	Rear End
05200685	4/21/2005 11:45:00 AM	Thursday	2	0	0	Daylight	Clear	Dry	Clear	Other Motor Vehicle	Rear End
05278085	5/31/2005 7:50:00 AM	Tuesday	2	0	0	Daylight	Clear	Dry	Clear	Other Motor Vehicle	Rear End
05307584	6/13/2005 1:30:00 PM	Monday	2	0	0	Daylight	Clear	Dry	Clear	Other Motor Vehicle	Rear End
05344042	6/29/2005 8:20:00 AM	Wednesday	2	0	0	Daylight	Cloudy	Dry	Cloudy	Other Motor Vehicle	Rear End
05377129	7/13/2005 8:18:00 AM	Wednesday	2	0	0	Daylight	Cloudy	Dry	Cloudy	Other Motor Vehicle	Rear End
05569889	10/10/2005 7:40:00 AM	Monday	2	0	0	Daylight	Rain	Wet	Rain	Other Motor Vehicle	Rear End
05698798	12/14/2005 3:42:00 AM	Wednesday	2	1	0	Dark-Road Lighted	Clear	Dry	Clear	Other Motor Vehicle	Rear End
05715588	12/22/2005 6:05:00 PM	Thursday	3	0	0	Dark-Road Lighted	Clear	Dry	Clear	Other Motor Vehicle	Rear End
02088515	2/19/2002 11:14:00 PM	Tuesday	2	0	0	Dark-Road Lighted	Clear	Dry	Clear	Other Motor Vehicle	Right Angle
03242583	5/9/2003 7:00:00 PM	Friday	2	0	0	Daylight	Cloudy	Dry	Cloudy	Other Motor Vehicle	Right Angle
03468045	8/14/2003 6:25:00 PM	Thursday	2	2	0	Daylight	Clear	Dry	Clear	Other Motor Vehicle	Right Angle
03745803	12/21/2003 3:30:00 AM	Sunday	2	2	0	Dark-Road Lighted	Clear	Dry	Clear	Other Motor Vehicle	Right Angle
04042201	1/22/2004 9:07:00 PM	Thursday	2	1	0	Dark-Road Lighted	Cloudy	Wet	Cloudy	Other Motor Vehicle	Right Angle
04059963	2/1/2004 7:25:00 PM	Sunday	3	1	0	Dark-Road Lighted	Cloudy	Dry	Cloudy	Other Motor Vehicle	Right Angle
04167828	4/1/2004 1:19:00 PM	Thursday	2	0	0	Daylight	Cloudy	Wet	Cloudy	Other Motor Vehicle	Right Angle
02371944	7/8/2002	Monday	2	0	0	Daylight	Clear	Dry	Clear	Other Motor Vehicle	Right Turn Same

Quick Analysis Report for I495N, LIE North Service Rd at SR454

Accident ID	Time	Day	Count	Count	Count	Light	Weather	Direction / RTOR	Vehicle
04326094	6/16/2004 6:20:00 AM	Wednesday	2	0	0	Daylight	Cloudy	Right Turn Same Direction / RTOR	Other Motor Vehicle
02208535	4/25/2002 11:35:00 AM	Thursday	2	0	0	Daylight	Cloudy	Sketch	Other Motor Vehicle
02291234	6/4/2002 3:15:00 PM	Tuesday	2	0	0	Daylight	Clear	Sketch	Other Motor Vehicle
03043678	1/25/2003 10:45:00 AM	Saturday	2	0	0	Daylight	Clear	Sketch	Other Motor Vehicle
03392206	7/13/2003 12:00:00 PM	Sunday	2	1	0	Daylight	Clear	Sketch	Other Motor Vehicle
03418276	7/24/2003 2:55:00 PM	Thursday	2	0	0	Daylight	Clear	Sketch	Other Motor Vehicle
03443554	8/4/2003 5:50:00 AM	Monday	1	1	0	Daylight	Cloudy	Sketch	Overturned
03608171	10/15/2003 6:57:00 PM	Wednesday	2	0	0	Dark-Road Lighted	Clear	Sketch	Other Motor Vehicle
04079855	2/12/2004 11:18:00 AM	Thursday	2	1	0	Daylight	Cloudy	Sketch	Other Motor Vehicle
04106538	2/17/2004 12:39:00 PM	Tuesday	2	0	0	Daylight	Clear	Sketch	Other Motor Vehicle
04144595	3/19/2004 8:32:00 AM	Friday	2	0	0	Daylight	Sleet/Hail/Freezing Rain	Sketch	Other Motor Vehicle
04519737	9/9/2004 8:35:00 AM	Thursday	2	0	0	Daylight	Rain	Sketch	Other Motor Vehicle
04544285	9/20/2004 9:25:00 AM	Monday	2	0	0	Daylight	Clear	Sketch	Other Motor Vehicle
05698809	12/14/2005 4:04:00 AM	Wednesday	2	0	0	Dark-Road Lighted	Clear	Sketch	Other Object (Not Fixed)*
02258589	5/20/2002 6:40:00 PM	Monday	2	0	0	Unknown	Clear	Unknown	
02314074	6/14/2002 9:15:00 AM	Friday	2	0	0	Daylight	Cloudy	Unknown	
02568998	10/2/2002 8:50:00 AM	Wednesday	2	0	0	Daylight	Clear	Unknown	
02616597	10/25/2002 8:40:00 AM	Friday	2	0	0	Daylight	Cloudy	Unknown	
03392285	7/13/2003 5:20:00 PM	Sunday	2	0	0	Daylight	Clear	Unknown	Other Motor Vehicle
03578406	10/1/2003 5:40:00 PM	Wednesday	2	0	0	Dark-Road Lighted	Clear	Unknown	Other Motor Vehicle
04121526	3/6/2004 12:00:00 PM	Saturday	2	0	0	Daylight	Rain	Unknown	Other Motor Vehicle
04201142	4/18/2004 9:35:00 AM	Sunday	2	0	0	Daylight	Clear	Unknown	Other Motor Vehicle
04630443	11/1/2004 12:30:00 PM	Monday	2	0	0	Dark-Road Lighted	Clear	Unknown	Other Motor Vehicle
05697756	12/13/2005 3:24:00 PM	Tuesday	2	0	0	Daylight	Clear	Unknown	Other Motor Vehicle

Number of Accidents: 120

I495N, LIE North Service Rd at SR454 (node: 4090938) For Dates: 1/1/2002 – 12/31/2005

Reference: for Dunn Engineering Prepared by: LLP Date Prepared: 1/15/2008

Most Current Accident Data — SCPD: 12/31/2005; Other Police: 11/1/2007 2:45:00 PM; Fatal (all sources): 10/29/2007 1:21:00 AM

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

02015708	1/10/2002 8:45:00 AM	Thursday	2	1	0	Traffic Signal	Daylight	Cloudy	Dry	Overtaking / Passing / Lane Change
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Passing or Lane Usage Improper	Not Applicable	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable	34
2	Passing or Lane Usage Improper	Not Applicable	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable	35

Comments: MV1 IN LEFT LANE W/B I495N MV2 W/B IN MIDDLE LANE CHANGING LANES**CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:**

02055219	2/2/2002 11:35:00 AM	Saturday	2	0	0	Traffic Signal	Daylight	Rain	Wet	Overtaking / Passing / Lane Change
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable	21
2	Unsafe Lane Changing	Not Applicable	W	Changing Lanes	Other Motor Vehicle	Not Applicable	74

Comments: mv1 w/b i495n in right lane mv2 swerved into him from left lane**CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:**

02063912	2/6/2002 8:40:00 AM	Wednesday	2	0	0	Traffic Signal	Daylight	Clear	Dry	Rear End
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Reaction to Other Uninvolved Vehicle	Not Applicable	W	Slowing or Stopping	Other Motor Vehicle	Not Applicable	52
2	Reaction to Other Uninvolved Vehicle	Not Applicable	W	Slowing or Stopping	Other Motor Vehicle	Not Applicable	56

Comments: mv1 and mv2 w/b i495n with green light an ambulance e/b sr454 caused mv1 to slow hit in rear by mv2**CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:**

02088515	2/19/2002 11:14:00 PM	Tuesday	2	0	0	Traffic Signal	Dark- Road Lighted	Clear	Dry	Right Angle
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable	6
2	Traffic Control Disregarded	Not Applicable	S	Going Straight Ahead	Other Motor Vehicle	Not Applicable	59

Comments: MV1 W/B I495N MV2 S/B SR454 DISREGARDED RED LIGHT MV2 THEN HIT CONCRETE DIVIDER**CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:**

02165439	4/3/2002 6:40:00	Wednesday	2	0	0	Traffic	Daylight	Clear	Dry	Fixed Object
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AM Signal

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Unknown	Unknown	W	Unknown	Unknown	Not Applicable	30
2	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Unknown	Not Applicable	

Comments: FIELD REPORT

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
02208535	4/25/2002 11:35:00 AM	Thursday	2	0	0	Traffic Signal	Daylight	Cloudy	Dry	Sketch

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	N	Stopped In Traffic	Other Motor Vehicle	Not Applicable	29
2	Driver Inattention (Indicate)*	Not Applicable	N	Stopped In Traffic	Other Motor Vehicle	Not Applicable	47

Comments: MV2 STOPPED IN TRAFFIC AT LIGHT TO MAKE RIGHT TURN MV1 STOPPED IN TRAFFIC MV2 DISTRACTED BY TOOLS FALLING INSIDE THOUGHT HAD VEHICLE IN PARK BUT IN NEUTRAL ROLLED BACK INTO MV1

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
02226705	5/4/2002 9:05:00 PM	Saturday	2	0	0	Traffic Signal	Dark-Road Lighted	Clear	Dry	Overtaking / Passing / Lane Change

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	W	Making Right Turn	Other Motor Vehicle	Not Applicable	21
2	Drugs (Illegal)	Not Applicable	W	Making Right Turn	Other Motor Vehicle	Not Applicable	47

Comments: INTERSECTION HAS DOUBLE RIGHT TURN LANE VEHICLES STRUCK WHILE MAKING TURN

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
02246744	5/14/2002 9:50:00 PM	Tuesday	2	0	0	Traffic Signal	Dark-Road Lighted	Clear	Dry	Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable	50
2	Driver Inattention (Indicate)*	Not Applicable	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable	53

Comments: mv1 states light turned green when car from left lane cut in front of mv1 who then stopped short hit in rear by mv2

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
02246996	5/15/2002 1:50:00 AM	Wednesday	2	0	0	None	Dark-Road Lighted	Clear	Dry	Overtaking / Passing / Lane Change

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable	21
2	Unknown	Unknown	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable	X

Comments: mv1 w/b i495n sideswiped by mv2 who then fled scene

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

02248311 5/15/2002 5:50:00 PM Wednesday 2 0 0 Traffic Signal Unknown Cloudy Dry Overtaking / Passing / Lane Change

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	W	Not Applicable	Not Applicable	Not Applicable	40
2	Not Applicable	Not Applicable	W	Not Applicable	Not Applicable	Not Applicable	59

Comments: FIELD REPORT BOTH ENTERING TURN LANE

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

02258589 5/20/2002 6:40:00 PM Monday 2 0 0 Traffic Signal Unknown Clear Dry Unknown

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
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Comments: FIELD REPORT

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

02260927 5/21/2002 11:45:00 PM Tuesday 2 0 0 None Dark-Road Lighted Clear Dry Overtaking / Passing / Lane Change

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable	23
2	Unsafe Lane Changing	Not Applicable	W	Changing Lanes	Other Motor Vehicle	Not Applicable	21

Comments: MV1 GOING STRAIGHT IN LEFT HAND LANE MV2 ATTEMPTED TO CHANGE LANES

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

02279519 5/30/2002 5:20:00 PM Thursday 2 0 0 Traffic Signal Daylight Clear Dry Overtaking / Passing / Lane Change

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable	38
2	Turning Improperly	Not Applicable	W	Making Left Turn	Other Motor Vehicle	Not Applicable	27

Comments: MV1 GOING STRAIGHT IN LEFT STRAIGHT LANE MV2 IN MIDDLE LANE STRAIGHT OR RIGHT TURN ONLY

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

02291234 6/4/2002 3:15:00 PM Tuesday 2 0 0 Traffic Signal Daylight Clear Dry Sketch

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
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Comments: FIELD REPORT MV2 ROLLED BACK LUMBER ON TRUCK HIT MV1

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

02296161 6/6/2002 10:15:00 PM Thursday 2 0 0 Traffic Signal Dark-Road Lighted Rain Wet Overtaking / Passing / Lane Change

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	NW	Making Left Turn	Other Motor Vehicle	Not Applicable	34
2	Driver Inattention (Indicate)*	Not Applicable	NW	Making Left Turn	Other Motor Vehicle	Not Applicable	64

Comments: MV2 TURNING LEFT FROM SR454 MV1 ALSO TURNING LEFT

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

02314074 6/14/2002 9:15:00 AM Friday 2 0 0 Traffic Signal Daylight Cloudy Dry Unknown

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
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Comments: FIELD REPORT

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

02354382 7/1/2002 5:00:00 PM Monday 2 1 0 Traffic Signal Daylight Clear Dry Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	E	Making Right Turn	Other Motor Vehicle	Not Applicable	24
2	Unknown	Not Applicable	E	Making Right Turn	Other Motor Vehicle	Not Applicable	39

Comments: MV1 STOPPED I495N ATTEMPTING TO MAKE TURN ONTO SR454 STRUCK IN REAR BY MV2

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

02371944 7/8/2002 7:28:00 AM Monday 2 0 0 Traffic Signal Daylight Clear Dry Right Turn Same Direction / RTOR

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	S	Going Straight Ahead	Other Motor Vehicle	Not Applicable	77
2	Failure to Yield Right-of-Way	Not Applicable	E	Starting in Traffic	Other Motor Vehicle	Not Applicable	22

Comments: MV1 S/B SR454 GOING STRAIGHT MV2 MAKING RIGHT ON RED FROM I495N

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

02397356 7/19/2002 7:00:00 AM Friday 2 0 0 Traffic Signal Daylight Clear Dry Overtaking / Passing / Lane Change

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	NW	Making Right Turn	Other Motor Vehicle	Not Applicable	41
2	Passing or Lane Usage Improper	Unknown	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable	17

Comments: MV1 TURNING RIGHT IN FAR LANE MV2 WENT STRAIGHT IN NEAR RIGHT TURN LANE

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

02500965	9/2/2002 12:40:00 AM	Monday	2	3	0	Traffic Signal	Dark- Road Lighted	Rain	Wet	Overtaking / Passing / Lane Change
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	SE	Going Straight Ahead	Other Motor Vehicle	Not Applicable	21
2	Unsafe Lane Changing	Not Applicable	SE	Changing Lanes	Other Motor Vehicle	Not Applicable	22

Comments: MV1 S/B SR454 WHEN MV2 ATTEMPTED TO GET IN TURN LANE FROM RIGHT SIDE

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

02505090	9/3/2002 11:00:00 PM	Tuesday	2	4	0	Traffic Signal	Dark- Road Lighted	Clear	Dry	Left Turn Opposing Direction
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Unknown	Unknown	W	Making Left Turn	Other Motor Vehicle	Not Applicable	24
2	Unknown	Unknown	SE	Going Straight Ahead	Other Motor Vehicle	Not Applicable	20

Comments: mv1 making left turn with green arrow mv2 ran red light se/b sr454

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

02505471	9/4/2002 8:00:00 AM	Wednesday	2	0	0	Traffic Signal	Daylight	Cloudy	Dry	Overtaking / Passing / Lane Change
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	W	Making Right Turn	Other Motor Vehicle	Not Applicable	23
2	Passing or Lane Usage Improper	Not Applicable	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable	59

Comments: MV1 W/B I495N IN LEFT TURN LANE MAKING RIGHT TURN MV2 W/B I495N IN RIGHT TURN LANE WENT STRAIGHT

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

02534955	9/16/2002 5:50:00 PM	Monday	2	0	0	Traffic Signal	Daylight	Clear	Dry	Overtaking / Passing / Lane Change
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	W	Not Applicable	Not Applicable	Not Applicable	28
2	Not Applicable	Not Applicable	W	Not Applicable	Not Applicable	Not Applicable	44

Comments: FIELD REPORT MV2 RIGHT RIGHT TURN LANE BOTH MAKING RIGHT TURN

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

02536430	9/17/2002 12:05:00 PM	Tuesday	2	0	0	Traffic Signal	Daylight	Clear	Dry	Overtaking / Passing / Lane Change
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
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1	Not Applicable	Not Applicable	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable	24
2	Unsafe Lane Changing	Unknown	W	Merging	Other Motor Vehicle	Not Applicable	X

Comments: MV1 W/B I495S MV2 MERGED INTO LANE OF MV1

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

02568998	10/2/2002 8:50:00 AM	Wednesday	2	0	0	Traffic Signal	Daylight	Clear	Dry	Unknown
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
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Comments: FIELD REPORT

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

02614593	10/24/2002 6:35:00 PM	Thursday	2	0	0	Traffic Signal	Dusk	Clear	Dry	Overtaking / Passing / Lane Change
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
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1	Driver Inattention (Indicate)*	Not Applicable	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable	26
2	Driver Inattention (Indicate)*	Not Applicable	NW	Making Right Turn	Other Motor Vehicle	Not Applicable	29

Comments: MV1 GOING STRAIGHT I495N MV2 MADE RIGHT TURN FROM LEFT SIDE OF MV1

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

02616597	10/25/2002 8:40:00 AM	Friday	2	0	0	Traffic Signal	Daylight	Cloudy	Dry	Unknown
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
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Comments: FIELD REPORT

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

02660435	11/16/2002 4:59:00 AM	Saturday	2	0	0	Traffic Signal	Dark-Road Lighted	Clear	Dry	Rear End
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
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1	Not Applicable	Not Applicable	SE	Other*	Other Motor Vehicle	Not Applicable	29
2	Following Too Closely	Unknown	SE	Going Straight Ahead	Other Motor Vehicle	Not Applicable	21

Comments: MV1 STOPPED AT LIGHT STRUCK IN REAR BY MV2

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

02695107	12/4/2002 3:10:00 PM	Wednesday	2	0	0	Traffic Signal	Daylight	Clear	Dry	Overtaking / Passing / Lane Change
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
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1	Not Applicable	Not Applicable	NW	Making Left Turn	Other Motor Vehicle	Not Applicable	32
2	Unsafe Lane Changing	Not Applicable	NW	Changing Lanes	Other Motor Vehicle	Not Applicable	67

Comments: mv1 and mv2 turning left onto I495n in seperate lanes mv2 changed lanes

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

02696660 12/5/2002 10:20:00 AM Thursday 2 0 0 Traffic Signal Daylight Snow Snow/Ice Overtaking / Passing / Lane Change

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Pavement Slippery	Not Applicable	N	Going Straight Ahead	Other Motor Vehicle	Not Applicable	60
2	Pavement Slippery	Not Applicable	N	Going Straight Ahead	Other Motor Vehicle	Not Applicable	22

Comments: MV1 MAKING RIGHT TURN MV2 MAKING RIGHT TURN IN CENTER LANE SKID INTO MV1

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

03004064 1/3/2003 6:30:00 AM Friday 2 0 0 Traffic Signal Daylight Cloudy Wet Overtaking / Passing / Lane Change

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable	48
2	Turning Improperly	Unknown	N	Making Right Turn	Other Motor Vehicle	Not Applicable	23

Comments: MV1 W/B I495N MV2 ATTEMPTED TO MAKE RIGHT TURN FROM LEFT LANE

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

03014326 1/9/2003 8:00:00 AM Thursday 2 0 0 Traffic Signal Daylight Clear Dry Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	W	Making Left Turn	Other Motor Vehicle	Not Applicable	61
2	Following Too Closely	Not Applicable	W	Making Left Turn	Other Motor Vehicle	Not Applicable	40

Comments: MV1 W/B SR454 MAKING LEFT TURN ONTO I495N MV2 ALSO MAKING LEFT TURN HIT MV1 IN REAR

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

03025038 1/15/2003 6:25:00 AM Wednesday 2 1 0 Traffic Signal Dark-Road Lighted Cloudy Dry Left Turn Opposing Direction

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	N	Going Straight Ahead	Other Motor Vehicle	Guide Rail	23
2	Traffic Control Disregarded	Not Applicable	E	Making U Turn	Other Motor Vehicle	Guide Rail	40

Comments: MV1 N/B SR454 GOING STRAIGHT WHEN MV2 MADE U TURN

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

03043678 1/25/2003 10:45:00 AM Saturday 2 0 0 Traffic Signal Daylight Clear Dry Sketch

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	N	Going Straight Ahead	Other Motor Vehicle	Not	36

2 Driver Inattention (Indicate)* Traffic Control Disregarded SW Making U Turn Other Motor Vehicle Not Applicable 45

Comments: MV2 ATTEMPTING A ILLEGAL U TURN FROM S/B TO N/B MV1 N/B

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

03129402 3/11/2003 9:00:00 PM Tuesday 5 1 0 Traffic Signal Dark-Road Lighted Cloudy Dry Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	S	Stopped in Traffic	Other Motor Vehicle	Not Applicable	18
2	Not Applicable	Not Applicable	S	Stopped in Traffic	Other Motor Vehicle	Not Applicable	51
3	Not Applicable	Not Applicable	S	Stopped in Traffic	Not Applicable	Other Motor Vehicle	59
4	Not Applicable	Not Applicable	S	Stopped in Traffic	Not Applicable	Other Motor Vehicle	65
5	Unsafe Lane Changing	Unsafe Speed	S	Going Straight Ahead	Other Motor Vehicle	Other Motor Vehicle	47

Comments: MV1 HIT IN REAR BY MV5 WHO THEN HIT MV4 IN MIDDLE LANE MV5 THEN HIT MV2 IN LEFT LANE MV4 THEN HIT MV3 IN LEFT LANE

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

03235738 5/6/2003 9:00:00 AM Tuesday 2 0 0 Traffic Signal Daylight Rain Wet Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Pavement Slippery	Not Applicable	N	Going Straight Ahead	Other Motor Vehicle	Not Applicable	68
2	Pavement Slippery	Not Applicable	N	Going Straight Ahead	Other Motor Vehicle	Not Applicable	34

Comments: MV1 STOPPED VEHICLE HIT IN REAR BY MV2

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

03242583 5/9/2003 7:00:00 PM Friday 2 0 0 Traffic Signal Daylight Cloudy Dry Right Angle

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable	25
2	Traffic Control Disregarded	Not Applicable	NW	Going Straight Ahead	Other Motor Vehicle	Not Applicable	37

Comments: MV1 W/B I495N HIT BY MV2 NW/B SR454

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

03264107 5/20/2003 7:05:00 AM Tuesday 2 0 0 Traffic Signal Daylight Clear Dry Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable	52
2	Following Too Closely	Not Applicable	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable	21

Comments: mv1 w/b i495n mv2 w/b i495n hit mv1 in rear

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

03295618 6/4/2003 2:05:00 Wednesday 2 0 0 Traffic Signal Daylight Rain Wet Rear End
PM

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	S	Stopped in Traffic	Other Motor Vehicle	Not Applicable	X
2	Pavement Slippery	Unsafe Speed	S	Going Straight Ahead	Other Motor Vehicle	Not Applicable	X

Comments: MV1 STOPPED IN TRAFFIC MV2 SKID ON WET PAVEMENT HIT MV1 IN REAR

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

03377944 7/7/2003 5:05:00 Monday 2 1 0 Traffic Signal Daylight Clear Dry Rear End
PM

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	W	Stopped in Traffic	Other Motor Vehicle	Not Applicable	26
2	Driver Inattention (Indicate)*	Not Applicable	W	Stopped in Traffic	Other Motor Vehicle	Not Applicable	47

Comments: MV1 WB I495N STOPPED AT LIGHT WHEN MV2 WB FOOT SLIPPED OFF BRAKE AND REARENDED MV1

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

03383882 7/10/2003 8:21:00 AM Thursday 2 0 0 None Daylight Cloudy Dry Overtaking / Passing / Lane Change

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	N	Going Straight Ahead	Other Motor Vehicle	Not Applicable	54
2	Unsafe Lane Changing	Not Applicable	N	Changing Lanes	Other Motor Vehicle	Not Applicable	25

Comments: MV1 NB RT 454 R/L WHEN MV2 NB IN MIDDLE LANE ATTEMPTED TO ENTER R/L AND COLLIDED W/MV1

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

03392206 7/13/2003 12:00:00 PM Sunday 2 1 0 Other Daylight Clear Dry Sketch

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	NW	Going Straight Ahead	Other Motor Vehicle	Not Applicable	20
2	Traffic Control Disregarded	Turning Improperly	SE	Making U Turn	Other Motor Vehicle	Not Applicable	25

Comments: MV1 NWB 454 STRUCK MV2 AS MV2 SE/B 454 WAS MAKING AN ILLEGAL U-TURN

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

03392285 7/13/2003 5:20:00 PM Sunday 2 0 0 Traffic Signal Daylight Clear Dry Unknown

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Unknown	Unknown	Unknown	Unknown	Other Motor Vehicle	Not Applicable	46
2	Unknown	Unknown	Unknown	Unknown	Other Motor Vehicle	Not Applicable	56

Comments: FIELD REPORT/NO DETAILS

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

03418276 7/24/2003 2:55:00 PM Thursday 2 0 0 Traffic Signal Daylight Clear Dry Sketch

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable	44
2	Turning Improperly	Not Applicable	W	Making U Turn	Other Motor Vehicle	Not Applicable	64

Comments: MV1 EB SR454 IN MIDDLE LANE WHEN MV2 WB SR454 MADE A U-TURN IFO MV1 AND COLLIDED

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

03430236 7/29/2003 1:10:00 PM Tuesday 2 0 0 Traffic Signal Daylight Clear Dry Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	W	Stopped in Traffic	Other Motor Vehicle	Not Applicable	44
2	Following Too Closely	Driver Inattention (Indicate)*	W	Slowing or Stopping	Other Motor Vehicle	Not Applicable	37

Comments: MV1 WB I495N STOPPED @ LIGHT WHEN MV2 WB REARENDED MV1 & FLED SCENE

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

03443554 8/4/2003 5:50:00 AM Monday 1 1 0 Traffic Signal Daylight Cloudy Wet Sketch

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Unsafe Speed	Pavement Slippery	S	Making Right Turn	Overtuned	Not Applicable	35

Comments: MV1 SB SR454 ATTEMPTED TO TURN RIGHT WHEN TRUCK SKIDDED ON WET PAVEMENT, OVERTURNED ONTO SHOULDER

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

03444534 8/4/2003 3:15:00 PM Monday 2 0 0 None Daylight Clear Dry Overtaking / Passing / Lane Change

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	N	Going Straight Ahead	Other Motor Vehicle	Not Applicable	61
2	Unsafe Lane Changing	Not Applicable	N	Changing Lanes	Other Motor Vehicle	Not Applicable	22

Comments: MV1 NB SR454 L/L WHEN MV2 NB SR 454 R/L CHANGED LANES & STRUCK MV1

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

03444865 8/4/2003 6:00:00 PM Monday 2 0 0 Traffic Signal Daylight Clear Dry Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	Unknown	Going Straight Ahead	Other Motor Vehicle	Not Applicable	60
2	Not Applicable	Not Applicable	Unknown	Going Straight Ahead	Other Motor Vehicle	Not Applicable	30

Comments: FIELD REPORT/MV2 TRAILER ROLLED BACK & STRUCK MV1

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

03468045 8/14/2003 Thursday 2 2 0 Traffic Signal Daylight Clear Dry Right Angle
6:25:00 PM

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	S	Going Straight Ahead	Other Motor Vehicle	Not Applicable	42
2	Not Applicable	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable	43

Comments: MV1 SB SR454 & MV2 EB I495S COLLIDED IN I/C DUE TO TRAFFIC LIGHT OUT DUE TO BLACKOUT

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

03470231 8/14/2003 Thursday 2 0 0 Traffic Signal Daylight Clear Dry Rear End
5:30:00 PM

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	Unknown	Going Straight Ahead	Other Motor Vehicle	Not Applicable	42
2	Driver Inattention (Indicate)*	Following Too Closely	Unknown	Going Straight Ahead	Other Motor Vehicle	Not Applicable	41

Comments: FIELD REPORT/MV1 REARENDED BY MV2

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

03541505 9/14/2003 Sunday 2 0 0 Traffic Signal Dark-Road Lighted Clear Dry Overtaking / Passing / Lane Change
10:40:00 PM

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	W	Making Right Turn	Other Motor Vehicle	Not Applicable	35
2	Unsafe Lane Changing	Unknown	W	Making Right Turn	Other Motor Vehicle	Not Applicable	25

Comments: MV1 WB I495N IN OUTSIDE TURN LANE WHEN MV2 WB IN INSIDE TURN LANE COLLIDED

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

03558263 9/22/2003 Monday 2 0 0 Traffic Signal Daylight Clear Dry Rear End
9:45:00 AM

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	Unknown	Going Straight Ahead	Other Motor Vehicle	Not Applicable	52
2	Driver Inattention (Indicate)*	Not Applicable	Unknown	Going Straight Ahead	Other Motor Vehicle	Not Applicable	26

Comments: FIELD REPORT/MV2 REARENDED MV1

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

03578406 10/1/2003 Wednesday 2 0 0 Traffic Signal Dark-Road Lighted Clear Dry Unknown
5:40:00 PM

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Unknown	Unknown	Unknown	Unknown	Other Motor Vehicle	Not Applicable	60
2	Unknown	Unknown	Unknown	Unknown	Other Motor Vehicle	Not Applicable	26

Comments: FIELD REPORT/NO DETAILS

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

03604161 10/13/2003 4:10:00 PM Monday 2 0 0 Traffic Signal Daylight Clear Dry Overtaking / Passing / Lane Change

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable	57
2	Failure to Keep Right	Unknown	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable	40

Comments: MV1 WB SR454 SIDESWIPE BY MV2 WB SR454

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

03608171 10/15/2003 6:57:00 PM Wednesday 2 0 0 Traffic Signal Dark-Road Lighted Clear Dry Sketch

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	Unknown	Stopped in Traffic	Other Motor Vehicle	Not Applicable	27
2	Driver Inattention (Indicate)*	Unknown	Unknown	Backing	Other Motor Vehicle	Not Applicable	42

Comments: FIELD REPORT/MV2 ROLLED BACK INTO MV1

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

03620431 10/21/2003 7:10:00 PM Tuesday 2 1 0 Traffic Signal Dark-Road Lighted Clear Dry Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	S	Stopped in Traffic	Not Applicable	Not Applicable	29
2	Driver Inattention (Indicate)*	Not Applicable	S	Stopped in Traffic	Not Applicable	Not Applicable	48

Comments: MV1 WB SR454 STOPPED @ LIGHT WHEN MV2 WB REARENDED MV1

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

03631312 10/27/2003 8:40:00 AM Monday 2 0 0 Traffic Signal Daylight Clear Dry Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	Unknown	Going Straight Ahead	Other Motor Vehicle	Not Applicable	62
2	Driver Inattention (Indicate)*	Following Too Closely	Unknown	Going Straight Ahead	Other Motor Vehicle	Not Applicable	33

Comments: FIELD REPORT/MV1 REARENDED BY MV2

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

03656469 11/7/2003 6:42:00 PM Friday 2 1 0 Traffic Signal Dark-Road Lighted Clear Dry Left Turn Same Direction

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	W	Making Left Turn	Other Motor Vehicle	Not Applicable	23
2	Traffic Control	Not Applicable	S	Going Straight Ahead	Other Motor Vehicle	Not	54

Disregarded

Applicable

Comments: MV1 WB I495N MAKING L/T WHEN MV2 SB SR454 RAN RED LIGHT & STRUCK MV1

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
03705970	12/2/2003 7:45:00 AM	Tuesday	2	0	0	Traffic Signal	Daylight	Clear	Dry	Fixed Object

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Pavement Slippery	Unknown	W	Going Straight Ahead	Other Fixed Object*	Not Applicable	25
2	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Other Fixed Object*	Not Applicable	

Comments: FIELD REPORT/MV1 WB I495N SLID OFF ROADWAY DUE TO ICE & STRUCK SHRUBS

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
03745803	12/21/2003 3:30:00 AM	Sunday	2	2	0	Traffic Signal	Dark-Road Lighted	Clear	Dry	Right Angle

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Unknown	Unknown	SE	Going Straight Ahead	Other Motor Vehicle	Not Applicable	40
2	Unknown	Unknown	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable	27

Comments: MV1 SEB SR454 WHEN MV2 WB I495N COLLIDED

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
03759331	12/28/2003 11:50:00 AM	Sunday	2	0	0	None	Daylight	Clear	Dry	Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable	63
2	Driver Inattention (Indicate)*	Following Too Closely	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable	40

Comments: FIELD REPORT/MV1 WB I495N REARENDED BY MV2

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
04022348	1/13/2004 5:30:00 AM	Tuesday	2	0	0	Traffic Signal	Dark-Road Lighted	Clear	Snow/Ice	Left Turn Opposing Direction

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Unknown	Unknown	NW	Making Left Turn	Other Motor Vehicle	Not Applicable	52
2	Traffic Control Disregarded	Unknown	SE	Going Straight Ahead	Other Motor Vehicle	Not Applicable	74

Comments: MV1 NWB SR454 MAKING L/T W/GREEN ARROW WHEN MV2 EB SR454 STRUCK MV1

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
04027190	1/15/2004 1:00:00 PM	Thursday	2	0	0	Traffic Signal	Daylight	Clear	Snow/Ice	Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	W	Stopped in Traffic	Other Motor Vehicle	Not Applicable	25

2 Driver Inattention Following Too Closely W Slowing or Stopping Other Motor Vehicle Not Applicable 23
(Indicate)*

Comments: FIELD REPORT/MV1 WB I495N STOPPED @ RED LIGHT WHEN MV2 WB REARENDED MV1

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04037190 1/20/2004 5:26:00 AM Tuesday 2 0 0 Traffic Signal Daylight Clear Wet Overtaking / Passing / Lane Change

MV # Contrib Factor 1 Contrib Factor 2 Direction Action 1st Event 2nd Event Drivers Age

1 Not Applicable Not Applicable S Making Right Turn Other Motor Vehicle Not Applicable 48
2 Passing or Lane Usage Improper Pavement Slippery S Passing Other Motor Vehicle Not Applicable 51

Comments: FIELD REPORT/ MV1 SB SR454 R/T LANE WHEN MV2 SB SR454 ATTEMPTED TO PASS MV1 ON THE RIGHT & STRUCK MV1

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04042201 1/22/2004 9:07:00 PM Thursday 2 1 0 Traffic Signal Dark-Road Lighted Cloudy Wet Right Angle

MV # Contrib Factor 1 Contrib Factor 2 Direction Action 1st Event 2nd Event Drivers Age

1 Not Applicable Not Applicable W Going Straight Ahead Other Motor Vehicle Not Applicable 25
2 Driver Inattention (Indicate)* Traffic Control Disregarded N Going Straight Ahead Other Motor Vehicle Not Applicable 34

Comments: MV1 WB I495N W/GREEN WHEN MV2 NB SR454 RAN RED LIGHT & STRUCK MV1

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04059963 2/1/2004 7:25:00 PM Sunday 3 1 0 Traffic Signal Dark-Road Lighted Cloudy Dry Right Angle

MV # Contrib Factor 1 Contrib Factor 2 Direction Action 1st Event 2nd Event Drivers Age

1 Not Applicable Not Applicable W Going Straight Ahead Other Motor Vehicle Not Applicable 21
2 Traffic Control Disregarded Not Applicable N Going Straight Ahead Other Motor Vehicle Not Applicable 37
3 Not Applicable Not Applicable S Stopped in Traffic Other Motor Vehicle Not Applicable 47

Comments: MV1 WB I495N W/GREEN WHEN MV2 NB SR454 RAN RED LIGHT & STRUCK MV1. MV2 CONTINUED ACROSS MEDIAN & STRUCK MV3 SB SR454 STOPPED @ RED LIGHT

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04079855 2/12/2004 11:18:00 AM Thursday 2 1 0 Other Daylight Cloudy Dry Sketch

MV # Contrib Factor 1 Contrib Factor 2 Direction Action 1st Event 2nd Event Drivers Age

1 Not Applicable Not Applicable NW Going Straight Ahead Other Motor Vehicle Not Applicable 59
2 Traffic Control Disregarded Failure to Yield Right-of-Way SE Making U Turn Other Motor Vehicle Not Applicable 44

Comments: MV1 NWB SR454 L/L WHEN MV2 SEB SR454 MADE U-TURN IFO MV1 & COLLIDED

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04106538 2/17/2004 12:39:00 PM Tuesday 2 0 0 Traffic Signal Daylight Clear Dry Sketch

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	Unknown	Stopped in Traffic	Other Motor Vehicle	Not Applicable	42
2	Backing Unsafely	Driver Inattention (Indicate)*	Unknown	Backing	Other Motor Vehicle	Not Applicable	39

Comments: FIELD REPORT/ MV2 BACKED UP INTO MV1

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04121526 3/6/2004 12:00:00 PM Saturday 2 0 0 Traffic Signal Daylight Rain Wet Unknown

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Unknown	Unknown	Unknown	Unknown	Other Motor Vehicle	Not Applicable	42
2	Unknown	Unknown	Unknown	Unknown	Other Motor Vehicle	Not Applicable	40

Comments: FIELD REPORT/ NO DETAILS

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04122674 3/6/2004 11:30:00 PM Saturday 2 3 0 Traffic Signal Dark-Road Lighted Clear Dry Left Turn Opposing Direction

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	N	Making Left Turn	Other Motor Vehicle	Not Applicable	61
2	Traffic Control Disregarded	Not Applicable	S	Going Straight Ahead	Other Motor Vehicle	Not Applicable	18

Comments: MV1 NB SR454 ATTEMPTED TO MAKE L/T WHEN MV2 SB SR454 RAN RED LIGHT & COLLIDED

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04144595 3/19/2004 8:32:00 AM Friday 2 0 0 Traffic Signal Daylight Sleet/Hail/Freezing Rain Snow/Ice Sketch

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	W	Stopped in Traffic	Other Motor Vehicle	Not Applicable	39
2	Driver Inattention (Indicate)*	Unknown	W	Backing	Other Motor Vehicle	Not Applicable	56

Comments: FIELD REPORT/ MV2 WB SR454 STOPPED @ LIGHT ROLLED BACK INTO MV1 WB SR454

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04156682 3/26/2004 1:40:00 PM Friday 2 0 0 Traffic Signal Daylight Clear Dry Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	Unknown	Stopped In Traffic	Other Motor Vehicle	Not Applicable	31
2	Driver Inattention (Indicate)*	Following Too Closely	Unknown	Slowing or Stopping	Other Motor Vehicle	Not Applicable	44

Comments: FIELD REPORT MV2 HIT MV1 IN REAR

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04166286 3/31/2004 4:10:00 PM Wednesday 2 0 0 Traffic Signal Daylight Rain Wet Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	S	Stopped In Traffic	Other Motor Vehicle	Not Applicable	40
2	Driver Inattention (Indicate)*	Following Too Closely	S	Slowing or Stopping	Other Motor Vehicle	Not Applicable	81

Comments: MV2 STRUCK MV1 FROM BEHIND

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04167828 4/1/2004 1:19:00 PM Thursday 2 0 0 Traffic Signal Daylight Cloudy Wet Right Angle

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	W	Making Left Turn	Other Motor Vehicle	Not Applicable	36
2	Traffic Control Disregarded	Not Applicable	NW	Going Straight Ahead	Other Motor Vehicle	Not Applicable	X

Comments: MV1 MAKING LEFT TURN FROM W/B I495 N ONTO E/B RT 454 WHEN MV2 RAN RED LIGHT ON W/B RT 454, SIDESWIPE FRONT END OF MV1 MV2 FLED SCENE.

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04173377 4/4/2004 10:40:00 AM Sunday 2 0 0 Traffic Signal Daylight Rain Wet Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	SE	Stopped in Traffic	Other Motor Vehicle	Not Applicable	46
2	Pavement Slippery	Not Applicable	SE	Slowing or Stopping	Other Motor Vehicle	Not Applicable	38

Comments: MV1 STOPPED AT TRAFFIC LIGHT MV2 HIT REAR OF MV1 SKID ON WET PAVEMENT

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04201142 4/18/2004 9:35:00 AM Sunday 2 0 0 Traffic Signal Daylight Clear Dry Unknown

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Unknown	Unknown	Unknown	Unknown	Other Motor Vehicle	Not Applicable	48
2	Unknown	Unknown	Unknown	Unknown	Other Motor Vehicle	Not Applicable	62

Comments: FILED REPORT ONLY.

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04213516 4/24/2004 11:25:00 AM Saturday 2 0 0 Traffic Signal Daylight Clear Dry Overtaking / Passing / Lane Change

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable	43
2	Unsafe Lane Changing	Not Applicable	W	Changing Lanes	Other Motor Vehicle	Not Applicable	44

Comments: MV1 W/B I495N STRUCK BY MV2 WHO ATTEMPTED TO CHANGE LANES

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04217576 4/26/2004 Monday 2 0 0 Traffic Signal Daylight Cloudy Wet Rear End
11:20:00 AM

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Reaction to Other Uninvolved Vehicle	Not Applicable	S	Slowing or Stopping	Other Motor Vehicle	Not Applicable	38
2	Reaction to Other Uninvolved Vehicle	Not Applicable	S	Slowing or Stopping	Other Motor Vehicle	Not Applicable	49

Comments: MV1 STRUCK MV2 FROM BEHIND

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04226818 4/30/2004 Friday 2 0 0 Traffic Signal Dark-Road Lighted Clear Dry Rear End
11:30:00 PM

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	W	Stopped in Traffic	Other Motor Vehicle	Not Applicable	37
2	Driver Inattention (Indicate)*	Following Too Closely	W	Slowing or Stopping	Other Motor Vehicle	Not Applicable	37

Comments: FIELD RPT ONLY - MV2 ROLLED ONTO MV1.

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04227216 5/1/2004 7:10:00 Saturday 2 0 0 Traffic Signal Daylight Clear Dry Overtaking / Passing / Lane Change
AM

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	W	Making Left Turn	Other Motor Vehicle	Not Applicable	56
2	Unsafe Lane Changing	Not Applicable	W	Making Left Turn	Other Motor Vehicle	Not Applicable	22

Comments: MV1 W/B ON RT454 WHEN HIS VEHICLE WAS STRUCK BY MV2 WHO FAILED TO SEE MV1 WHEN CHANGING LANES.

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04293488 6/1/2004 9:13:00 Tuesday 2 0 0 Traffic Signal Daylight Clear Dry Overtaking / Passing / Lane Change
AM

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable	32
2	Driver Inattention (Indicate)*	Not Applicable	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable	33

Comments: MV1 W/B I495N, CENTER LANE WHEN MV2 IN L/LANE ENTERED INTO MV1'S LANE CAUSING COLLISON. MV2 STATES MV1 ENTERED INTO MV2'S LANE.

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04314488 6/11/2004 Friday 2 0 0 Traffic Signal Daylight Clear Dry Rear End
7:58:00 AM

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	W	Stopped in Traffic	Other Motor Vehicle	Not Applicable	25
2	Driver Inattention	Following Too Closely	W	Slowing or Stopping	Other Motor Vehicle	Not	44

(Indicate)*

Applicable

Comments: MV2 REARENDED MV1.

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04319332 6/13/2004 1:20:00 AM Sunday 2 0 0 Traffic Signal Dark-Road Lighted Clear Dry Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	SE	Stopped in Traffic	Other Motor Vehicle	Not Applicable	22
2	Driver Inattention (Indicate)*	Following Too Closely	SE	Slowing or Stopping	Other Motor Vehicle	Not Applicable	27

Comments: MV1 WAS REARENDE BY MV2.

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04326094 6/16/2004 6:20:00 AM Wednesday 2 0 0 Traffic Signal Daylight Cloudy Dry Right Turn Same Direction / RTOR

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Unsafe Speed	Not Applicable	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable	27
2	Failure to Yield Right-of-Way	Not Applicable	S	Making Right Turn	Other Motor Vehicle	Not Applicable	54

Comments: MV1 W/B ON I495 SERV RD & SAW MV2 MAKE A LEFT TURN FROM RT454. HE THEN FELT A STRIKE ON HIS TRUCK. MV2 STATES HE WAS MAKING A RT TURN FROM RT454 TO LIE N SERV RD & WAS STRUCK BY MV1.

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04351934 6/26/2004 8:49:00 PM Saturday 2 0 0 Traffic Signal Dark-Road Lighted Clear Dry Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	S	Stopped in Traffic	Other Motor Vehicle	Not Applicable	20
2	Driver Inattention (Indicate)*	Following Too Closely	S	Slowing or Stopping	Other Motor Vehicle	Not Applicable	24

Comments: MV2 STRUCK MV1 FROM BEHIND S/B SR454 AT I495N

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04359241 6/29/2004 9:00:00 PM Tuesday 2 1 0 None Dark-Road Lighted Clear Dry Overtaking / Passing / Lane Change

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable	45
2	Not Applicable	Not Applicable	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable	18

Comments: MV1 W/B I495N STRUCK BY MV2 WHEN MV2 ATTEMPTED TO CHANGE LANES

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04519737 9/9/2004 8:35:00 AM Thursday 2 0 0 Other Daylight Rain Wet Sketch

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	NW	Going Straight Ahead	Other Motor Vehicle	Not Applicable	45
2	Traffic Control Disregarded	Failure to Yield Right-of-Way	SE	Making U Turn	Other Motor Vehicle	Not Applicable	20

Comments: MV2 STATES THAT WHILE DRIVING EB ON RT454 HE MADE A U-TURN AT EXPRESS DRIVE N BACK INTO WB RT454 WHEN STRUCK MV1 WHICH WAS WB ON RT454 IN LEFT LANE. IN MAKING U-TURN MV2 DISOBEYED A NO U-TURN SIGN AT ABOVE LOCATION.

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04535954 9/16/2004 5:20:00 PM Thursday 2 0 0 None Daylight Clear Dry Overtaking / Passing / Lane Change

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	W	Not Applicable	Not Applicable	Not Applicable	61
2	Passing or Lane Usage Improper	Unsafe Lane Changing	W	Not Applicable	Not Applicable	Not Applicable	X

Comments: MV1 STOPPED IN RIGHT TURN LANE SR454 W/B MV2 W/B TRIED TO MERGE

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04544228 9/20/2004 9:45:00 AM Monday 2 0 0 Traffic Signal Daylight Clear Dry Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	Unknown	Stopped In Traffic	Other Motor Vehicle	Not Applicable	29
2	Driver Inattention (Indicate)*	Following Too Closely	Unknown	Slowing or Stopping	Other Motor Vehicle	Not Applicable	32

Comments: MV2 STRUCK MV1 IN REAR.

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04544285 9/20/2004 9:25:00 AM Monday 2 0 0 Traffic Signal Daylight Clear Dry Sketch

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	NW	Going Straight Ahead	Other Motor Vehicle	Not Applicable	25
2	Turning Improperly	Not Applicable	SE	Making U Turn	Other Motor Vehicle	Not Applicable	41

Comments: MV1 N/W RT 454 WHEN MV2 MADE ILLEGAL U-TURN FROM E/B RT 454 @ I495N I/F/O MV1 STRIKING SAME.

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04550287 9/23/2004 8:15:00 AM Thursday 2 0 0 Traffic Signal Daylight Clear Dry Overtaking / Passing / Lane Change

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	SE	Going Straight Ahead	Other Motor Vehicle	Guide Rail	23
2	Unsafe Lane Changing	Not Applicable	SE	Changing Lanes	Other Motor Vehicle	Guide Rail	33

Comments: MV1 SE/B ON VETS HWY @ INTERSECTION IN LEFT LANE. MV2 SE/B ON VETS HWY @ INTERSECTION IN CTR LANE. MV2 ATTEMPTED TO CHG LANES INTO LEFT LANE & STRUCK MV1. ALSO STRUCK GUARDRAIL ON DRIVER'S SIDE.

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04630443	11/1/2004 12:30:00 PM	Monday	2	0	0	Traffic Signal	Dark- Road Lighted	Clear	Dry	Unknown
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Unknown	Unknown	Unknown	Unknown	Other Motor Vehicle	Not Applicable	24
2	Unknown	Unknown	Unknown	Unknown	Other Motor Vehicle	Not Applicable	84

Comments: FIELD REPORT

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
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04645438	11/9/2004 7:38:00 AM	Tuesday	2	0	0	Traffic Signal	Daylight	Clear	Dry	Overtaking / Passing / Lane Change
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Driver Inattention (Indicate)*	Not Applicable	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable	27
2	Driver Inattention (Indicate)*	Not Applicable	W	Making Right Turn	Other Motor Vehicle	Not Applicable	17

Comments: MV1 WAS STRUCK BY MV2

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
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04715420	12/17/2004 9:12:00 AM	Friday	2	1	0	Traffic Signal	Daylight	Clear	Dry	Left Turn Opposing Direction
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	N	Going Straight Ahead	Other Motor Vehicle	Not Applicable	33
2	Turning Improperly	Not Applicable	S	Making Left Turn	Other Motor Vehicle	Not Applicable	38

Comments: MV1 STATES N/B SR454 WHEN MV2 MADE EITHER L/TURN OR U/TURN I/F/O HIM CAUSING COLLISION; MV2 MADE NO STATEMENT

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
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05010477	1/7/2005 7:33:00 AM	Friday	2	0	0	None	Daylight	Cloudy	Dry	Rear End
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	W	Slowing or Stopping	Other Motor Vehicle	Not Applicable	32
2	Following Too Closely	Not Applicable	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable	42

Comments: MV1 W/B ON I495N IN THE ? LANE WHEN HE BEGAN TO SLOW IN TRAFFIC WHEN MV2 STRUCK HIM FROM BEHIND.

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
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05017872	1/11/2005 2:40:00 PM	Tuesday	2	0	0	Traffic Signal	Daylight	Cloudy	Wet	Rear End
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	N	Stopped in Traffic	Other Motor Vehicle	Not Applicable	39
2	Following Too Closely	Not Applicable	N	Slowing or Stopping	Other Motor Vehicle	Not Applicable	60

Comments: MV1 STOPPED N/B ON RT454 @ INTERSECTION IN TRAFFIC. MV2 ON RT454 SLOWING DOWN, STRUCK MV1 FROM BEHIND.

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05022716 1/14/2005 9:25:00 AM Friday 2 0 0 Traffic Signal Daylight Rain Wet Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	W	Stopped in Traffic	Other Motor Vehicle	Not Applicable	44
2	Driver Inattention (Indicate)*	Following Too Closely	W	Slowing or Stopping	Other Motor Vehicle	Not Applicable	26

Comments: MV2 REARENDED MV1.

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05059176 2/2/2005 4:25:00 PM Wednesday 2 0 0 None Dusk Clear Dry Overtaking / Passing / Lane Change

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	W	Making Right Turn	Other Motor Vehicle	Not Applicable	56
2	Turning Improperly	Not Applicable	W	Making Right Turn	Other Motor Vehicle	Not Applicable	45

Comments: MV1 IN RIGHT LANE W/B TURNING INTO PARKING LOT MV2 IN MIDDLE LANE TURNING INTO SAME PARKING LOT

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05081731 2/15/2005 9:03:00 AM Tuesday 2 0 0 None Daylight Clear Dry Overtaking / Passing / Lane Change

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable	33
2	Unsafe Lane Changing	Not Applicable	W	Making Right Turn	Other Motor Vehicle	Not Applicable	42

Comments: MV1 N/B I495N WHEN MV2 TURNED INTO HIM FROM MIDDLE LANE. MV2 STATES ATTEMPTED TO MAKE TURN INTO GAS STATION WHEN MV1 TRIED TO PASS HIM

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05082020 2/15/2005 12:15:00 PM Tuesday 2 0 0 None Daylight Clear Dry Overtaking / Passing / Lane Change

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable	58
2	Unsafe Lane Changing	Not Applicable	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable	43

Comments: MV1 W/B I495N WHEN MV2 VEERED INTO MV1. MV2 STATES MV1 TRIED TO PASS MV2 AND CAME TOO CLOSE AND HOOKED ONTO MV1'S BUMPER AS SHE PASSED.

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05143563 3/22/2005 8:35:00 AM Tuesday 2 0 0 Traffic Signal Daylight Clear Dry Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
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1	Not Applicable	Not Applicable	N	Making Left Turn	Other Motor Vehicle	Not Applicable	30
2	Not Applicable	Not Applicable	N	Making Left Turn	Other Motor Vehicle	Not Applicable	37

Comments: MV1 & MV2 BOTH MAKING LEFT TURNS ONTO EXPRESS DR N FROM RTE 454 - MV1 CHANGED LANES INTO MV2 - MV2 DID NOT SEE MV1 BECAUSE SHE WAS IN HIS BLIND SPOT

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05158246	3/30/2005 2:30:00 PM	Wednesday	2	0	0	None	Daylight	Clear	Dry	Overtaking / Passing / Lane Change
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable	39
2	Passing or Lane Usage Improper	Not Applicable	W	Making Right Turn	Other Motor Vehicle	Not Applicable	42

Comments: MV1 & MV1 IN LEFT TURNING LANES ON NW SR454 WHEN MV2 ATTEMPTED TO CUT ACROSS MV1 LANES WHILE MAKING LEFT TURN FROM MIDDLE LANE ONTO I495N TO TRY TO ENTER MOBIL GAS STATION

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05178818	4/10/2005 4:30:00 AM	Sunday	2	3	0	Traffic Signal	Dark-Road Lighted	Clear	Dry	Rear End
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Alcohol Involvement	Following Too Closely	W	Other*	Other Motor Vehicle	Not Applicable	
2	Unknown	Unknown	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable	39

Comments: MV1 HIT FROM BEHIND BY MV2-ARRESTED DWI

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05200685	4/21/2005 11:45:00 AM	Thursday	2	0	0	Traffic Signal	Daylight	Clear	Dry	Rear End
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	SE	Stopped in Traffic	Other Motor Vehicle	Not Applicable	46
2	Driver Inattention (Indicate)*	Following Too Closely	SE	Slowing or Stopping	Other Motor Vehicle	Not Applicable	56

Comments: FIELD REPORT - MV1 STOPPED AT LIGHT STRUCK IN REAR BY MV2

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05265403	5/25/2005 10:10:00 AM	Wednesday	2	0	0	Traffic Signal	Daylight	Rain	Wet	Overtaking / Passing / Lane Change
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	NW	Making Right Turn	Other Motor Vehicle	Not Applicable	63
2	Turning Improperly	Obstruction/Debris	NW	Making Right Turn	Other Motor Vehicle	Not Applicable	46

Comments: MV1 WB ATTEMPTING A RIGHT TURN ONTO NB RT 454 WB EXP DR N WHEN MV2 SIDE SWIPED MV1 WHILE ALSO ANTICIPATING RIGHT TURN ONTO NB RT 454 FROM ADJACENT LANE WHICH WAS NOT A TURNING LANE BUT HE WAS FORCED TO BECAUSE OF ROAD CLOSURE DUE TO A PREVIOUS MVA

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05278085 5/31/2005 7:50:00 AM Tuesday 2 0 0 Traffic Signal Daylight Clear Dry Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Unknown	Unknown	Unknown	Unknown	Other Motor Vehicle	Not Applicable	41
2	Unknown	Unknown	Unknown	Unknown	Other Motor Vehicle	Not Applicable	X

Comments: FIELD REPORT - COMP REPORTS SHE REAR ENDED BOX TRUCK

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05288315 6/4/2005 11:20:00 PM Saturday 2 0 0 Traffic Signal Dark-Road Lighted Clear Dry Overtaking / Passing / Lane Change

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	S	Going Straight Ahead	Other Motor Vehicle	Not Applicable	46
2	Passing or Lane Usage Improper	Turning Improperly	S	Making Left Turn	Other Motor Vehicle	Not Applicable	22

Comments: M1 GOING STRAIGH WHEN MV2 TURNED I/F/O MV1 ONTO EXP DR N

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05307584 6/13/2005 1:30:00 PM Monday 2 0 0 Traffic Signal Daylight Clear Dry Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	W	Stopped in Traffic	Other Motor Vehicle	Not Applicable	42
2	Following Too Closely	Driver Inattention (Indicate)*	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable	29

Comments: FIELD REPORT - MV2 STRUCK MV1 FROM REAR AT LIGHT

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05342833 6/28/2005 6:05:00 PM Tuesday 2 0 0 Traffic Signal Daylight Clear Dry Overtaking / Passing / Lane Change

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	N	Making Left Turn	Other Motor Vehicle	Not Applicable	63
2	Driver Inattention (Indicate)*	Turning Improperly	N	Making Left Turn	Other Motor Vehicle	Not Applicable	60

Comments: FIELD REPORT - MV2 STRUCK MV1 WITH TRAILER WHILE BOTH TURNING

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05344042 6/29/2005 8:20:00 AM Wednesday 2 0 0 Traffic Signal Daylight Cloudy Dry Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	S	Making Right Turn on Red	Other Motor Vehicle	Not Applicable	31
2	Driver Inattention (Indicate)*	Not Applicable	S	Making Right Turn on Red	Other Motor Vehicle	Not Applicable	33

Comments: MV1 MAKING RIGHT TURN ON RED AT I/L AND WAS WAITING FOR TRAFFIC TO CLEAR - MV2 HIT MV1 FROM BEHIND

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05365779 7/8/2005 7:06:00 AM Friday 2 0 0 Traffic Signal Daylight Rain Wet Overtaking / Passing / Lane Change

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	Unknown	Going Straight Ahead	Other Motor Vehicle	Not Applicable	29
2	Unsafe Lane Changing	Not Applicable	Unknown	Changing Lanes	Other Motor Vehicle	Not Applicable	93

Comments: FIELD REPORT - MV2 CHANGED LANES INTO MV1

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05377129 7/13/2005 8:18:00 AM Wednesday 2 0 0 Traffic Signal Daylight Cloudy Dry Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Unknown	Unknown	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable	28
2	Unknown	Unknown	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable	53

Comments: FIELD REPORT - MV1 WB EXP DR N R/E BY MV2

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05433889 8/6/2005 10:41:00 PM Saturday 2 0 0 Traffic Signal Dark-Road Lighted Clear Dry Overtaking / Passing / Lane Change

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	SE	Going Straight Ahead	Other Motor Vehicle	Not Applicable	72
2	Failure to Yield Right-of-Way	Not Applicable	SE	Merging	Other Motor Vehicle	Not Applicable	

Comments: MV1 EB RT 454 IN RIGHT LN WHEN SIDE SWIPED BY MV2

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05529812 9/21/2005 6:58:00 AM Wednesday 2 0 0 Traffic Signal Daylight Clear Dry Overtaking / Passing / Lane Change

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Reaction to Other Uninvolved Vehicle	Not Applicable	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable	55
2	Not Applicable	Not Applicable	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable	22

Comments: FIELD REPORT - UNK MV PULLED I/F/O MV1 TO TURN RIGHT INTO GAS STATION WB ON LIE SVCE RD WHEN HE SWERVED OUT OF WAY AND MV2 STRUCK REAR D/S BUMPER

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05569889 10/10/2005 7:40:00 AM Monday 2 0 0 Traffic Signal Daylight Rain Wet Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
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1	Not Applicable	Not Applicable	W	Making Right Turn	Other Motor Vehicle	Not Applicable	37
2	Driver Inattention (Indicate)*	Not Applicable	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable	22

Comments: FIELD REPORT - MV2 R/E MV1

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
05592245	10/20/2005 7:52:00 AM	Thursday	2	0	0	Traffic Signal	Daylight	Clear	Dry	Overtaking / Passing / Lane Change

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	W	Making Right Turn	Other Motor Vehicle	Not Applicable	23
2	Not Applicable	Not Applicable	W	Making Right Turn	Other Motor Vehicle	Not Applicable	58

Comments: FIELD REPORT - MV1 MAKING RIGHT TURN FORM INSIDE TURN LN WHEN MV2 MAKING RIGHT FROM OUTSIDE TURN LN - MV2 HIT MV1

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
05697756	12/13/2005 3:24:00 PM	Tuesday	2	0	0	Traffic Signal	Daylight	Clear	Dry	Unknown

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Unknown	Unknown	Unknown	Unknown	Other Motor Vehicle	Not Applicable	36
2	Unknown	Unknown	Unknown	Unknown	Other Motor Vehicle	Not Applicable	24

Comments: FIELD REPORT - NO DETAILS

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
05698798	12/14/2005 3:42:00 AM	Wednesday	2	1	0	Traffic Signal	Dark-Road Lighted	Clear	Dry	Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	SE	Stopped in Traffic	Other Motor Vehicle	Not Applicable	61
2	Alcohol Involvement	Unsafe Speed	SE	Going Straight Ahead	Other Motor Vehicle	Not Applicable	34

Comments: MV1 STOPPED AT RED LIGHT SE SR454 WHEN REARENDED BY MV2

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
05698809	12/14/2005 4:04:00 AM	Wednesday	2	0	0	None	Dark-Road Lighted	Clear	Dry	Sketch

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	S	Parked	Other Object (Not Fixed)*	Not Applicable	X
2	Driver Inattention (Indicate)*	Not Applicable	S	Going Straight Ahead	Other Object (Not Fixed)*	Not Applicable	X

Comments: MV1 MARKED POLICE CAR PARKED SB AT AN ACCIDENT SCENE WITH EMERGENCY LIGHTS ON. MV2 MARKED HAUPPAUGE FIRE DEPT HEAVY RESCUE TRUCK SB SR454 TO ASSIST WITH ACCIDENT WHEN IT PULLED TOO CLOSE AND STRUCK MV1

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
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05715588 12/22/2005 Thursday 3 0 0 Traffic Signal Dark-Road Lighted Clear Dry Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Driver Inattention (Indicate)*	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable	24
2	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Other Motor Vehicle	Not Applicable	22
3	Not Applicable	Not Applicable	E	Stopped in Traffic	Other Motor Vehicle	Not Applicable	55

Comments: MV3 EB SWERVED BACK INTO TRAFFIC TO AVOID A VEH AND REARENDED MV2 PUSHING MV2 INTO REAR OF MV1

Number of Accidents: 120

Suffolk County DPW DRIVE

1/15/2008 2:28:58 PM



S, LIE South Service Rd at SR454 (node: 4091071) From 1/2002,00:00:00 to 12/31/2005,23:59:59
 Reference: for Dunn Engineering Prepared by: LLP Date Prepared: 1/15/2008

Most Current Accident Data — SCPD: 12/31/2005; Other Police: 11/1/2007 2:45:00 PM; Fatal (all sources): 10/29/2007 1:21:00 AM

CC Number	Accident Datetime	Day of the Week	Number of Vehicles	Number of Injured	Number Killed	Condition Description	Weather Description	Roadway Surface Description	Diagram Description	Accident Type Description
02039760	1/23/2002 5:13:00 PM	Wednesday	2	0	0	Dark-Road Lighted	Cloudy	Wet	Sketch	Other Motor Vehicle
02043406	1/25/2002 5:50:00 PM	Friday	2	0	0	Dark-Road Lighted	Clear	Dry	Rear End	Other Motor Vehicle
02102846	2/28/2002 5:35:00 AM	Thursday	2	0	0	Dark-Road Lighted	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle
02117569	3/8/2002 10:45:00 AM	Friday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle
02120645	3/9/2002 4:35:00 PM	Saturday	2	0	0	Unknown	Clear	Dry	Unknown	Other Motor Vehicle
02125746	3/12/2002 10:00:00 AM	Tuesday	3	0	0	Daylight	Cloudy	Dry	Rear End	Other Motor Vehicle
02128374	3/13/2002 8:30:00 PM	Wednesday	2	1	0	Dark-Road Lighted	Rain	Wet	Rear End	Other Motor Vehicle
02142152	3/21/2002 5:45:00 PM	Thursday	3	1	0	Dusk	Cloudy	Dry	Rear End	Other Motor Vehicle
02147498	3/24/2002 10:35:00 AM	Sunday	2	2	0	Daylight	Clear	Dry	Left Turn Opposing Direction	Other Motor Vehicle
02168191	4/4/2002 4:48:00 PM	Thursday	2	0	0	Daylight	Clear	Dry	Right Angle	Other Motor Vehicle
02210305	4/26/2002 12:07:00 PM	Friday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle
02215616	4/29/2002 7:00:00 AM	Monday	2	0	0	Daylight	Rain	Wet	Rear End	Other Motor Vehicle
02217589	4/30/2002 10:25:00 AM	Tuesday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle
02262674	5/22/2002 9:30:00 PM	Wednesday	2	0	0	Dark-Road Lighted	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle
02322468	6/18/2002 10:00:00 PM	Tuesday	2	0	0	Dark-Road Lighted	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle
02355970	7/1/2002 1:00:00 PM	Monday	2	0	0	Daylight	Clear	Dry	Unknown	Other Motor Vehicle
02372458	7/8/2002 12:24:00 PM	Monday	2	1	0	Daylight	Clear	Dry	Unknown	Other Motor Vehicle
02373155	7/8/2002 5:00:00 PM	Monday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle
02382136	7/12/2002 4:45:00 PM	Friday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle
02383649	7/13/2002 7:23:00 AM	Saturday	2	1	0	Daylight	Clear	Dry	Left Turn Opposing Direction	Other Motor Vehicle
02420596	7/29/2002	Monday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle

Quick Analysis Report for I495S, LIE South Service Rd at SR454

Accident ID	Date	Time	Day	Count	Severity	Weather	Lighting	Count	Severity	Weather	Lighting	Count	Severity	Other
03339144	6/23/2003	6:00:00 PM	Monday	2	0	0	Daylight	Clear	Dry	Clear	Daylight	0	0	Rear End
03340781	6/23/2003	7:00:00 AM	Monday	2	0	0	Daylight	Clear	Dry	Clear	Daylight	0	0	Rear End
03347248	6/26/2003	6:30:00 AM	Thursday	2	2	0	Daylight	Clear	Dry	Clear	Daylight	0	0	Rear End
03366909	7/3/2003	3:15:00 PM	Thursday	2	0	0	Daylight	Clear	Dry	Clear	Daylight	0	0	Unknown
03374864	7/7/2003	4:30:00 PM	Monday	2	0	0	Daylight	Clear	Dry	Clear	Daylight	0	0	Overtaking / Passing / Lane Change
03379166	7/8/2003	8:10:00 AM	Tuesday	2	0	0	Daylight	Clear	Dry	Clear	Daylight	0	0	Overtaking / Passing / Lane Change
03396958	7/15/2003	6:10:00 PM	Tuesday	2	0	0	Daylight	Clear	Dry	Clear	Daylight	0	0	Rear End
03427353	7/28/2003	9:00:00 AM	Monday	2	0	0	Daylight	Clear	Dry	Clear	Daylight	0	0	Rear End
03501943	8/28/2003	9:20:00 AM	Thursday	2	0	0	Daylight	Clear	Dry	Clear	Daylight	0	0	Rear End
03562211	9/24/2003	7:45:00 AM	Wednesday	2	0	0	Daylight	Clear	Dry	Clear	Daylight	0	0	Unknown
03574220	9/29/2003	3:40:00 PM	Monday	2	2	0	Daylight	Clear	Dry	Clear	Daylight	0	0	Rear End
03576844	9/30/2003	12:00:00 PM	Tuesday	2	0	0	Daylight	Clear	Dry	Clear	Daylight	0	0	Rear End
03578162	10/1/2003	3:40:00 PM	Wednesday	2	0	0	Daylight	Clear	Dry	Clear	Daylight	0	0	Rear End
03626560	10/24/2003	10:03:00 PM	Friday	2	1	0	Dark-Road Unlighted	Clear	Dry	Clear	Dark-Road Unlighted	0	0	Right Angle
03651752	11/4/2003	5:15:00 PM	Tuesday	2	0	0	Dark-Road Lighted	Clear	Dry	Clear	Dark-Road Lighted	0	0	Unknown
03652774	11/5/2003	8:10:00 PM	Wednesday	2	0	0	Dark-Road Lighted	Rain	Wet	Rain	Dark-Road Lighted	0	0	Overtaking / Passing / Lane Change
03655170	11/7/2003	7:25:00 AM	Friday	2	0	0	Daylight	Clear	Dry	Clear	Daylight	0	0	Overtaking / Passing / Lane Change
03679644	11/18/2003	5:05:00 PM	Tuesday	2	0	0	Dark-Road Lighted	Clear	Dry	Clear	Dark-Road Lighted	0	0	Overtaking / Passing / Lane Change
03679955	11/18/2003	7:40:00 PM	Tuesday	2	0	0	Dark-Road Lighted	Cloudy	Dry	Cloudy	Dark-Road Lighted	0	0	Overtaking / Passing / Lane Change
03690956	11/24/2003	11:10:00 AM	Monday	2	0	0	Daylight	Cloudy	Dry	Cloudy	Daylight	0	0	Rear End
03693379	11/25/2003	3:10:00 PM	Tuesday	2	0	0	Daylight	Clear	Dry	Clear	Daylight	0	0	Overtaking / Passing / Lane Change
03717591	12/7/2003	1:12:00 PM	Sunday	2	0	0	Daylight	Clear	Snow/Ice	Clear	Daylight	0	0	Non-fixed Object
03721661	12/5/2003	3:45:00 PM	Friday	2	0	0	Daylight	Cloudy	Snow/Ice	Cloudy	Daylight	0	0	Rear End
03737077	12/16/2003	6:35:00 PM	Tuesday	2	1	0	Dark-Road Lighted	Clear	Dry	Clear	Dark-Road Lighted	0	0	Left Turn Opposing Direction
03763703	12/30/2003		Tuesday	2	0	0	Dark-Road	Clear	Dry	Clear	Dark-Road	0	0	Unknown

Quick Analysis Report for I495S, LIE South Service Rd at SR454

04575777	10/5/2004 9:25:00 AM	Tuesday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle
04576446	10/5/2004 3:30:00 PM	Tuesday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle
04652031	11/12/2004 3:30:00 PM	Friday	2	0	0	Daylight	Rain	Wet	Rear End	Other Motor Vehicle
04668174	11/21/2004 12:20:00 AM	Sunday	2	0	0	Dark-Road Lighted	Rain	Wet	Rear End	Other Motor Vehicle
04696979	12/6/2004 2:23:00 PM	Monday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle
04712409	12/15/2004 4:16:00 PM	Wednesday	2	0	0	Dark-Road Lighted	Clear	Dry	Sketch	Other Motor Vehicle
04716542	12/17/2004 6:45:00 PM	Friday	2	0	0	Dark-Road Lighted	Clear	Dry	Rear End	Other Motor Vehicle
04721691	12/20/2004 8:14:00 AM	Monday	2	0	0	Daylight	Clear	Snow/Ice	Right Angle	Other Motor Vehicle
04736923	12/27/2004 3:15:00 PM	Monday	3	0	0	Daylight	Clear	Snow/Ice	Right Angle	Other Motor Vehicle
05033516	1/20/2005 9:15:00 AM	Thursday	2	0	0	Daylight	Clear	Snow/Ice	Rear End	Other Motor Vehicle
05045901	1/26/2005 12:20:00 PM	Wednesday	2	0	0	Daylight	Cloudy	Wet	Overtaking / Passing / Lane Change	Other Motor Vehicle
05056254	2/1/2005 3:29:00 AM	Tuesday	2	0	0	Dark-Road Lighted	Clear	Dry	Rear End	Other Motor Vehicle
05074593	2/11/2005 9:10:00 AM	Friday	2	0	0	Daylight	Clear	Dry	Unknown	Other Motor Vehicle
05076549	2/12/2005 8:36:00 AM	Saturday	2	0	0	Daylight	Clear	Dry	Right Angle	Other Motor Vehicle
05088835	2/19/2005 6:29:00 AM	Saturday	2	0	0	Dawn	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle
05089243	2/19/2005 11:30:00 AM	Saturday	2	0	0	Daylight	Clear	Dry	Sketch	Other Motor Vehicle
05099768	2/25/2005 11:25:00 AM	Friday	2	0	0	Daylight	Clear	Wet	Rear End	Other Motor Vehicle
05125797	3/12/2005 1:54:00 AM	Saturday	2	0	0	Dark-Road Lighted	Sleet/Hail/Freezing Rain	Snow/Ice	Right Angle	Other Motor Vehicle
05130957	3/14/2005 8:15:00 PM	Monday	2	0	0	Dark-Road Lighted	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle
05137338	3/18/2005 4:16:00 PM	Friday	2	4	0	Daylight	Clear	Dry	Left Turn Opposing Direction	Other Motor Vehicle
05143405	3/22/2005 6:15:00 AM	Tuesday	2	0	0	Dawn	Clear	Dry	Right Angle	Other Motor Vehicle
05168201	4/4/2005 5:52:00 PM	Monday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle
05175489	4/8/2005 4:30:00 PM	Friday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle
05182973	4/12/2005 12:21:00 PM	Tuesday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle
05193143	4/17/2005	Sunday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle

Quick Analysis Report for I495S, LIE South Service Rd at SR454

9:51:00 AM

12/31/2005

3:10:00 PM

Saturday

2

0

0

Daylight

Clear

Dry

Unknown

Vehicle

Other Motor Vehicle

Number of Accidents: 147

Suffolk County DPW DRIVE

1/15/2008 2:30:28 PM

1 S, LIE South Service Rd at SR454 (node: 4091071) From: 1/2002,00:00:00 to 12/31/2005,23:59:59
 Reference: for Dunn Engineering Prepared by: LLP Date Prepared: 1/15/2008

Most Current Accident Data — SCPD: 12/31/2005; Other Police: 11/1/2007 2:45:00 PM; Fatal (all sources): 10/29/2007 1:21:00 AM

CC Number	Accident Datetime	Day of the Week	Number of Vehicles	Number of Injured	Number Killed	Condition Description	Weather Description	Roadway Surface Description	Diagram Description	Accident Type Description
02652217	11/11/2002 7:15:00 PM	Monday	1	0	0	Dark-Road Lighted	Cloudy	Wet	Fixed Object	Curbing
03051061	1/29/2003 10:43:00 AM	Wednesday	1	0	0	Daylight	Clear	Dry	Fixed Object	Guide Rail-End
02147498	3/24/2002 10:35:00 AM	Sunday	2	2	0	Daylight	Clear	Dry	Left Turn Opposing Direction	Other Motor Vehicle
02383649	7/13/2002 7:23:00 AM	Saturday	2	1	0	Daylight	Clear	Dry	Left Turn Opposing Direction	Other Motor Vehicle
03737077	12/16/2003 6:35:00 PM	Tuesday	2	1	0	Dark-Road Lighted	Clear	Dry	Left Turn Opposing Direction	Other Motor Vehicle
05137338	3/18/2005 4:16:00 PM	Friday	2	4	0	Daylight	Clear	Dry	Left Turn Opposing Direction	Other Motor Vehicle
05429834	8/5/2005 12:30:00 PM	Friday	2	4	0	Daylight	Clear	Dry	Left Turn Opposing Direction	Other Motor Vehicle
03238553	5/7/2003 6:00:00 PM	Wednesday	2	0	0	Daylight	Cloudy	Dry	Non-fixed Object	Other Motor Vehicle
03717591	12/7/2003 1:12:00 PM	Sunday	2	0	0	Daylight	Clear	Snow/Ice	Non-fixed Object	Other Motor Vehicle
02102846	2/28/2002 5:35:00 AM	Thursday	2	0	0	Dark-Road Lighted	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle
02117569	3/8/2002 10:45:00 AM	Friday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle
02210305	4/26/2002 12:07:00 PM	Friday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle
02217589	4/30/2002 10:25:00 AM	Tuesday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle
02262674	5/22/2002 9:30:00 PM	Wednesday	2	0	0	Dark-Road Lighted	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle
02322468	6/18/2002 10:00:00 PM	Tuesday	2	0	0	Dark-Road Lighted	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle
02455973	8/12/2002 8:15:00 PM	Monday	2	0	0	Dark-Road Lighted	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle
02496839	8/31/2002 1:00:00 AM	Saturday	2	0	0	Dark-Road Lighted	Cloudy	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle
02532418	9/15/2002 1:05:00 PM	Sunday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle
02572311	10/4/2002 1:00:00 PM	Friday	2	0	0	Daylight	Cloudy	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle
03105647	2/27/2003 10:00:00 AM	Thursday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle
03374864	7/7/2003	Monday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle

Quick Analysis Report for I495S, LIE South Service Rd at SR454

Page 2 of 7

ID	Time	Day	Count	Count	Count	Light	Weather	Event	Vehicle
03379166	7/8/2003 8:10:00 AM	Tuesday	2	0	0	Daylight	Clear	Lane Change	Vehicle
03652774	11/5/2003 8:10:00 PM	Wednesday	2	0	0	Dark-Road Lighted	Rain	Overtaking / Passing / Lane Change	Other Motor Vehicle
03655170	11/7/2003 7:25:00 AM	Friday	2	0	0	Daylight	Clear	Overtaking / Passing / Lane Change	Other Motor Vehicle
03679644	11/18/2003 5:05:00 PM	Tuesday	2	0	0	Dark-Road Lighted	Clear	Overtaking / Passing / Lane Change	Other Motor Vehicle
03679955	11/18/2003 7:40:00 PM	Tuesday	2	0	0	Dark-Road Lighted	Cloudy	Overtaking / Passing / Lane Change	Other Motor Vehicle
03693379	11/25/2003 3:10:00 PM	Tuesday	2	0	0	Daylight	Clear	Overtaking / Passing / Lane Change	Other Motor Vehicle
04088478	2/17/2004 8:25:00 AM	Tuesday	2	0	0	Daylight	Clear	Overtaking / Passing / Lane Change	Other Motor Vehicle
04293875	6/1/2004 7:15:00 AM	Tuesday	2	0	0	Daylight	Clear	Overtaking / Passing / Lane Change	Other Motor Vehicle
04365736	7/2/2004 3:50:00 PM	Friday	2	0	0	Daylight	Clear	Overtaking / Passing / Lane Change	Other Motor Vehicle
04376125	7/6/2004 9:50:00 AM	Tuesday	2	2	0	Daylight	Clear	Overtaking / Passing / Lane Change	Other Motor Vehicle
04575777	10/5/2004 9:25:00 AM	Tuesday	2	0	0	Daylight	Clear	Overtaking / Passing / Lane Change	Other Motor Vehicle
04576446	10/5/2004 3:30:00 PM	Tuesday	2	0	0	Daylight	Clear	Overtaking / Passing / Lane Change	Other Motor Vehicle
04696979	12/6/2004 2:23:00 PM	Monday	2	0	0	Daylight	Clear	Overtaking / Passing / Lane Change	Other Motor Vehicle
05045901	1/26/2005 12:20:00 PM	Wednesday	2	0	0	Daylight	Cloudy	Overtaking / Passing / Lane Change	Other Motor Vehicle
05088835	2/19/2005 6:29:00 AM	Saturday	2	0	0	Dawn	Clear	Overtaking / Passing / Lane Change	Other Motor Vehicle
05130957	3/14/2005 8:15:00 PM	Monday	2	0	0	Dark-Road Lighted	Clear	Overtaking / Passing / Lane Change	Other Motor Vehicle
05168201	4/4/2005 5:52:00 PM	Monday	2	0	0	Daylight	Clear	Overtaking / Passing / Lane Change	Other Motor Vehicle
05193143	4/17/2005 1:50:00 PM	Sunday	2	0	0	Daylight	Clear	Overtaking / Passing / Lane Change	Other Motor Vehicle
05260860	5/22/2005 5:00:00 PM	Sunday	2	0	0	Daylight	Rain	Overtaking / Passing / Lane Change	Other Motor Vehicle
05278103	5/31/2005 7:50:00 AM	Tuesday	2	0	0	Daylight	Clear	Overtaking / Passing / Lane Change	Other Motor Vehicle
05380715	7/14/2005 9:30:00 PM	Thursday	2	0	0	Dark-Road Lighted	Clear	Overtaking / Passing / Lane Change	Other Motor Vehicle
05512205	9/12/2005 3:57:00 PM	Monday	2	0	0	Daylight	Clear	Overtaking / Passing / Lane Change	Other Motor Vehicle
05643415	11/14/2005 6:34:00 PM	Monday	2	0	0	Dark-Road Unlighted	Clear	Overtaking / Passing / Lane Change	Other Motor Vehicle
05689771	12/9/2005 10:35:00 AM	Friday	2	0	0	Daylight	Rain	Overtaking / Passing / Lane Change	Other Motor Vehicle
02043406	1/25/2002	Friday	2	0	0	Dark-Road	Clear	Rear End	Other Motor Vehicle

Quick Analysis Report for I495S, LIE South Service Rd at SR454

Vehicle	Time	Day	Count	Weather	Light	Temp	Wind	Humidity	Visibility	Notes
Other Motor Vehicle	6:10:00 PM	Monday	2	Clear	Daylight					Rear End
Other Motor Vehicle	7/28/2003 9:00:00 AM	Monday	2	Clear	Daylight					Rear End
Other Motor Vehicle	8/28/2003 9:20:00 AM	Thursday	2	Clear	Daylight					Rear End
Other Motor Vehicle	9/29/2003 3:40:00 PM	Monday	2	Clear	Daylight					Rear End
Other Motor Vehicle	9/30/2003 12:00:00 PM	Tuesday	2	Clear	Daylight					Rear End
Other Motor Vehicle	10/1/2003 3:40:00 PM	Wednesday	2	Clear	Daylight					Rear End
Other Motor Vehicle	11/24/2003 11:10:00 AM	Monday	2	Cloudy	Daylight					Rear End
Other Motor Vehicle	12/5/2003 3:45:00 PM	Friday	2	Cloudy	Daylight					Rear End
Other Motor Vehicle	1/11/2004 12:20:00 PM	Sunday	2	Clear	Daylight					Rear End
Other Motor Vehicle	1/26/2004 10:34:00 AM	Monday	2	Cloudy	Daylight					Rear End
Other Motor Vehicle	2/2/2004 8:40:00 AM	Monday	2	Clear	Daylight					Rear End
Other Motor Vehicle	3/6/2004 2:00:00 PM	Saturday	2	Rain	Daylight					Rear End
Other Motor Vehicle	3/17/2004 3:08:00 PM	Wednesday	2	Cloudy	Daylight					Rear End
Other Motor Vehicle	3/18/2004 4:45:00 PM	Thursday	2	Cloudy	Daylight					Rear End
Other Motor Vehicle	4/6/2004 3:07:00 PM	Tuesday	2	Clear	Daylight					Rear End
Other Motor Vehicle	4/22/2004 10:20:00 AM	Thursday	2	Clear	Daylight					Rear End
Other Motor Vehicle	4/26/2004 1:30:00 PM	Monday	2	Rain	Daylight					Rear End
Other Motor Vehicle	5/6/2004 6:40:00 PM	Thursday	2	Clear	Daylight					Rear End
Other Motor Vehicle	7/21/2004 6:25:00 PM	Wednesday	2	Clear	Daylight					Rear End
Other Motor Vehicle	8/4/2004 6:46:00 PM	Wednesday	2	Clear	Daylight					Rear End
Other Motor Vehicle	8/9/2004 4:56:00 PM	Monday	2	Clear	Daylight					Rear End
Other Motor Vehicle	9/9/2004 2:50:00 PM	Thursday	2	Cloudy	Daylight					Rear End
Other Motor Vehicle	9/20/2004 8:40:00 AM	Monday	2	Clear	Daylight					Rear End
Other Motor Vehicle	9/24/2004 7:06:00 PM	Friday	2	Clear	Dark-Road Lighted					Rear End
Other Motor Vehicle	11/12/2004 3:30:00 PM	Friday	2	Rain	Daylight					Rear End
Other Motor Vehicle	11/21/2004	Sunday	2	Rain	Dark-Road					Rear End

Quick Analysis Report for I495S, LIE South Service Rd at SR454

3:09:00 PM

05731714

Saturday

2

0

0

Daylight

Clear

Dry

Unknown

Vehicle

Other Motor Vehicle

Number of Accidents: 147

Suffolk County DPW DRIVE

1/15/2008 2:32:13 PM

I495S, LIE South Service Rd at SR454 (node: 4091071) For Dates: 1/1/2002 – 12/31/2005
 Reference: for Dunn Engineering Prepared by: LLP Date Prepared: 1/15/2008

Most Current Accident Data — SCPD: 12/31/2005; Other Police: 11/1/2007 2:45:00 PM; Fatal (all sources): 10/29/2007 1:21:00 AM

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
02039760	1/23/2002 5:13:00 PM	Wednesday	2	0	0	Traffic Signal	Dark-Road Lighted	Cloudy	Wet	Sketch

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	N	Stopped in Traffic	Other Motor Vehicle	Not Applicable	39
2	Driver Inattention (Indicate)*	Not Applicable	N	Other*	Other Motor Vehicle	Not Applicable	23

Comments: mv1 stopped in traffic mv2 began rolling back into mv1

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
02043406	1/25/2002 5:50:00 PM	Friday	2	0	0	Traffic Signal	Dark-Road Lighted	Clear	Dry	Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	W	Stopped in Traffic	Other Motor Vehicle	Not Applicable	54
2	Driver Inattention (Indicate)*	Not Applicable	W	Starting in Traffic	Other Motor Vehicle	Not Applicable	58

Comments: mv1 stopped in traffic s/b sr454 in left lane mv2 hit mv1 in rear

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
02102846	2/28/2002 5:35:00 AM	Thursday	2	0	0	Traffic Signal	Dark-Road Lighted	Clear	Dry	Overtaking / Passing / Lane Change

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	S	Making Right Turn	Other Motor Vehicle	Not Applicable	41
2	Unknown	Unknown	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable	X

Comments: mv1 states on outside turning lane attempting right turn mv2 went straight in far right lane

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
02117569	3/8/2002 10:45:00 AM	Friday	2	0	0	Traffic Signal	Daylight	Clear	Dry	Overtaking / Passing / Lane Change

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	E	Making Right Turn	Other Motor Vehicle	Not Applicable	32
2	Passing or Lane Usage Improper	Failure to Yield Right-of-Way	E	Making Right Turn	Other Motor Vehicle	Not Applicable	34

Comments: MV1 AND MV2 E/B I495S MAKING RIGHT TURN IN OUTSIDE LANE AND INSIDE LANE

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
02120645	3/9/2002 4:35:00 PM	Saturday	2	0	0	Traffic Signal	Unknown	Clear	Dry	Unknown

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
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Comments: FIELD REPORT

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
02125746	3/12/2002 10:00:00 AM	Tuesday	3	0	0	Traffic Signal	Daylight	Cloudy	Dry	Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	E	Stopped in Traffic	Other Motor Vehicle	Not Applicable	22
2	Not Applicable	Not Applicable	E	Stopped in Traffic	Other Motor Vehicle	Not Applicable	66
3	Not Applicable	Not Applicable	E	Stopped in Traffic	Other Motor Vehicle	Not Applicable	50

Comments: MV1 STOPPED AT RED LIGHT MV2 STOPPED AT RED LIGHT MV3 SLOWING DOWN TO STOP FOR LIGHT MV3 JUMPED FOWARD INTO MV2 WHO THEN HIT MV1

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
02128374	3/13/2002 8:30:00 PM	Wednesday	2	1	0	Traffic Signal	Dark-Road Lighted	Rain	Wet	Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	E	Making Right Turn	Other Motor Vehicle	Not Applicable	29
2	Following Too Closely	Not Applicable	E	Making Right Turn	Other Motor Vehicle	Not Applicable	48

Comments: mv1 making right turn on red light mv2 making right turn hit in rear

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
02142152	3/21/2002 5:45:00 PM	Thursday	3	1	0	Traffic Signal	Dusk	Cloudy	Dry	Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	S	Stopped in Traffic	Other Motor Vehicle	Not Applicable	47
2	Not Applicable	Not Applicable	S	Stopped in Traffic	Other Motor Vehicle	Not Applicable	59
3	Fell Asleep	Not Applicable	S	Going Straight Ahead	Other Motor Vehicle	Not Applicable	46

Comments: MV1 STOPPED S/B IN TRAFFIC MV2 HIT IN REAR BY MV3 MV2 THEN HIT MV1 IN REAR

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
02147498	3/24/2002 10:35:00 AM	Sunday	2	2	0	Traffic Signal	Daylight	Clear	Dry	Left Turn Opposing Direction

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	S	Going Straight Ahead	Other Motor Vehicle	Not Applicable	34
2	Turning Improperly	Not Applicable	W	Making Left Turn	Other Motor Vehicle	Not Applicable	67

Comments: mv1 s/b sr454 mv2 n/b making left turn onto i495s

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
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02168191 4/4/2002 4:48:00 PM Thursday 2 0 0 Traffic Signal Daylight Clear Dry Right Angle

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	N	Going Straight Ahead	Other Motor Vehicle	Not Applicable	40
2	Glare	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable	35

Comments: mv1 had steady green light mv2 vision hampered by sun glare

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

02210305 4/26/2002 12:07:00 PM Friday 2 0 0 Traffic Signal Daylight Clear Dry Overtaking / Passing / Lane Change

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	N	Going Straight Ahead	Other Motor Vehicle	Not Applicable	35
2	Turning Improperly	Traffic Control Disregarded	N	Making Left Turn	Other Motor Vehicle	Not Applicable	26

Comments: MV2 MADE ILLEGAL LEFT TURN FROM STRAIGHT ONLY LANE MV1 IN LEFT STRAIGHT LANE ONLY

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

02215616 4/29/2002 7:00:00 AM Monday 2 0 0 Traffic Signal Daylight Rain Wet Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
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Comments: FIELD REPORT MV2 HIT MV1 IN REAR

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

02217589 4/30/2002 10:25:00 AM Tuesday 2 0 0 Other Daylight Clear Dry Overtaking / Passing / Lane Change

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable	37
2	Passing or Lane Usage Improper	Turning Improperly	E	Making Right Turn	Other Motor Vehicle	Not Applicable	50

Comments: mv2 turned right from left lane mv1 in rightlane

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

02262674 5/22/2002 9:30:00 PM Wednesday 2 0 0 Traffic Signal Dark-Road Lighted Clear Dry Overtaking / Passing / Lane Change

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	SE	Making Right Turn	Other Motor Vehicle	Not Applicable	38
2	Not Applicable	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable	63

Comments: MV1 IN RIGHT TURN LANE MV2 MAKING RIGHT TURN

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

02322468 6/18/2002 10:00:00 PM Tuesday 2 0 0 Traffic Signal Dark-Road Lighted Clear Dry Overtaking / Passing / Lane Change

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable	61
2	Driver Inattention (Indicate)*	Unsafe Lane Changing	W	Changing Lanes	Other Motor Vehicle	Not Applicable	53

Comments: BOTH VEHICLES W/B SR454 MVF2 TRIED TO GET INTO LEFT LANE

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

02355970 7/1/2002 1:00:00 PM Monday 2 0 0 Traffic Signal Daylight Clear Dry Unknown

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
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Comments: FIELD REPORT

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

02372458 7/8/2002 12:24:00 PM Monday 2 1 0 Traffic Signal Daylight Clear Dry Unknown

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
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Comments: FIELD REPORT RIGHT FRONT BUMPER DAMAGE MV1 LEFT SIDE DAMAGE MV2

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

02373155 7/8/2002 5:00:00 PM Monday 2 0 0 Traffic Signal Daylight Clear Dry Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
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Comments: FIELD REPORT MV2 STRUCK MV1 IN REAR

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

02382136 7/12/2002 4:45:00 PM Friday 2 0 0 Traffic Signal Daylight Clear Dry Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
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1	Not Applicable	Not Applicable	E	Stopped in Traffic	Other Motor Vehicle	Not Applicable	57
2	Driver Inattention (Indicate)*	Not Applicable	E	Slowing or Stopping	Other Motor Vehicle	Not Applicable	26

Comments: MV1 E/B MV2 E/B REAR END ACCIDENT

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

02383649 7/13/2002 7:23:00 AM Saturday 2 1 0 Traffic Signal Daylight Clear Dry Left Turn Opposing Direction

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
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1	Not Applicable	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable	51
2	Traffic Control	Unknown	W	Making Left Turn	Other Motor Vehicle	Not	67

Disregarded

Applicable

Comments: MV1 E/B SR454 STRUCK BY MV2 MAKING ILLEGAL LEFT TURN

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:
 02420596 7/29/2002 11:05:00 AM Monday 2 0 0 Traffic Signal Daylight Clear Dry Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	E	Slowing or Stopping	Other Motor Vehicle	Not Applicable	37
2	Following Too Closely	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable	66

Comments: MV1 E/B I495S STRUCK IN REAR BY MV2

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:
 02455973 8/12/2002 8:15:00 PM Monday 2 0 0 Traffic Signal Dark-Road Lighted Clear Dry Overtaking / Passing / Lane Change

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	NW	Going Straight Ahead	Other Motor Vehicle	Not Applicable	20
2	Turning Improperly	Not Applicable	NW	Making Left Turn	Other Motor Vehicle	Not Applicable	57

Comments: MV1 N/B SR454 IN LEFT TURN LANE MV2 NB SR454 ATTEMPTED LEFT TURN FROM RIGHT LEFT TURN LANE

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:
 02478284 8/22/2002 3:44:00 PM Thursday 2 0 0 Traffic Signal Daylight Cloudy Dry Sketch

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	N	Not Applicable	Not Applicable	Not Applicable	42
2	Not Applicable	Not Applicable	N	Not Applicable	Not Applicable	Not Applicable	37

Comments: FIELD REPORT MV2 BACKED INTO MV1

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:
 02492239 8/28/2002 9:30:00 PM Wednesday 2 0 0 None Dark-Road Lighted Rain Wet Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	S	Stopped in Traffic	Other Motor Vehicle	Not Applicable	25
2	Unknown	Brakes Defective	S	Going Straight Ahead	Other Motor Vehicle	Not Applicable	27

Comments: MV2 LOST BRAKES HIT MV1 IN REAR

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:
 02496839 8/31/2002 1:00:00 AM Saturday 2 0 0 Traffic Signal Dark-Road Lighted Cloudy Dry Overtaking / Passing / Lane Change

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
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1	Not Applicable	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable	32
2	Passing or Lane Usage Improper	Not Applicable	E	Making Left Turn	Other Motor Vehicle	Not Applicable	27

Comments: MV1 GOING STRAIGHT IN LEFT LANE I495S MV2 MADE LEFT TURN MAKING LEFT FROM MIDDLE LANE

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

02500967 9/2/2002 12:40:00 AM Monday 2 2 0 Other Dark-Road Lighted Rain Wet Sketch

MV # Contrib Factor 1 Contrib Factor 2 Direction Action 1st Event 2nd Event Drivers Age

1 Not Applicable Not Applicable E Going Straight Ahead Other Motor Vehicle Not Applicable 18

2 Turning Improperly Traffic Control Disregarded W Making U Turn Other Motor Vehicle Not Applicable 30

Comments: MV2 MAKING U TURN HIT BY MV1 MV2 HAD NO U TURN AND NO LEFT TURN SIGN

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

02527003 9/13/2002 8:30:00 AM Friday 2 1 0 Traffic Signal Daylight Clear Dry Rear End

MV # Contrib Factor 1 Contrib Factor 2 Direction Action 1st Event 2nd Event Drivers Age

1 Not Applicable Not Applicable E Starting in Traffic Other Motor Vehicle Not Applicable 45

2 Following Too Closely Not Applicable E Starting in Traffic Other Motor Vehicle Not Applicable 29

Comments: mv1 making right turn onto sr454 from i495s hit in rear by mv2

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

02532418 9/15/2002 1:05:00 PM Sunday 2 0 0 Traffic Signal Daylight Clear Dry Overtaking / Passing / Lane Change

MV # Contrib Factor 1 Contrib Factor 2 Direction Action 1st Event 2nd Event Drivers Age

Comments: FIELD REPORT MV2 STRUCK MV1 WHILE MAKING RIGHT TURN

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

02572311 10/4/2002 1:00:00 PM Friday 2 0 0 Traffic Signal Daylight Cloudy Dry Overtaking / Passing / Lane Change

MV # Contrib Factor 1 Contrib Factor 2 Direction Action 1st Event 2nd Event Drivers Age

1 Not Applicable Not Applicable NW Making Right Turn Other Motor Vehicle Not Applicable 61

2 Following Too Closely Not Applicable NW Making Right Turn Other Motor Vehicle Not Applicable 34

Comments: MV1 W/B SR454 IN RIGHT TURN LANE I495S MV2 ALSO MAKING RIGHT TURN

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

02595485 10/15/2002 12:00:00 PM Tuesday 2 0 0 Traffic Signal Daylight Clear Dry Rear End

MV # Contrib Factor 1 Contrib Factor 2 Direction Action 1st Event 2nd Event Drivers Age

1	Not Applicable	Not Applicable	E	Stopped in Traffic	Other Motor Vehicle	Not Applicable	44
2	Following Too Closely	Not Applicable	E	Slowing or Stopping	Other Motor Vehicle	Not Applicable	36

Comments: MV1 STOPPED IN TRAFFIC E/B I495S ABOUT TO MAKE RIGHT TURN ONTO SR454 HIT IN REAR BY MV2

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

02615513 10/25/2002 8:50:00 AM Friday 2 0 0 Traffic Signal Daylight Clear Dry Rear End

MV # Contrib Factor 1 Contrib Factor 2 Direction Action 1st Event 2nd Event Drivers Age

Comments: FIELD REPORT REAR END BUMPER DAMAGE

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

02627555 10/31/2002 9:05:00 AM Thursday 2 0 0 Traffic Signal Daylight Clear Dry Rear End

MV # Contrib Factor 1 Contrib Factor 2 Direction Action 1st Event 2nd Event Drivers Age

1	Not Applicable	Not Applicable	W	Stopped in Traffic	Other Motor Vehicle	Not Applicable	59
2	Driver Inattention (Indicate)*	Following Too Closely	W	Starting in Traffic	Other Motor Vehicle	Not Applicable	46

Comments: MV1 W/B SR454 STOPPED AT LIGHT MV2 W/B SR454 HIT IN REAR

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

02652217 11/11/2002 7:15:00 PM Monday 1 0 0 None Dark-Road Lighted Cloudy Wet Fixed Object

MV # Contrib Factor 1 Contrib Factor 2 Direction Action 1st Event 2nd Event Drivers Age

1	Unsafe Speed	Unknown	S	Making Right Turn	Curbing	Not Applicable	35
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Comments: MV1 TURNED S/B SR454 CAR SPUN AROUND AND HIT CURB

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

02681884 11/27/2002 1:00:00 PM Wednesday 2 0 0 Traffic Signal Daylight Clear Wet Rear End

MV # Contrib Factor 1 Contrib Factor 2 Direction Action 1st Event 2nd Event Drivers Age

1	Not Applicable	Not Applicable	E	Making Right Turn	Other Motor Vehicle	Not Applicable	45
2	Following Too Closely	Not Applicable	E	Starting in Traffic	Other Motor Vehicle	Not Applicable	50

Comments: MV1 STARTING TO MAKE RIGHT TURN ON RED SUDDENLY BRAKED HIT IN REAR BY MV2

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

02697002 12/5/2002 11:50:00 AM Thursday 2 0 0 Traffic Signal Daylight Snow Snow/Ice Rear End

MV # Contrib Factor 1 Contrib Factor 2 Direction Action 1st Event 2nd Event Drivers Age

1	Not Applicable	Not Applicable	E	Stopped in Traffic	Other Motor Vehicle	Not Applicable	54
2	Pavement Slippery	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable	35

Comments: MV1 STOPPED AT LIGHT REARENDED BY MV2 WHO SKID ON SNOW

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
02743499	12/28/2002 8:20:00 PM	Saturday	2	0	0	Traffic Signal	Dark-Road Lighted	Clear	Dry	Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	W	Slowing or Stopping	Other Motor Vehicle	Not Applicable	62
2	Driver Inattention (Indicate)*	Not Applicable	W	Not Applicable	Other Motor Vehicle	Not Applicable	X

Comments: MV1 STOPPED AT RED LIGHT MV2 HIT MV1 IN REAR

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
03021562	1/13/2003 8:25:00 AM	Monday	2	1	0	Traffic Signal	Daylight	Clear	Dry	Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	E	Stopped in Traffic	Other Motor Vehicle	Not Applicable	27
2	Following Too Closely	Not Applicable	E	Starting in Traffic	Other Motor Vehicle	Not Applicable	26

Comments: MV1 STOPPED AT RED LIGHT WAITING TO TURN RIGHT MV2 HIT MV1 IN REAR

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
03051061	1/29/2003 10:43:00 AM	Wednesday	1	0	0	Traffic Signal	Daylight	Clear	Dry	Fixed Object

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Reaction to Other Uninvolved Vehicle	Not Applicable	E	Going Straight Ahead	Guide Rail-End	Not Applicable	X

Comments: MV1 STRUCK GUIDE RAIL TRYING TO AVOID ANOTHER VEHICLE

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
03105647	2/27/2003 10:00:00 AM	Thursday	2	0	0	Traffic Signal	Daylight	Clear	Dry	Overtaking / Passing / Lane Change

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable	51
2	Turning Improperly	Not Applicable	E	Making Right Turn	Other Motor Vehicle	Not Applicable	48

Comments: MV1 E/B I495S IN OUTER RIGHT TURN/STRAIGHT LANE MV2 ATTEMPTED TO MAKE RIGHT TURN FROM 3RD LANE STRAIGHT ONLY

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
03105863	2/27/2003 1:25:00 PM	Thursday	2	0	0	Traffic Signal	Daylight	Unknown	Unknown	Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
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Comments: FIELD REPORT MV2 HIT MV1 IN REAR

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
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03125638 3/9/2003 6:15:00 Sunday 2 0 0 Traffic Signal Daylight Clear Dry Unknown
PM

MV # Contrib Factor 1 Contrib Factor 2 Direction Action 1st Event 2nd Event Drivers Age

Comments: FIELD REPORT

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

03130061 3/11/2003 8:45:00 AM Tuesday 2 0 0 Traffic Signal Daylight Cloudy Dry Rear End

MV # Contrib Factor 1 Contrib Factor 2 Direction Action 1st Event 2nd Event Drivers Age

Comments: FIELD REPORT MV1 STOPPED AT TRAFFIC LIGHT HIT IN REAR BY MV2

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

03175827 4/5/2003 4:05:00 PM Saturday 2 0 0 Traffic Signal Daylight Cloudy Wet Rear End

MV # Contrib Factor 1 Contrib Factor 2 Direction Action 1st Event 2nd Event Drivers Age

Comments: FIELD REPORT MV2 HIT MV1 IN REAR

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

03182390 4/9/2003 8:07:00 AM Wednesday 2 1 0 Traffic Signal Daylight Rain Wet Rear End

MV # Contrib Factor 1 Contrib Factor 2 Direction Action 1st Event 2nd Event Drivers Age

1	Not Applicable	Not Applicable	E	Making Right Turn	Other Motor Vehicle	Not Applicable	44
2	Following Too Closely	Pavement Slippery	E	Making Right Turn	Other Motor Vehicle	Not Applicable	28

Comments: MV1 SLOWING DOWN TO MAKE RIGHT TURN HIT IN REAR BY MV2

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

03211439 4/24/2003 8:00:00 AM Thursday 2 0 0 Traffic Signal Daylight Clear Dry Rear End

MV # Contrib Factor 1 Contrib Factor 2 Direction Action 1st Event 2nd Event Drivers Age

1	Not Applicable	Not Applicable	E	Not Applicable	Not Applicable	Not Applicable	62
2	Not Applicable	Not Applicable	E	Not Applicable	Not Applicable	Not Applicable	46

Comments: FIELD REPORT MV2 HIT MV1 IN REAR

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

03238553 5/7/2003 6:00:00 PM Wednesday 2 0 0 Traffic Signal Daylight Cloudy Dry Non-fixed Object

MV # Contrib Factor 1 Contrib Factor 2 Direction Action 1st Event 2nd Event Drivers Age

1	Other Vehicular*	Not Applicable	N	Going Straight Ahead	Other Motor Vehicle	Not Applicable	57
2	Following Too Closely	Not Applicable	N	Going Straight Ahead	Other Motor Vehicle	Not Applicable	29

Comments: MV1 N/B SR454 HIT DRIVE SHAFT THAT FELL OFF MV2

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
03339144	6/23/2003 7:00:00 AM	Monday	2	0	0	Traffic Signal	Daylight	Clear	Dry	Rear End
MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age			
1	Not Applicable	Not Applicable	E	Stopped in Traffic	Other Motor Vehicle	Not Applicable	32			
2	Driver Inattention (Indicate)*	Following Too Closely	E	Slowing or Stopping	Other Motor Vehicle	Not Applicable	28			
Comments: MV1 EB I495 WHEN MV2 EB I495 REARENDED MV1										

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
03340781	6/23/2003 7:00:00 PM	Monday	2	0	0	Traffic Signal	Daylight	Clear	Dry	Rear End
MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age			
1	Not Applicable	Not Applicable	E	Stopped in Traffic	Other Motor Vehicle	Not Applicable	55			
2	Driver Inattention (Indicate)*	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable	49			
Comments: MV1 EB I495N WHEN MV2 EB REARENDED MV1										

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
03347248	6/26/2003 6:30:00 AM	Thursday	2	2	0	Traffic Signal	Daylight	Clear	Dry	Rear End
MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age			
1	Not Applicable	Not Applicable	E	Making Right Turn	Other Motor Vehicle	Not Applicable	39			
2	Following Too Closely	Not Applicable	E	Making Right Turn	Other Motor Vehicle	Not Applicable	33			
Comments: MV1 EB I495S WHEN MV2 EB REARENDED MV1										

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
03366909	7/3/2003 3:15:00 PM	Thursday	2	0	0	Traffic Signal	Daylight	Clear	Dry	Unknown
MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age			
1	Unknown	Unknown	Unknown	Unknown	Other Motor Vehicle	Not Applicable	49			
2	Unknown	Unknown	Unknown	Unknown	Other Motor Vehicle	Not Applicable	37			
Comments: RIELD REPORT/NO DETAILS OTHER THAN MV2 HIT MV1										

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
03374864	7/7/2003 4:30:00 PM	Monday	2	0	0	Traffic Signal	Daylight	Clear	Dry	Overtaking / Passing / Lane Change
MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age			
1	Not Applicable	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable	35			
2	Driver Inattention (Indicate)*	Driver Inattention (Indicate)*	E	Unknown	Other Motor Vehicle	Not Applicable	X			

Comments: MV1 EB I495S IN L/L WHEN UNKNOWN MV IN R/L SWERVED INTO L/L AND STRUCK MV1 AND THEN FLED SCENE

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
03379166	7/8/2003 8:10:00 AM	Tuesday	2	0	0	Traffic Signal	Daylight	Clear	Dry	Overtaking / Passing / Lane Change

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable	23
2	Unsafe Lane Changing	Not Applicable	E	Changing Lanes	Other Motor Vehicle	Not Applicable	32

Comments: MV1 EB I495S WHEN MV2 EB CHANGED LANES AND STRUCK MV1

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
03396958	7/15/2003 6:10:00 PM	Tuesday	2	0	0	Traffic Signal	Daylight	Clear	Dry	Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	Unknown	Going Straight Ahead	Other Motor Vehicle	Not Applicable	30
2	Driver Inattention (Indicate)*	Following Too Closely	Unknown	Going Straight Ahead	Other Motor Vehicle	Not Applicable	36

Comments: FIELD REPORT/MV1 REARENDED BY MV2

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
03427353	7/28/2003 9:00:00 AM	Monday	2	0	0	Traffic Signal	Daylight	Clear	Dry	Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	E	Stopped in Traffic	Other Motor Vehicle	Not Applicable	51
2	Backing Unsafely	Driver Inattention (Indicate)*	E	Backing	Other Motor Vehicle	Not Applicable	X

Comments: MV1 EB I495S STOPPED @ LIGHT WHEN MV2 BACKED INTO MV1 & THEN FLED SCENE

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
03501943	8/28/2003 9:20:00 AM	Thursday	2	0	0	Traffic Signal	Daylight	Clear	Dry	Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	Unknown	Going Straight Ahead	Other Motor Vehicle	Not Applicable	35
2	Driver Inattention (Indicate)*	Following Too Closely	Unknown	Going Straight Ahead	Other Motor Vehicle	Not Applicable	25

Comments: FIELD REPORT/ MV1 REARENDED BY MV2

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
03562211	9/24/2003 7:45:00 AM	Wednesday	2	0	0	Traffic Signal	Daylight	Clear	Dry	Unknown

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Unknown	Unknown	Unknown	Unknown	Other Motor Vehicle	Not Applicable	30
2	Unknown	Unknown	Unknown	Unknown	Other Motor Vehicle	Not	24

Applicable

Comments: FIELD REPORT/NO DETAILS

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
03574220	9/29/2003 3:40:00 PM	Monday	2	2	0	Traffic Signal	Daylight	Clear	Dry	Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	SE	Stopped in Traffic	Other Motor Vehicle	Not Applicable	22
2	Following Too Closely	Not Applicable	SE	Slowing or Stopping	Other Motor Vehicle	Not Applicable	38

Comments: MV1 SEB SR454 STOPPED @ RED WHEN MV2 REARENDED MV1

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
03576844	9/30/2003 12:00:00 PM	Tuesday	2	0	0	Traffic Signal	Daylight	Clear	Dry	Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	Unknown	Going Straight Ahead	Other Motor Vehicle	Not Applicable	42
2	Driver Inattention (Indicate)*	Following Too Closely	Unknown	Going Straight Ahead	Other Motor Vehicle	Not Applicable	94

Comments: FIELD REPORT/MV1 REARENDED BY MV2

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
03578162	10/1/2003 3:40:00 PM	Wednesday	2	0	0	Traffic Signal	Daylight	Clear	Dry	Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	E	Making Right Turn	Other Motor Vehicle	Not Applicable	55
2	Following Too Closely	Not Applicable	E	Making Right Turn	Other Motor Vehicle	Not Applicable	44

Comments: MV1 EB I495S WAITING TO MAKE R/T MV2 EB REARENDED MV1

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
03626560	10/24/2003 10:03:00 PM	Friday	2	1	0	None	Dark-Road Unlighted	Clear	Dry	Right Angle

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable	21
2	Failure to Yield Right-of-Way	Passing or Lane Usage Improper	N	Making Right Turn	Other Motor Vehicle	Not Applicable	X

Comments: MV1 EB I495S WHEN A TRACTOR TRAILER NB SR454 MADE R/T IFO MV1 & COLLIDED

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
03651752	11/4/2003 5:15:00 PM	Tuesday	2	0	0	Traffic Signal	Dark-Road Lighted	Clear	Dry	Unknown

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Unknown	Unknown	Unknown	Unknown	Other Motor Vehicle	Not Applicable	42

2 Unknown Unknown Unknown Unknown Other Motor Vehicle Not Applicable 67

Comments: FIELD REPORT/NO DETAILS

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

03652774 11/5/2003 8:10:00 PM Wednesday 2 0 0 Traffic Signal Dark-Road Lighted Rain Wet Overtaking / Passing / Lane Change

MV # Contrib Factor 1 Contrib Factor 2 Direction Action 1st Event 2nd Event Drivers Age

1 Not Applicable Not Applicable E Going Straight Ahead Other Motor Vehicle Not Applicable 34
 2 Passing or Lane Usage Improper Not Applicable E Making Left Turn Other Motor Vehicle Not Applicable 25

Comments: MV1 EB I495S L/L STRUCK BY MV2 EB ATTEMPTING TO MAKE L/T FROM WRONG LANE

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

03655170 11/7/2003 7:25:00 AM Friday 2 0 0 Traffic Signal Daylight Clear Dry Overtaking / Passing / Lane Change

MV # Contrib Factor 1 Contrib Factor 2 Direction Action 1st Event 2nd Event Drivers Age

1 Not Applicable Not Applicable N Going Straight Ahead Other Motor Vehicle Not Applicable 44
 2 Drive Inexperience (Indicate)* Turning Improperly N Making Left Turn Other Motor Vehicle Not Applicable 23

Comments: MV1 NB SR454 STOPPED @ LIGHT FAR L/L WHEN MV2 (T TRAILER) ATTEMPTED TO MAKE L/T ONTO I495S IN WRONG DIRECTION & STRUCK MV1

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

03679644 11/18/2003 5:05:00 PM Tuesday 2 0 0 Traffic Signal Dark-Road Lighted Clear Dry Overtaking / Passing / Lane Change

MV # Contrib Factor 1 Contrib Factor 2 Direction Action 1st Event 2nd Event Drivers Age

1 Not Applicable Not Applicable E Going Straight Ahead Other Motor Vehicle Not Applicable 37
 2 Passing or Lane Usage Improper Driver Inattention (Indicate)* E Changing Lanes Other Motor Vehicle Not Applicable 53

Comments: MV2 ATTEMPTING TO CHANGE LANES TO GET TO L/TURN LANE - FIELD REPORT

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

03679955 11/18/2003 7:40:00 PM Tuesday 2 0 0 Traffic Signal Dark-Road Lighted Cloudy Dry Overtaking / Passing / Lane Change

MV # Contrib Factor 1 Contrib Factor 2 Direction Action 1st Event 2nd Event Drivers Age

1 Unknown Not Applicable E Making Left Turn Other Motor Vehicle Not Applicable 35
 2 Unknown Not Applicable E Going Straight Ahead Other Motor Vehicle Not Applicable 65

Comments: MV1 (ON-DUTY DETECTIVE) STATES HE WAS E/B ON I495S MAKING WIDE L/TURN ONTO SR454 AND WAS HIT IN REAR BY MV2. MV2 STATES HE WAS E/B IN L/LANE GOING STRAIGHT WHEN MV1 MADE L/TURN I/F/O HIS MV FROM AN IMPROPER LANE FORCING HIM TO HIT MV1

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

03690956 11/24/2003 Monday 2 0 0 Traffic Signal Daylight Cloudy Dry Rear End
11:10:00 AM

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	E	Stopped in Traffic	Other Motor Vehicle	Not Applicable	39
2	Following Too Closely	Not Applicable	E	Starting in Traffic	Other Motor Vehicle	Not Applicable	19

Comments: MV1 STATES STOPPED AT R/LIGHT WHEN HIT BY MV2 FROM BEHIND MV2 STATES AFTER HAVING STOPPED AT R/LIGHT, HE THOUGHT MV1 STARTED TO MOVE SO HE STARTED AND HIT MV1

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

03693379 11/25/2003 Tuesday 2 0 0 Traffic Signal Daylight Clear Dry Overtaking / Passing / Lane Change
3:10:00 PM

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	E	Making Right Turn	Other Motor Vehicle	Not Applicable	51
2	Traffic Control Disregarded	Passing or Lane Usage Improper	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable	77

Comments: MV1 DRIVING E/B I495S IN OUTER R/TURN/STRAIGHT LANE TURNING RIGHT ONTO SR454 AND WAS STRUCK BY MV2 DRIVING E/B I495S IN R/TURN ONLY LANE, BUT DROVE STRAIGHT INSTEAD OF TURNING RIGHT

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

03717591 12/7/2003 Sunday 2 0 0 None Daylight Clear Snow/Ice Non-fixed Object
1:12:00 PM

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Pavement Slippery	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable	44
2	Pavement Slippery	Not Applicable	E	Parked	Other Motor Vehicle	Not Applicable	47

Comments: MV1 EB I495S SLID ON ICE & BECAME STUCK IN SNOW ON SIDE OF ROAD WHEN MV2 EB SLID ON ICE & LOST CONTROL STRIKING MV1

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

03721661 12/5/2003 Friday 2 0 0 Traffic Signal Daylight Cloudy Snow/Ice Rear End
3:45:00 PM

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable	26
2	Driver Inattention (Indicate)*	Following Too Closely	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable	X

Comments: FIELD REPORT/MV1 EB I495S WHEN MV2 EB REARENDED MV1

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

03737077 12/16/2003 Tuesday 2 1 0 Traffic Signal Dark-Road Lighted Clear Dry Left Turn Opposing Direction
6:35:00 PM

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	S	Making Left Turn	Other Motor Vehicle	Not Applicable	25
2	Illness	Traffic Control	N	Going Straight Ahead	Other Motor Vehicle	Not	17

Disregarded

Applicable

Comments: MV1 SB SR454 W/GREEN MAKING L/T WHEN MV2 NB SR454 RAN RED LIGHT & COLLIDED W/MV1

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
03763703	12/30/2003 6:18:00 PM	Tuesday	2	0	0	Traffic Signal	Dark-Road Lighted	Clear	Dry	Unknown

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Unknown	Unknown	Unknown	Unknown	Other Motor Vehicle	Not Applicable	33
2	Unknown	Unknown	Unknown	Unknown	Other Motor Vehicle	Not Applicable	34

Comments: FIELD REPORT/NO DETAILS

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
04019121	1/11/2004 12:20:00 PM	Sunday	2	0	0	Traffic Signal	Daylight	Clear	Dry	Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable	58
2	Driver Inattention (Indicate)*	Following Too Closely	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable	35

Comments: FIELD REPORT/MV1 EB I495S WHEN MV2 EB REARENDED MV1

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
04048212	1/26/2004 10:34:00 AM	Monday	2	0	0	Traffic Signal	Daylight	Cloudy	Dry	Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	E	Stopped in Traffic	Other Motor Vehicle	Not Applicable	70
2	Following Too Closely	Not Applicable	E	Starting in Traffic	Other Motor Vehicle	Not Applicable	47

Comments: MV1 EB I495S STOPPED IN TRAFFIC @ RED LIGHT WHEN MV2 EB REARENDED MV1

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
04060623	2/2/2004 8:40:00 AM	Monday	2	0	0	Traffic Signal	Daylight	Clear	Snow/Ice	Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable	38
2	Pavement Slippery	Following Too Closely	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable	35

Comments: FIELD REPORT/ MV1 EB I495S WHEN MV2 EB REARENDED MV1

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
04081854	2/13/2004 1:43:00 PM	Friday	2	0	0	Traffic Signal	Daylight	Clear	Dry	Right Angle

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable	25
2	Traffic Control	Not Applicable	SE	Going Straight Ahead	Other Motor Vehicle	Not	38

Disregarded

Applicable

Comments: MV1 EB I495S WHEN MV2 SEB SR454 RAN RED LIGHT & STRUCK MV1

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
04088478	2/17/2004 8:25:00 AM	Tuesday	2	0	0	None	Daylight	Clear	Dry	Overtaking / Passing / Lane Change

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	SE	Stopped in Traffic	Other Motor Vehicle	Not Applicable	53
2	Reaction to Other Uninvolved Vehicle	Not Applicable	SE	Slowing or Stopping	Other Motor Vehicle	Not Applicable	39

Comments: MV1 SEB SR454 STOPPED IN TRAFFIC DUE TO AMBULANCE WHEN MV2 SEB SR454 ATTEMPTED TO PASS MV1 ON THE RIGHT & STRUCK MV1

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
04121939	3/6/2004 2:00:00 PM	Saturday	2	0	0	Traffic Signal	Daylight	Rain	Wet	Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	NW	Stopped in Traffic	Other Motor Vehicle	Not Applicable	65
2	Driver Inattention (Indicate)*	Following Too Closely	NW	Slowing or Stopping	Other Motor Vehicle	Not Applicable	X

Comments: FIELD REPORT/ MV1 NWB SR454 WHEN MV2 NWB REARENDED MV1

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
04130487	3/11/2004 6:57:00 PM	Thursday	2	0	0	Traffic Signal	Dark-Road Lighted	Clear	Dry	Unknown

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Unknown	Unknown	Unknown	Unknown	Other Motor Vehicle	Not Applicable	26
2	Unknown	Unknown	Unknown	Unknown	Other Motor Vehicle	Not Applicable	65

Comments: FIELD REPORT/ NO DETAILS

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
04141411	3/17/2004 3:08:00 PM	Wednesday	2	0	0	None	Daylight	Cloudy	Wet	Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	E	Stopped in Traffic	Other Motor Vehicle	Not Applicable	47
2	Driver Inattention (Indicate)*	Following Too Closely	E	Slowing or Stopping	Other Motor Vehicle	Not Applicable	23

Comments: FIELD REPORT/ MV1 EB I495S REARENDED BY MV2 EB

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
04143704	3/18/2004 4:45:00 PM	Thursday	2	0	0	Traffic Signal	Daylight	Cloudy	Wet	Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
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1	Not Applicable	Not Applicable	E	Stopped in Traffic	Other Motor Vehicle	Not Applicable	46
2	Driver Inattention (Indicate)*	Following Too Closely	E	Slowing or Stopping	Other Motor Vehicle	Not Applicable	53

Comments: FIELD REPORT/ MV1 EB I495S WHEN MV2 EB REARENDED MV1

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04177586	4/6/2004 3:07:00 PM	Tuesday	2	0	0	Traffic Signal	Daylight	Clear	Dry	Rear End
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	E	Stopped in Traffic	Other Motor Vehicle	Not Applicable	27
2	Driver Inattention (Indicate)*	Following Too Closely	E	Slowing or Stopping	Other Motor Vehicle	Not Applicable	33

Comments: FIELD REPORT MV2 HIT MV1 IN REAR

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04209303	4/22/2004 10:20:00 AM	Thursday	2	0	0	Traffic Signal	Daylight	Clear	Dry	Rear End
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	E	Stopped in Traffic	Other Motor Vehicle	Not Applicable	42
2	Driver Inattention (Indicate)*	Not Applicable	E	Making Right Turn on Red	Other Motor Vehicle	Not Applicable	47

Comments: MV2 STRUCK MV1 FROM BEHIND

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04217794	4/26/2004 1:30:00 PM	Monday	2	0	0	Traffic Signal	Daylight	Rain	Wet	Rear End
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	E	Stopped in Traffic	Other Motor Vehicle	Not Applicable	71
2	Following Too Closely	Not Applicable	E	Starting in Traffic	Other Motor Vehicle	Not Applicable	25

Comments: MV2 STRUCK MV1 FROM BEHIND

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04238427	5/6/2004 6:40:00 PM	Thursday	2	0	0	Traffic Signal	Daylight	Clear	Dry	Rear End
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	E	Stopped in Traffic	Other Motor Vehicle	Not Applicable	28
2	Driver Inattention (Indicate)*	Following Too Closely	E	Slowing or Stopping	Other Motor Vehicle	Not Applicable	53

Comments: FIELD REPORT ONLY - EB REAREND

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04293875	6/1/2004 7:15:00 AM	Tuesday	2	0	0	Traffic Signal	Daylight	Clear	Dry	Overtaking / Passing / Lane Change
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MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable	41
2	Driver Inattention (Indicate)*	Unsafe Lane Changing	E	Changing Lanes	Other Motor Vehicle	Not Applicable	51

Comments: MV1 IN CENTER LANE I495S WHEN MV2 ENTERED MV1 LANE FROM R/LANE CAUSING DAMAGE TO DOORS & MIRRORS

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04365736 7/2/2004 3:50:00 PM Friday 2 0 0 None Daylight Clear Dry Overtaking / Passing / Lane Change

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable	26
2	Driver Inattention (Indicate)*	Unknown	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable	46

Comments: FIELD RPT ONLY - MV1 BLACK MARK ON PASSENGER SIDE FRONT MV2 DAMAGE TO DRIVER'S SIDE MOLDING (CHIP & SCRATCHES)

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04376125 7/6/2004 9:50:00 AM Tuesday 2 2 0 Traffic Signal Daylight Clear Dry Overtaking / Passing / Lane Change

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	NW	Going Straight Ahead	Other Motor Vehicle	Not Applicable	56
2	Turning Improperly	Driver Inattention (Indicate)*	NW	Making Left Turn	Other Motor Vehicle	Not Applicable	26

Comments: MV1 IN LEFT LANE, RT 454 MV2 BEGAN TO MAKE L/TURN INTO MV1 MV2 MADE ABRUPT ILLEGAL L/TURN.

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04409430 7/21/2004 6:25:00 PM Wednesday 2 1 0 Traffic Signal Daylight Clear Dry Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	E	Making Right Turn	Other Motor Vehicle	Not Applicable	18
2	Following Too Closely	Not Applicable	E	Making Right Turn	Other Motor Vehicle	Not Applicable	45

Comments: MV1 STRUCK MV2 AS THEY WERE TRAVELING EB EXPRESS DRIVE SOUTH AT THE INTERSECTION WITH VETERANS MEMORIAL HIGHWAY

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04440630 8/4/2004 6:46:00 PM Wednesday 2 0 0 Traffic Signal Daylight Clear Dry Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	E	Stopped in Traffic	Other Motor Vehicle	Not Applicable	30
2	Driver Inattention (Indicate)*	Following Too Closely	E	Slowing or Stopping	Other Motor Vehicle	Not Applicable	34

Comments: MV2 STRUCK MV1 IN REAR.

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04451764 8/9/2004 4:56:00 Monday 2 0 0 Traffic Signal Daylight Clear Dry Rear End
PM

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	E	Stopped in Traffic	Other Motor Vehicle	Not Applicable	27
2	Driver Inattention (Indicate)*	Not Applicable	E	Making Right Turn	Other Motor Vehicle	Not Applicable	32

Comments: MV1 STOPPED AT RED LIGHT I495S WAITING TO MAKE RIGHT TURN HIT IN REAR BY MV2

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04501974 9/1/2004 7:43:00 Wednesday 2 0 0 Traffic Signal Daylight Clear Dry Right Turn Same Direction / RTOR
AM

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	SE	Making Left Turn	Other Motor Vehicle	Not Applicable	53
2	Driver Inattention (Indicate)*	Not Applicable	NE	Making Right Turn on Red	Other Motor Vehicle	Not Applicable	17

Comments: MV1 S/B MAKING L/TURN W/GREEN TURN ARROW IN R/LANE OF DOUBLE TURN LANE. MV2 MAKING N/B R/TURN ON RED DID NOT SEE MV1 TURNING LEFT W/TRAFFIC, STRIKING SAME MV2 STATES MV1 FAILED TO STAY IN MV1'S LANE

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04520536 9/9/2004 2:50:00 Thursday 2 0 0 Traffic Signal Daylight Cloudy Dry Rear End
PM

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	E	Stopped in Traffic	Other Motor Vehicle	Not Applicable	29
2	Brakes Defective	Not Applicable	E	Stopped in Traffic	Other Motor Vehicle	Not Applicable	65

Comments: MV2 STRUCK MV1 FROM BEHIND E/B I495S AT SR454

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04544201 9/20/2004 8:40:00 AM Monday 2 1 0 Traffic Signal Daylight Clear Dry Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	E	Stopped in Traffic	Other Motor Vehicle	Not Applicable	42
2	Following Too Closely	Not Applicable	E	Slowing or Stopping	Other Motor Vehicle	Not Applicable	36

Comments: MV2 STRUCK MV1 STOPPED @ RED LIGHT IN REAR. BOTH E/B I495S

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04544730 9/20/2004 2:15:00 PM Monday 2 0 0 Traffic Signal Daylight Clear Dry Unknown

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Unknown	Unknown	Unknown	Unknown	Other Motor Vehicle	Not Applicable	62
2	Unknown	Unknown	Unknown	Unknown	Other Motor Vehicle	Not Applicable	54

Comments: FIELD REPORT ONLY

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04553729 9/24/2004 Friday 2 0 0 Traffic Signal Dark-Road Lighted Clear Dry Rear End
7:06:00 PM

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	E	Stopped in Traffic	Other Motor Vehicle	Not Applicable	27
2	Driver Inattention (Indicate)*	Following Too Closely	E	Slowing or Stopping	Other Motor Vehicle	Not Applicable	21

Comments: FIELD RPT ONLY - MV1 STRUCK IN REAR BY MV2

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04574678 10/4/2004 Monday 1 1 0 Traffic Signal Daylight Clear Dry Sketch
5:10:00 PM

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	E	Making Right Turn	Bicyclist	Not Applicable	39

Comments: AFTER MAKING RIGHT FROM I495S MV1 HIT BICYCLIST

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04575777 10/5/2004 Tuesday 2 0 0 Traffic Signal Daylight Clear Dry Overtaking / Passing / Lane Change
9:25:00 AM

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Failure to Yield Right-of-Way	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable	42
2	Failure to Yield Right-of-Way	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable	46

Comments: MV1 AND MV2 E/B I495S OVERTAKING ACCIDENT

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04576446 10/5/2004 Tuesday 2 0 0 Traffic Signal Daylight Clear Dry Overtaking / Passing / Lane Change
3:30:00 PM

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable	47
2	Passing or Lane Usage Improper	Turning Improperly	E	Making Left Turn	Other Motor Vehicle	Not Applicable	19

Comments: MV1 E/B AFTER SIGNAL TURNED GREEN MV2 MADE LEFT TURN FROM RIGHT LANE

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04652031 11/12/2004 Friday 2 0 0 Traffic Signal Daylight Rain Wet Rear End
3:30:00 PM

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	E	Stopped in Traffic	Other Motor Vehicle	Not Applicable	57
2	Driver Inattention (Indicate)*	Following Too Closely	E	Slowing or Stopping	Other Motor Vehicle	Not Applicable	44

Comments: field rpt only - mv2 struck mv1 from hebbind at I/L.

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
04668174	11/21/2004 12:20:00 AM	Sunday	2	0	0	Traffic Signal	Dark-Road Lighted	Rain	Wet	Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	NW	Going Straight Ahead	Other Motor Vehicle	Not Applicable	22
2	Following Too Closely	Pavement Slippery	NW	Going Straight Ahead	Other Motor Vehicle	Not Applicable	71

Comments: V1 STOPPED AT LIGHT STRUCK IN REAR BY V2

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
04696979	12/6/2004 2:23:00 PM	Monday	2	0	0	Traffic Signal	Daylight	Clear	Dry	Overtaking / Passing / Lane Change

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable	23
2	Unsafe Lane Changing	Driver Inattention (Indicate)*	E	Changing Lanes	Other Motor Vehicle	Not Applicable	41

Comments: MV2 STRUCK MV1 WHILE ATTEMPTING TO CHANGE LANES

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
04712409	12/15/2004 4:16:00 PM	Wednesday	2	0	0	Traffic Signal	Dark-Road Lighted	Clear	Dry	Sketch

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	W	Stopped in Traffic	Other Motor Vehicle	Not Applicable	62
2	Driver Inattention (Indicate)*	Unknown	W	Backing	Other Motor Vehicle	Not Applicable	37

Comments: MV2 ROLLED BACKWARD INTO MV1

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
04716542	12/17/2004 6:45:00 PM	Friday	2	0	0	Traffic Signal	Dark-Road Lighted	Clear	Dry	Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable	33
2	Driver Inattention (Indicate)*	Following Too Closely	W	Going Straight Ahead	Other Motor Vehicle	Not Applicable	49

Comments: MV2 STRUCK MV1 FROM BEHIND

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
04721691	12/20/2004 8:14:00 AM	Monday	2	0	0	Traffic Signal	Daylight	Clear	Snow/Ice	Right Angle

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Curbing	40

2 Traffic Control Disregarded Pavement Slippery S Going Straight Ahead Other Motor Vehicle Curbing X

Comments: MV1 STATES E/B I495S WITH GREEN LIGHT CROSSING OVER SR454 AND WAS STRUCK BY MV2 WHO WENT THRU RED LIGHT S/B SR454; MV2 LEFT SCENE

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

04736923 12/27/2004 3:15:00 PM Monday 3 0 0 Traffic Signal Daylight Clear Snow/Ice Right Angle

MV # Contrib Factor 1 Contrib Factor 2 Direction Action 1st Event 2nd Event Drivers Age

1 Not Applicable Not Applicable E Going Straight Ahead Other Motor Vehicle Not Applicable 34
 2 Traffic Control Disregarded Pavement Slippery SE Going Straight Ahead Other Motor Vehicle Not Applicable 34
 3 Not Applicable Not Applicable NW Stopped in Traffic Other Motor Vehicle Not Applicable 41

Comments: MV1 E/B I495S PROCEEDING STRAIGHT AT SR454 AND WAS STRUCK BY MV2 WHO WAS S/E SR454; MV2 THEN STRUCK MV3 WHO WAS STOPPED IN TRAFFIC ON SR454; MV2 ALSO STRUCK SIGNS IN CENTER MEDIAN; WITNESS STATES MV2 WENT THRU RED LIGHT

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05033516 1/20/2005 9:15:00 AM Thursday 2 0 0 Traffic Signal Daylight Clear Snow/Ice Rear End

MV # Contrib Factor 1 Contrib Factor 2 Direction Action 1st Event 2nd Event Drivers Age

1 Not Applicable Not Applicable E Stopped in Traffic Other Motor Vehicle Not Applicable 52
 2 Following Too Closely Pavement Slippery E Slowing or Stopping Other Motor Vehicle Not Applicable 50

Comments: MV2 STRUCK MV1 FROM BEHIND E/B I495S

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05045901 1/26/2005 12:20:00 PM Wednesday 2 0 0 None Daylight Cloudy Wet Overtaking / Passing / Lane Change

MV # Contrib Factor 1 Contrib Factor 2 Direction Action 1st Event 2nd Event Drivers Age

1 Not Applicable Not Applicable E Going Straight Ahead Other Motor Vehicle Not Applicable 28
 2 Passing or Lane Usage Improper Not Applicable E Making Right Turn Other Motor Vehicle Not Applicable 31

Comments: MV1 IN 2ND TURN LANE TO MAKE RIGHT MV2 IN RIGHT TURN LANE WENT STRAIGHT

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05056254 2/1/2005 3:29:00 AM Tuesday 2 0 0 Traffic Signal Dark-Road Lighted Clear Dry Rear End

MV # Contrib Factor 1 Contrib Factor 2 Direction Action 1st Event 2nd Event Drivers Age

1 Not Applicable Not Applicable E Stopped in Traffic Other Motor Vehicle Not Applicable 34
 2 Following Too Closely Unknown E Going Straight Ahead Other Motor Vehicle Not Applicable 43

Comments: V1 WAS STRUCK IN REAR BY V2 WHEN STOPPED FOR A RED LITE

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05074593 2/11/2005 9:10:00 AM Friday 2 0 0 Traffic Signal Daylight Clear Dry Unknown

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Unknown	Unknown	Unknown	Unknown	Other Motor Vehicle	Not Applicable	47
2	Unknown	Unknown	Unknown	Unknown	Other Motor Vehicle	Not Applicable	56

Comments: FIELD REPORT ONLY

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05076549 2/12/2005 8:36:00 AM Saturday 2 0 0 Traffic Signal Daylight Clear Dry Right Angle

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable	33
2	Driver Inattention (Indicate)*	Failure to Yield Right-of-Way	N	Going Straight Ahead	Other Motor Vehicle	Not Applicable	34

Comments: MV1 E/B I495A ENTERING INTERSECTION WHEN MV2 STRUCK MV1 N/B ST 454 MV2 STATES THOUGHT SIGNAL CHANGED FROM RED TO GREEN INDEPENDENT WITNESS STATES LIGHT WAS STILL RED

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05088835 2/19/2005 6:29:00 AM Saturday 2 0 0 Traffic Signal Dawn Clear Dry Overtaking / Passing / Lane Change

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Unknown	Unknown	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable	38
2	Turning Improperly	Unknown	E	Making Left Turn	Other Motor Vehicle	Not Applicable	42

Comments: MV1 COLLIDED W/MV2 WHEN MV2 ATTEMPTED TO MAKE L/TURN

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05089243 2/19/2005 11:30:00 AM Saturday 2 0 0 Traffic Signal Daylight Clear Dry Sketch

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	SE	Going Straight Ahead	Other Motor Vehicle	Not Applicable	30
2	Turning Improperly	Not Applicable	NW	Making U Turn	Other Motor Vehicle	Not Applicable	45

Comments: MV1 E/B RT 454 WHEN MV2 MADE U/TURN FORM W/B RT 454 I/F/O MV1 CAUSING MV1 TO COLLIDE W/ MV2 MV2 STATES MADE L/TURN ONTO I495S THEN REALIZED IT WAS ONE-WAY E/B SO SHE TURNED ONTO SHOULDER OF E/B RT 454 I /F /O MV1

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05099768 2/25/2005 11:25:00 AM Friday 2 0 0 Traffic Signal Daylight Clear Wet Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Alcohol Involvement	Not Applicable	SE	Stopped in Traffic	Other Motor Vehicle	Not Applicable	54
2	Pavement Slippery	Not Applicable	SE	Going Straight Ahead	Other Motor Vehicle	Not Applicable	23

Comments: MV1 S/B VETERAN'S HGHWY, STOPPED WAITING TO MAKE L/TURN ONTO I495S MV2 STRUCK MV1 IN REAR DAMAGE TO MV1'S BUMPER MV2 STATES SLID ON WET PAVEMENT AND STRUCK MV1

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05125797 3/12/2005 1:54:00 AM Saturday 2 0 0 Traffic Signal Dark-Road Lighted Sleet/Hail/Freezing Rain Snow/Ice Right Angle

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable	33
2	Traffic Control Disregarded	Driver Inattention (Indicate)*	NW	Going Straight Ahead	Other Motor Vehicle	Not Applicable	18

Comments: MV2 NB WENT THRU RED LT AND STRUCK MV1 EB

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05130957 3/14/2005 8:15:00 PM Monday 2 0 0 Traffic Signal Dark-Road Lighted Clear Dry Overtaking / Passing / Lane Change

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	E	Making Right Turn	Other Motor Vehicle	Not Applicable	34
2	Turning Improperly	Driver Inattention (Indicate)*	E	Making Right Turn	Other Motor Vehicle	Not Applicable	50

Comments: FIELD REPORT - BOTH MVS MAKING RIGHT TURN ON EXPRESS DR S ONTO SR 454

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05137338 3/18/2005 4:16:00 PM Friday 2 4 0 Traffic Signal Daylight Clear Dry Left Turn Opposing Direction

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	SE	Going Straight Ahead	Other Motor Vehicle	Not Applicable	46
2	Turning Improperly	Traffic Control Disregarded	NW	Making Left Turn	Other Motor Vehicle	Not Applicable	43

Comments: MV1 SB RT 454 AT EXPRESS DR S - MV2 TURNING LEFT FROM NB RT 454 ONTO EXPRESS DR S (A ONE WAY IN THE OPPOSITE DIRECTION) CAUSING MV1 TO STRIKE MV2

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05143405 3/22/2005 6:15:00 AM Tuesday 2 0 0 Traffic Signal Dawn Clear Dry Right Angle

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Unknown	Unknown	NW	Going Straight Ahead	Other Motor Vehicle	Not Applicable	38
2	Glare	Unknown	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable	58

Comments: MV1 WB RT 454 COLLIDED WITH MV2 EB EXPRESS DR S - BOTH CLAIM TO HAVE GREEN LIGHT BUT OP2 WAS BLINDED BY SUN

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05168201 4/4/2005 5:52:00 PM Monday 2 0 0 Traffic Signal Daylight Clear Dry Overtaking / Passing / Lane Change

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Unknown	Unknown	S	Making Left Turn	Other Motor Vehicle	Not Applicable	30

2 Unknown Unknown S Making Left Turn Other Motor Vehicle Not Applicable 34

Comments: FIELD REPORT - BOTH SE VETS HWY TO EB EXP DR S - MV2 STRUCK MV1 FROM REAR

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05175489 4/8/2005 4:30:00 PM Friday 2 0 0 Traffic Signal Daylight Clear Dry Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	SE	Stopped in Traffic	Other Motor Vehicle	Not Applicable	61
2	Driver Inattention (Indicate)*	Following Too Closely	SE	Slowing or Stopping	Other Motor Vehicle	Not Applicable	47

Comments: FIELD REPORT - MV1 STOPPED I/L RED LT - MV2 STRUCK FROM BEHIND WHEN LT TURNED GREEN

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05182973 4/12/2005 12:21:00 PM Tuesday 2 0 0 Traffic Signal Daylight Clear Dry Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	E	Stopped in Traffic	Other Motor Vehicle	Not Applicable	34
2	Following Too Closely	Not Applicable	E	Slowing or Stopping	Other Motor Vehicle	Not Applicable	38

Comments: MV1 STRUCK FROM BEHIND BY MV2

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05193143 4/17/2005 1:50:00 PM Sunday 2 0 0 Traffic Signal Daylight Clear Dry Overtaking / Passing / Lane Change

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable	26
2	Traffic Control Disregarded	Turning Improperly	E	Making Right Turn	Other Motor Vehicle	Not Applicable	52

Comments: MV1 EB EXP DR S IN 2ND LANE EITHER RIGHT TURN OR STRAIGHT LANE PROCEEDING STRAIGHT WAS STRUCK BY MV2 WHICH MADE RIGHT TURN INTO MV1 - MV2 MADE RIGHT TURN FROM LANE 3 WHICH IS STRAIGHT ONLY1

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05193292 4/17/2005 2:00:00 PM Sunday 2 0 0 Traffic Signal Daylight Clear Dry Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	E	Stopped in Traffic	Other Motor Vehicle	Not Applicable	83
2	Driver Inattention (Indicate)*	Following Too Closely	E	Slowing or Stopping	Other Motor Vehicle	Not Applicable	34

Comments: FIELD REPORT - MV1 STRUCK IN REAR BY MV2

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05239694 5/12/2005 8:30:00 AM Thursday 2 0 0 Traffic Signal Daylight Clear Dry Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
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1	Not Applicable	Not Applicable	E	Stopped in Traffic	Other Motor Vehicle	Not Applicable	49
2	Driver Inattention (Indicate)*	Following Too Closely	E	Slowing or Stopping	Other Motor Vehicle	Not Applicable	35

Comments: FIELD REPORT - MV2 HIT MV1 FROM BEHIND

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
05248970	5/16/2005 5:05:00 PM	Monday	2	0	0	None	Daylight	Clear	Dry	Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	E	Stopped in Traffic	Other Motor Vehicle	Not Applicable	26
2	Following Too Closely	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable	33

Comments: MV1 STRUCK BY MV2 FROM BEHIND

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
05260860	5/22/2005 5:00:00 PM	Sunday	2	0	0	Traffic Signal	Daylight	Rain	Wet	Overtaking / Passing / Lane Change

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable	31
2	Turning Improperly	Driver Inattention (Indicate)*	N	Making Left Turn	Other Motor Vehicle	Not Applicable	65

Comments: MV1 STRAIGHT IN MIDDLE LANE OF EXP DR S - MV2 IN RIGHT TURNING LANE DECIDED TO TURN LEFT AND CUT I/F/O MV1

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
05267674	5/26/2005 2:10:00 PM	Thursday	2	0	0	Traffic Signal	Daylight	Cloudy	Dry	Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	E	Stopped in Traffic	Other Motor Vehicle	Not Applicable	35
2	Driver Inattention (Indicate)*	Following Too Closely	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable	19

Comments: MV1 STRUCK FROM BEHIND BY MV2

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
05278103	5/31/2005 7:50:00 AM	Tuesday	2	0	0	Traffic Signal	Daylight	Clear	Dry	Overtaking / Passing / Lane Change

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	N	Going Straight Ahead	Other Motor Vehicle	Not Applicable	27
2	Failure to Yield Right-of-Way	Passing or Lane Usage Improper	N	Changing Lanes	Other Motor Vehicle	Not Applicable	X

Comments: MV2 CHANGED LANES INTO P/S DOOR OF MV1 AND FLED SCENE

CC Number:	Date/Time:	Day:	# Vehicles:	# Injured:	# Killed:	Traffic Control:	Light:	Weather:	Roadway:	Diagram:
05330041	6/23/2005 11:40:00 AM	Thursday	2	0	0	Traffic Signal	Daylight	Clear	Dry	Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	E	Stopped in Traffic	Other Motor Vehicle	Not Applicable	43
2	Driver Inattention (Indicate)*	Following Too Closely	E	Slowing or Stopping	Other Motor Vehicle	Not Applicable	32

Comments: FIELD REPORT

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05361845 7/6/2005 12:05:00 PM Wednesday 2 0 0 Traffic Signal Daylight Clear Dry Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable	56
2	Driver Inattention (Indicate)*	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable	74

Comments: FIELD REPORT - MV2 STRUCK MV1 FROM REAR

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05380715 7/14/2005 9:30:00 PM Thursday 2 0 0 Traffic Signal Dark-Road Lighted Clear Dry Overtaking / Passing / Lane Change

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	E	Stopped in Traffic	Other Motor Vehicle	Not Applicable	43
2	Turning Improperly	Not Applicable	SE	Making Right Turn	Other Motor Vehicle	Not Applicable	45

Comments: BOTH EB 495 S SVCE RD MV1 IN MIDDLE LN AND MV2 IN RIGHT LN MAKING RIGHT TURN WHEN MV2'S TRAILER STRUCK MV1

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05395406 7/21/2005 9:40:00 AM Thursday 3 0 0 Traffic Signal Daylight Clear Dry Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	E	Stopped in Traffic	Other Motor Vehicle	Not Applicable	58
2	Not Applicable	Not Applicable	E	Stopped in Traffic	Other Motor Vehicle	Not Applicable	36
3	Following Too Closely	Driver Inattention (Indicate)*	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable	26

Comments: FIELD REPORT - MV3 R/E MV2 WHO THEN R/E MV1

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05429834 8/5/2005 12:30:00 PM Friday 2 4 0 Traffic Signal Daylight Clear Dry Left Turn Opposing Direction

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	S	Making Left Turn	Other Motor Vehicle	Not Applicable	52
2	Traffic Control Disregarded	Not Applicable	N	Going Straight Ahead	Other Motor Vehicle	Not Applicable	71

Comments: MV2 RAN RED LIGHT AND HIT MV1 MAKING LEFT TURN W/GREEN ARROW FROM VETS HWY TO EXP DR S

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05470517 8/24/2005 Wednesday 2 0 0 Traffic Signal Daylight Clear Dry Right Angle
11:53:00 AM

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Traffic Control Disregarded	Not Applicable	SE	Going Straight Ahead	Not Applicable	Not Applicable	35
2	Not Applicable	Not Applicable	E	Not Applicable	Not Applicable	Not Applicable	27

Comments: ILLEGIBLE

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05512205 9/12/2005 Monday 2 0 0 Traffic Signal Daylight Clear Dry Overtaking / Passing / Lane Change
3:57:00 PM

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable	23
2	Passing or Lane Usage Improper	Not Applicable	E	Changing Lanes	Other Motor Vehicle	Not Applicable	36

Comments: FIELD REPORT - MV2 LEFT TURN LN EB EXP DR S SWITCHED TO LEFT LANE STRIKING MV1

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05519928 9/13/2005 Tuesday 2 0 0 Traffic Signal Daylight Clear Dry Unknown
4:15:00 PM

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	21
2	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	24

Comments: FIELD REPORT

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05542010 9/24/2005 Saturday 2 0 0 Traffic Signal Dark-Road Lighted Rain Wet Rear End
7:30:00 PM

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	SE	Slowing or Stopping	Other Motor Vehicle	Not Applicable	47
2	Pavement Slippery	Following Too Closely	SE	Slowing or Stopping	Other Motor Vehicle	Not Applicable	18

Comments: FIELD REPORT - SE R/E MVA

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05593425 10/20/2005 Thursday 2 0 0 Traffic Signal Dark-Road Lighted Clear Dry Right Turn Same Direction / RTOR
6:19:00 PM

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable	20
2	Failure to Yield Right-of-Way	Not Applicable	N	Making Right Turn on Red	Other Motor Vehicle	Not Applicable	66

Comments: MV1 EB EXP DR S MIDDLE LN WHEN MV2 MADE RT TURN FROM WB RT 454 TO EXP DR S ON RED - MV2 FAILED TO YIELD TO MV1

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:
 05611676 10/30/2005 Sunday 2 0 0 Traffic Signal Daylight Clear Dry Right Turn Same Direction / RTOR
 12:00:00 PM

MV # Contrib Factor 1 Contrib Factor 2 Direction Action 1st Event 2nd Event Drivers Age
 1 Not Applicable Not Applicable SE Going Straight Ahead Other Motor Vehicle Not Applicable 58
 2 Failure to Yield Right-of-Way Turning Improperly E Making Right Turn Other Motor Vehicle Not Applicable 30

Comments: MV1 SE RT 454 RIGHT LN WHEN MV2 MADE RIGHT ON RED AND MVA

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:
 05625078 11/5/2005 Saturday 4 1 0 Traffic Signal Daylight Clear Dry Rear End
 11:02:00 AM

MV # Contrib Factor 1 Contrib Factor 2 Direction Action 1st Event 2nd Event Drivers Age
 1 Not Applicable Not Applicable E Stopped in Traffic Other Motor Vehicle Other Motor Vehicle 42
 2 Following Too Closely Not Applicable E Slowing or Stopping Other Motor Vehicle Other Motor Vehicle 25
 3 Not Applicable Not Applicable E Stopped in Traffic Other Motor Vehicle Not Applicable 51
 4 Not Applicable Not Applicable E Stopped in Traffic Other Motor Vehicle Not Applicable 45

Comments: MV4 R/E MV3 R/E MV2 R/E MV1

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:
 05643415 11/14/2005 Monday 2 0 0 None Dark-Road Unlighted Clear Dry Overtaking / Passing / Lane Change
 6:34:00 PM

MV # Contrib Factor 1 Contrib Factor 2 Direction Action 1st Event 2nd Event Drivers Age
 1 Not Applicable Not Applicable E Going Straight Ahead Other Motor Vehicle Tree 28
 2 Unsafe Lane Changing Not Applicable E Changing Lanes Other Motor Vehicle Tree 23

Comments: MV1 E/B I495S WAS SIDESWIPE BY MV2 ATTEMPTING TO CHANGE LANES MV1 SPUN OUT AND STRUCK TREE

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:
 05648917 11/17/2005 Thursday 2 0 0 Traffic Signal Dark-Road Lighted Clear Dry Unknown
 5:55:00 PM

MV # Contrib Factor 1 Contrib Factor 2 Direction Action 1st Event 2nd Event Drivers Age
 1 Unknown Unknown E Unknown Other Motor Vehicle Not Applicable 36
 2 Unknown Unknown Unknown Unknown Other Motor Vehicle Not Applicable 41

Comments: FIELD REPORT - NO DETAILS

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:
 05667315 11/27/2005 Sunday 2 0 0 Traffic Signal Daylight Clear Dry Rear End
 12:05:00 PM

MV # Contrib Factor 1 Contrib Factor 2 Direction Action 1st Event 2nd Event Drivers Age

1	Not Applicable	Not Applicable	SE	Stopped in Traffic	Other Motor Vehicle	Not Applicable	24
2	Driver Inattention (Indicate)*	Not Applicable	SE	Making Right Turn	Other Motor Vehicle	Not Applicable	73

Comments: MV1 SE SR454 STOPPED AT LIGHT WHEN REARENDED BY MV2

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05671155 11/29/2005 3:09:00 PM Tuesday 2 0 0 Traffic Signal Daylight Clear Dry Unknown

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Unknown	Unknown	Unknown	Unknown	Other Motor Vehicle	Not Applicable	43
2	Unknown	Unknown	Unknown	Unknown	Other Motor Vehicle	Not Applicable	73

Comments: FIELD REPORT - NO DETAILS

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05676268 12/2/2005 8:00:00 AM Friday 2 0 0 Traffic Signal Daylight Clear Dry Rear End

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable	66
2	Driver Inattention (Indicate)*	Following Too Closely	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable	35

Comments: FIELD REPORT - MV2 REARENDED MV1 EB

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05689771 12/9/2005 10:35:00 AM Friday 2 0 0 Traffic Signal Daylight Rain Wet Overtaking / Passing / Lane Change

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	E	Stopped in Traffic	Other Motor Vehicle	Not Applicable	61
2	Turning Improperly	Not Applicable	E	Making Right Turn	Other Motor Vehicle	Not Applicable	60

Comments: MV1 EB RIGHT LANE WHEN MV2 EB MADE RIGHT TURN FROM LEFT LANE

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05691679 12/10/2005 9:51:00 AM Saturday 2 0 0 Traffic Signal Daylight Clear Dry Right Angle

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Not Applicable	Not Applicable	E	Going Straight Ahead	Other Motor Vehicle	Not Applicable	40
2	Failure to Yield Right-of-Way	Glare	SE	Going Straight Ahead	Other Motor Vehicle	Not Applicable	79

Comments: MV1 EB I495S WHEN STRUCK BY MV2 SE SR454

CC Number: Date/Time: Day: # Vehicles: # Injured: # Killed: Traffic Control: Light: Weather: Roadway: Diagram:

05731714 12/31/2005 3:10:00 PM Saturday 2 0 0 Traffic Signal Daylight Clear Dry Unknown

MV #	Contrib Factor 1	Contrib Factor 2	Direction	Action	1st Event	2nd Event	Drivers Age
1	Unknown	Unknown	Unknown	Unknown	Other Motor Vehicle	Not Applicable	25
2	Unknown	Unknown	Unknown	Unknown	Other Motor Vehicle	Not Applicable	74

Comments: FIELD REPORT - NO DETAILS

Number of Accidents: 147

Suffolk County DPW DRIVE

1/15/2008 2:33:15 PM



Suffolk County Department of Public Works - Drive GIS Viewer (Version 1)

Map It: CR 67

CR	CR Code	Street Name
CR 67	CR067	Motor Pkwy

Refresh Map

- Road Network
- Physical Subdivisions
- Highway Attributes
- Accidents (Open)
- SGPD Accs
- All
- Fatal
- Ped
- Bike
- Wet
- Dark
- Off Road
- Non-SGD Accs
- All
- Fatal
- Ped
- Bike
- Wet
- Dark
- Off Road
- Nodes-Milepost
- SGPD Sectors
- Sectors
- Structures
- Drainage
- Wetlands

NYS DOT Safety Information Management System
Accident Verbal Description Report

Intersection & Non-Intersection Accidents

Complete Accident Data From NYS DMV Is Only Available thru 30-JUN-2007

Route: 454 Highway Location Ref Mkr Range: 454 07011057 - 454 07011060 Dates: 01-JUL-2004 - 30-JUN-2007

*** Ref Mkr: 454 0701 1057 INTERSECTION ACCIDENTS - LI MOTOR PKY-CORD67 *** (Continued)

Num of Occupants: UNKNOWN Drivers Age: UNKNOWN Sex: UNKNOWN Citation Issued: NO
Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE

JUN-07-2007 THU 01:55 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2007-32305724
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 3
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3463 State of Registration: NY
Num of Occupants: 1 Drivers Age: 40 Sex: FEMALE Citation Issued: YES
Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE

Veh: 2 CAR/VAN/PICKUP Registered Weight: 6400 State of Registration: NY
Num of Occupants: 1 Drivers Age: 23 Sex: MALE Citation Issued: YES
Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY DRIVER INATTENTION

Veh: 3 TRUCK Registered Weight: 44800 State of Registration: NY
Num of Occupants: 1 Drivers Age: 68 Sex: MALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE
Truck/Bus Clsf: NOT ENTERED

*** Ref Mkr: 454 0701 1059 NON-INTERSECTION ACCIDENTS ***

APR-26-2005 TUE 06:50 AM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: BC Case: 2005-31477491
Accident Class: INJURY Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: COLLISION WITH MOTOR VEHICLE Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 4960 State of Registration: NY
Num of Occupants: 2 Drivers Age: 72 Sex: MALE Citation Issued: NO
Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO

NYS DOT Safety Information Management System
Accident Verbal Description Report

Intersection & Non-Intersection Accidents

Complete Accident Data From NYS DMV Is Only Available thru 30-JUN-2007

Route: 454 Highway Location Ref Mkr Range: 454 07011057 - 454 07011060 Dates: 01-JUL-2004 - 30-JUN-2007

*** Ref Mkr: 454 0701 1059 NON-INTERSECTION ACCIDENTS *** (Continued)

Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN

UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3049 Sex: MALE State of Registration: NY
Num of Occupants: 1 Drivers Age: 33 Public Property Damage: NO Citation Issued: NO
Direction of Travel: WEST Manner of Collision: REAR END School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD Apparent Factors: DRIVER INATTENTION UNSAFE SPEED

JUL-05-2006 WED 09:20 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2006-31886391
Accident Class: PROPERTY DAMAGE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: RAIN Light Condition: DAYLIGHT
Road Surface Collision: WET Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: UNKNOWN Sex: MALE State of Registration: NY
Num of Occupants: 1 Drivers Age: 56 Public Property Damage: NO Citation Issued: NO
Direction of Travel: EAST Manner of Collision: REAR END School Bus Involved: NO
Pre-Accd Action: SLOWED OR STOPPING Apparent Factors: UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: UNKNOWN Sex: MALE State of Registration: NY
Num of Occupants: 1 Drivers Age: 42 Public Property Damage: NO Citation Issued: NO
Direction of Travel: EAST Manner of Collision: REAR END School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD Apparent Factors: FOLLOWING TOO CLOSELY

*** Ref Mkr: 454 0701 1059 INTERSECTION ACCIDENTS - INVALID INTERSECTION NUMBER 00 ***

APR-30-2005 SAT 09:16 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2005-31450724
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: RAIN Light Condition: DARK-ROAD LIGHTED
Road Surface Collision: WET Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 4178 Sex: FEMALE State of Registration: NY
Num of Occupants: 2 Drivers Age: 48 Public Property Damage: NO Citation Issued: NO
Direction of Travel: EAST Manner of Collision: REAR END School Bus Involved: NO
Pre-Accd Action: SLOWED OR STOPPING Apparent Factors: NOT APPLICABLE

NYS DOT Safety Information Management System
Accident Verbal Description Report

Intersection & Non-Intersection Accidents

Complete Accident Data From NYS DMV Is Only Available thru 30-JUN-2007

Route: 454 Highway Location Ref Mkr Range: 454 07011057 - 454 07011060 Dates: 01-JUL-2004 - 30-JUN-2007

*** Ref Mkr: 454 0701 1059 INTERSECTION ACCIDENTS - INVALID INTERSECTION NUMBER 00 *** (Continued)

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3148 State of Registration: NY
Num of Occupants: 1 Drivers Age: 20 Citation Issued: NO
Direction of Travel: EAST Sex: MALE School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD Public Property Damage: NO
Apparent Factors: DRIVER INATTENTION FOLLOWING TOO CLOSELY

SEP-25-2006 MON 04:12 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: B Case: 2006-31932692
Accident Class: INJURY Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT/ GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2639 State of Registration: NY
Num of Occupants: 1 Drivers Age: 59 Citation Issued: NO
Direction of Travel: WEST Sex: MALE School Bus Involved: NO
Pre-Accd Action: MAKING LEFT TURN Public Property Damage: NO
Apparent Factors: UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 12000 State of Registration: NY
Num of Occupants: 3 Drivers Age: 30 Citation Issued: YES
Direction of Travel: SOUTH Sex: MALE School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD Public Property Damage: NO
Apparent Factors: TRAFFIC CONTROL DEVICES DISREGARDED UNKNOWN

*** Ref Mkr: 454 0701 1059 INTERSECTION ACCIDENTS - INVALID INTERSECTION NUMBER 92 ***

MAR-31-2007 SAT 02:20 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC Case: 2007-32218695
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 TRUCK Registered Weight: 32200 State of Registration: NY
Num of Occupants: 1 Drivers Age: 52 Citation Issued: NO
Direction of Travel: NORTH-WEST Sex: MALE School Bus Involved: NO
Pre-Accd Action: MAKING LEFT TURN Public Property Damage: NO
Apparent Factors: UNKNOWN
Truck/Bus Clsf: NOT ENTERED

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3961 State of Registration: NY
Num of Occupants: 2 Drivers Age: 18 Sex: FEMALE Citation Issued: NO

NYS DOT Safety Information Management System
Accident Verbal Description Report

Intersection & Non-Intersection Accidents
Complete Accident Data From NYS DMV Is Only Available thru 30-JUN-2007

Route: 454 Highway Location Ref Mrkr Range: 454 07011057 - 454 07011060 Dates: 01-JUL-2004 - 30-JUN-2007

*** Ref Mrkr: 454 0701 1059 INTERSECTION ACCIDENTS - INVALID INTERSECTION NUMBER 92 *** (Continued)

Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: TRAFFIC CONTROL DEVICES DISREGARDED UNKNOWN

*** Ref Mrkr: 454 0701 1060 NON-INTERSECTION ACCIDENTS ***

MAR-14-2005 MON 02:20 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: A Case: 2005-31451697
Accident Class: INJURY Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 1
Type of Accident: COLLISION WITH GUIDE RAIL Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 5645 State of Registration: NY
Num of Occupants: 1 Drivers Age: 70 Sex: MALE Citation Issued: NO
Direction of Travel: NORTH-WEST Public Property Damage: YES School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FATIGUED/DROWSY UNKNOWN

*** Ref Mrkr: 454 0701 1060 INTERSECTION ACCIDENTS - NORTH SERVICE RD ***

OCT-04-2004 MON 05:10 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2004-31301906
Accident Class: INJURY Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 1
Type of Accident: COLLISION WITH BICYCLIST Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: CLEAR
Road Surface Collision: DRY Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: PED/BICYCLIST AT INTERSECTION Action of Ped/Bicycle: ALONG HIGHWAY AGAINST TRAFFIC

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2629 State of Registration: NY
Num of Occupants: 1 Drivers Age: 39 Sex: MALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN UNKNOWN

Veh: 2 BICYCLE Registered Weight: UNKNOWN State of Registration: UNKNOWN
Num of Occupants: N/A Bicyclist Age: 17 Sex: FEMALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: PEDESTRIAN'S ERROR/CONFUSION UNKNOWN

OCT-22-2004 FRI 06:05 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2004-31311208
Accident Class: INJURY Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL

Bus Schedule

SUFFOLK COUNTY

S54 service available Monday thru Saturday only.

AM-LIGHTFACE PM-BOLD/FADE
Schedules subject to change without notice.
Suffolk County cannot assume responsibility for inconvenience, expense or damage resulting from timetable errors, delayed buses or failure to make connections.

Where to Board
For your safety, please wait for the bus at a designated bus stop.

Patchogue - Monroak Branch

Paratransit Bus Service is available to ADA eligible passengers. To register or for more information, call Office of Handicapped Services at 631.853.8337.

HART 631.477.6187
MTR LONG ISLAND BUS ... 516.228.4000
LONG ISLAND RAIL ROAD
in Suffolk County 631.231.5477
in Nassau County 516.872.5477
in New York City 718.217.4777
LI Transportation Mgmt., Inc. : 631.777.7772

For a large print copy of this or other Suffolk Transit bus schedules, call 631.852.5200.

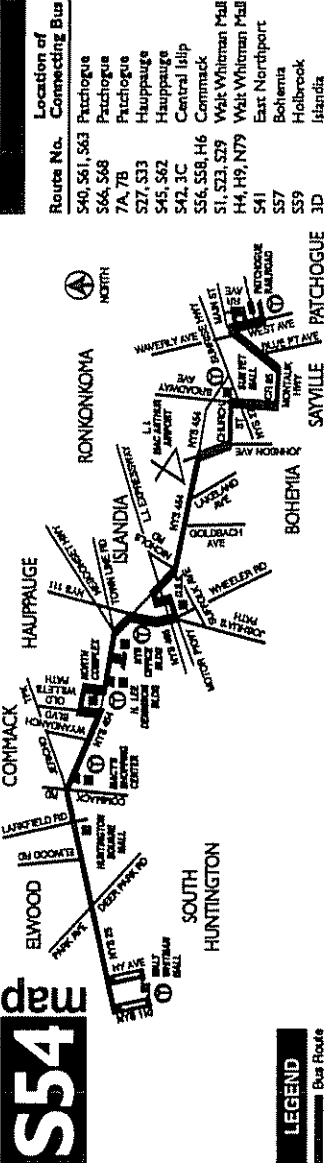
631.852.5200
Monday to Friday 8:00am to 4:30pm

www.sct-bus.org

Saturday Service Schedule

PATCHOGUE RAILROAD TO WALT WHITMAN MALL											
WESTBOUND						EASTBOUND					
PATCHOGUE RAILROAD	BLUE POINT	SAYVILLE	BOHEMIA	RONKONKOMA	ISLANDIA	CENTRAL	COMPACK	COMPACK	EAST	ELWOOD	SOUTH HUNTINGTON
Monroak Hwy./Blue Point Ave.	Monroak Hwy./Blue Point Ave.	Monroak Hwy./Broadway Ave.	Broadway Ave./Sunset Hill	Memorial Hwy./Spartan Ave.	Memorial Hwy./Nichols Rd.	Memorial Hwy./Wheeler Rd.	Memorial Hwy./Wynandanch Blvd.	Memorial Hwy./Wynandanch Blvd.	Memorial Hwy./Larfield Rd.	Jericho Tpke./Elwood Rd.	Jericho Tpke./Walt Whitman Mall
7:50	8:01	8:05	8:13	8:18	8:23	8:32	8:36	8:40	8:44	8:50	9:00
8:40	8:47	8:51	8:59	9:03	9:13	9:22	9:26	9:30	9:34	9:40	9:50
9:20	9:27	9:31	9:35	9:43	9:53	10:02	10:06	10:10	10:14	10:20	10:30
10:35	10:42	10:46	10:54	10:58	11:03	11:08	11:17	11:21	11:25	11:29	11:45
11:20	11:27	11:31	11:39	11:43	11:53	12:02	12:06	12:10	12:14	12:20	12:30
12:35	12:42	12:46	12:50	12:54	1:03	1:08	1:17	1:21	1:25	1:29	1:45
1:15	1:22	1:26	1:30	1:34	1:43	1:48	1:57	2:01	2:05	2:09	2:25
2:40	2:47	2:51	2:55	2:59	3:08	3:13	3:22	3:26	3:30	3:34	3:50
3:30	3:37	3:41	3:45	3:49	3:58	4:03	4:12	4:16	4:20	4:24	4:40
4:35	4:42	4:46	4:50	4:54	5:03	5:08	5:17	5:21	5:25	5:29	5:45
5:25	5:32	5:36	5:40	5:44	5:53	5:58	6:07	6:11	6:15	6:19	6:35

WALT WHITMAN MALL TO PATCHOGUE RAILROAD											
EASTBOUND						WESTBOUND					
SOUTH HUNTINGTON	ELWOOD	ELWOOD	ELWOOD	ELWOOD	ELWOOD	ELWOOD	ELWOOD	ELWOOD	ELWOOD	ELWOOD	ELWOOD
Walt Whitman Mall	Jericho Tpke./Deer Park Rd./West	Jericho Tpke./Elwood Rd.	Jericho Tpke./Larfield Rd.	Jericho Tpke./Elwood Rd.	Jericho Tpke./Elwood Rd.	Jericho Tpke./Elwood Rd.	Jericho Tpke./Elwood Rd.	Jericho Tpke./Elwood Rd.	Jericho Tpke./Elwood Rd.	Jericho Tpke./Elwood Rd.	Jericho Tpke./Elwood Rd.
8:00	8:10	8:16	8:20	8:24	8:28	8:37	8:42	8:47	8:51	8:55	9:10
9:10	9:20	9:26	9:30	9:34	9:38	9:47	9:52	9:57	10:01	10:05	10:20
10:00	10:10	10:16	10:20	10:24	10:28	10:37	10:42	10:47	10:51	10:55	11:10
10:40	10:50	10:56	11:00	11:04	11:08	11:17	11:22	11:27	11:31	11:35	11:50
12:00	12:10	12:16	12:20	12:24	12:28	12:37	12:42	12:47	12:51	12:55	1:10
12:40	12:50	12:56	1:00	1:04	1:08	1:17	1:22	1:27	1:31	1:35	1:50
2:00	2:10	2:16	2:20	2:24	2:28	2:37	2:42	2:47	2:51	2:55	3:10
3:10	3:20	3:26	3:30	3:34	3:38	3:47	3:52	3:57	4:01	4:05	4:20
4:00	4:10	4:16	4:20	4:24	4:28	4:37	4:42	4:47	4:51	4:55	5:10
4:55	5:05	5:11	5:15	5:19	5:23	5:32	5:37	5:42	5:46	5:50	6:05
6:05	6:15	6:21	6:25	6:29	6:33	6:42	6:47	6:52	6:56	7:00	7:15



LEGEND
— Bus Route
● Bus Stop

Monthly Shared Parking Calculations

ISLANDIA VILLAGE CENTER
WEEKDAY, JANUARY

Land Use	Unit	Size	Independent Variable	Base Rate	January Monthly Adjustment Factor	Non-Captive Adjustment	Adjusted Number of Spaces Required	6:00 AM		7:00 AM		8:00 AM		9:00 AM		10:00 AM		11:00 AM		12:00 PM		1:00 PM		2:00 PM		3:00 PM		4:00 PM		5:00 PM		6:00 PM		7:00 PM		8:00 PM		9:00 PM		10:00 PM		11:00 PM		12:00 AM			
								Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces
Hotel (Leisure)	rooms	175	Visitor	0.9	90%	100%	142	95%	135	95%	135	90%	128	80%	113	70%	99	70%	99	65%	92	65%	92	70%	99	70%	99	75%	106	80%	113	85%	120	85%	120	90%	128	95%	135	95%	135	100%	142	100%	142		
			Employee	0.25	100%	100%	44	5%	2	30%	13	90%	39	90%	39	100%	44	100%	44	100%	44	100%	44	100%	44	100%	44	100%	44	90%	39	70%	31	40%	16	20%	9	20%	9	20%	9	20%	9	20%	9	10%	4
Meeting / Banquet	ksf GLA	4.88	Visitor	30.0	100%	60%	88		0		0	30%	26	60%	53	60%	53	60%	53	65%	57	65%	57	65%	57	65%	57	100%	88	100%	88	100%	88	100%	88	100%	88	100%	88	50%	44		0		0		0
			Employee		100%	100%	0	5%	0	30%	0	90%	0	90%	0	100%	0	100%	0	100%	0	100%	0	100%	0	100%	0	100%	0	90%	0	70%	0	40%	0	20%	0	20%	0	20%	0	20%	0	10%	0	5%	0
Restaurant / Lounge	Employee	8	Visitor	0.0	85%	20%	0		0	10%	0	30%	0	10%	0	5%	0	100%	0	100%	0	100%	0	33%	0	10%	0	10%	0	55%	0	60%	0	70%	0	67%	0	60%	0	40%	0	30%	0		0		
			Employee	1	95%	100%	8	50%	4	75%	6	90%	7	90%	7	100%	8	100%	8	100%	8	100%	8	100%	8	75%	6	75%	6	95%	7	95%	7	95%	7	95%	7	80%	6	65%	5	65%	5	35%	3		
Restaurant	ksf GLA	14.0	Visitor	9.0	65%	80%	86	25%	21	50%	43	60%	51	75%	64	85%	73	90%	77	100%	86	90%	77	50%	43	45%	39	45%	39	75%	64	80%	69	80%	69	80%	69	80%	69	80%	69	55%	47	50%	43	25%	21
			Employee	1.5	95%	100%	20	50%	10	75%	15	90%	18	90%	18	100%	20	100%	20	100%	20	100%	20	100%	20	100%	20	75%	15	75%	15	95%	19	95%	19	95%	19	95%	19	80%	16	65%	13	65%	13	35%	7
Shopping Center	ksf GLA	15.0	Visitor	2.9	56%	90%	22	1%	0	5%	1	15%	3	35%	8	65%	14	85%	19	95%	21	100%	22	95%	21	90%	20	90%	20	95%	21	95%	21	95%	21	80%	18	50%	11	30%	7	10%	2	0%	0		
			Employee	0.7	80%	100%	8	10%	1	15%	1	40%	3	75%	6	85%	7	95%	8	100%	8	100%	8	100%	8	100%	8	100%	8	95%	8	95%	8	95%	8	90%	8	75%	6	40%	3	15%	1	0%	0		
Office	ksf GLA	16.9	Visitor	0.3	100%	100%	5		0	1%	0	20%	1	60%	3	100%	5	45%	2	15%	1	45%	2	100%	5	45%	2	15%	1	10%	1	5%	0	2%	0	1%	0		0		0		0				
			Employee	3.5	100%	100%	59	3%	2	30%	18	75%	44	95%	56	100%	59	100%	59	90%	53	90%	53	100%	59	100%	59	90%	53	50%	30	25%	15	10%	6	7%	4	3%	2	1%	1		0		0		
Hotel (Business)	rooms	100	Visitor	1.0	71%	100%	71	95%	67	90%	64	80%	57	70%	50	60%	43	60%	43	55%	39	55%	39	60%	43	60%	43	65%	46	70%	50	75%	53	75%	53	80%	57	85%	60	95%	67	100%	71	100%	71		
			Employee	0.25	100%	100%	25	5%	1	30%	8	90%	23	90%	23	100%	25	100%	25	100%	25	100%	25	100%	25	100%	25	100%	25	90%	23	70%	18	40%	10	20%	5	20%	5	20%	5	20%	5	10%	3	5%	1
Total Hourly Adjusted Parking Required. Weekday								577		243		304		400		440		450		457		454		447		432		417		413		450		428		405		412		389		336		284		247	

WEEKEND, JANUARY

Land Use	Unit	Size	Independent Variable	Base Rate	January Monthly Adjustment Factor	Non-Captive Adjustment	Adjusted Number of Spaces Required	6:00 AM		7:00 AM		8:00 AM		9:00 AM		10:00 AM		11:00 AM		12:00 PM		1:00 PM		2:00 PM		3:00 PM		4:00 PM		5:00 PM		6:00 PM		7:00 PM		8:00 PM		9:00 PM		10:00 PM		11:00 PM		12:00 AM			
								Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces		
Hotel (Leisure)	rooms	175	Visitor	1.0	90%	100%	158	95%	150	95%	150	90%	142	80%	126	70%	110	70%	110	65%	102	65%	102	70%	110	70%	110	75%	118	80%	126	85%	134	85%	134	90%	142	95%	150	95%	150	100%	158	100%	158		
			Employee	0.18	100%	100%	32	5%	2	30%	9	90%	28	90%	28	100%	32	100%	32	100%	32	100%	32	100%	32	100%	32	100%	32	90%	28	75%	24	60%	19	55%	17	55%	17	55%	17	45%	14	45%	14	30%	9
Meeting / Banquet	ksf GLA	4.88	Visitor	30.0	100%	60%	88		0		0	30%	26	60%	53	60%	53	60%	53	65%	57	65%	57	65%	57	65%	57	100%	88	100%	88	100%	88	100%	88	100%	88	100%	88	100%	88	50%	44		0		0
			Employee		100%	100%	0	5%	0	30%	0	90%	0	90%	0	100%	0	100%	0	100%	0	100%	0	100%	0	100%	0	100%	0	90%	0	75%	0	60%	0	55%	0	55%	0	55%	0	45%	0	45%	0	30%	0
Restaurant / Lounge	Employee	8	Visitor	0.0	85%	20%	0		0	10%	0	30%	0	10%	0	5%	0	100%	0	100%	0	100%	0	33%	0	10%	0	10%	0	30%	0	55%	0	60%	0	70%	0	67%	0	60%	0	40%	0	30%	0		0
			Employee	1	95%	100%	8	50%	4	75%	6	90%	7	90%	7	100%	8	100%	8	100%	8	100%	8	100%	8	75%	6	75%	6	95%	7	95%	7	95%	7	95%	7	80%	6	65%	5	65%	5	35%	3		
Restaurant	ksf GLA	14.0	Visitor	12.75	65%	90%	137	10%	14	25%	34	45%	61	70%	96	90%	123	90%	123	100%	137	85%	116	65%	89	40%	55	45%	61	60%	82	70%	96	70%	96	65%	89	30%	41	25%	34	15%	20	10%	14		
			Employee	2.25	95%	100%	30	50%	15	75%	22	90%	27	90%	27	100%	30	100%	30	100%	30	100%	30	100%	30	100%	30	75%	22	75%	22	95%	28	95%	28	95%	28	95%	28	80%	24	65%	19	65%	19	35%	10
Shopping Center	ksf GLA	15.0	Visitor	3.2	56%	90%	24	1%	0	5%	1	10%	2	30%	7	50%	12	65%	16	80%	19	90%	22	100%	24	100%	24	95%	23	90%	22	80%	19	75%	18	65%	16	50%	12	35%	8	15%	4		0		
			Employee	0.8	80%	100%	10	10%	1	15%	1	40%	4	75%	7	85%	8	95%	9	100%	10	100%	10	100%	10	100%	10	100%	10	95%	9	85%	8	80%	8	75%	7	65%	6	45%	4	15%	1		0		
Office	ksf GLA	16.9	Visitor	0.03	100%	100%	1		0	20%	0	60%	0	80%	0	90%	0	100%	0	90%	0	80%	0	60%	0	40%	0	20%	0	10%	0	5%	0		0		0		0		0		0				
			Employee	0.35	100%	100%	6		0	20%	1	60%	4	80%	5	90%	5	100%	6	90%	5	80%	5	68%	4	40%	2	20%	1	10%	1	5%	0		0		0		0		0		0				
Hotel (Business)	rooms	100	Visitor	0.9	71%	100%	64	95%	61	90%	58	80%	51	70%	45	60%	38	60%	38	55%	35	55%	35	60%	38	60%	38	65%	42	70%	45	75%	48	75%	48	80%	51	85%	54	95%	61	100%	64	100%	64		
			Employee	0.18	100%	100%	18	5%	1	30%	5	90%	16	90%	16	100%	18	100%	18	100%	18	100%	18	100%	18	100%	18	100%	18	90%	16	75%	14	60%	11	55%	10	55%	10	45%	8	45%	8	30%	5		
Total Hourly Adjusted Parking Required. Weekend								573		248		287		368		417		437		444		453																									

ISLANDIA VILLAGE CENTER
WEEKDAY, FEBRUARY

Land Use	Unit	Size	Independent Variable	Base Rate	February Monthly Adjustment Factor	Non-Captive Adjustment	Adjusted Number of Spaces Required	6:00 AM		7:00 AM		8:00 AM		9:00 AM		10:00 AM		11:00 AM		12:00 PM		1:00 PM		2:00 PM		3:00 PM		4:00 PM		5:00 PM		6:00 PM		7:00 PM		8:00 PM		9:00 PM		10:00 PM		11:00 PM		12:00 AM	
								Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces
Hotel (Leisure)	rooms	175	Visitor	0.9	100%	100%	158	95%	150	95%	150	90%	142	80%	126	70%	110	70%	110	65%	102	65%	102	70%	110	70%	110	75%	118	80%	126	85%	134	85%	134	90%	142	95%	150	95%	150	100%	158	100%	158
			Employee	0.25	100%	100%	44	5%	2	30%	13	90%	39	90%	39	100%	44	100%	44	100%	44	100%	44	100%	44	100%	44	100%	44	90%	39	70%	31	40%	18	20%	9	20%	9	20%	9	20%	9	10%	4
Meeting / Banquet	ksf GLA	4.88	Visitor	30.0	100%	60%	88		0	30%	26	60%	53	60%	53	60%	53	65%	57	65%	57	65%	57	65%	57	65%	57	65%	57	100%	88	100%	88	100%	88	100%	88	100%	88	50%	44		0	0	
			Employee		100%	100%	0	5%	0	30%	0	90%	0	100%	0	100%	0	100%	0	100%	0	100%	0	100%	0	100%	0	100%	0	70%	0	40%	0	20%	0	20%	0	20%	0	10%	0	5%	0		
Restaurant / Lounge	Employee	8	Visitor	0.0	86%	20%	0		0	10%	0	30%	0	10%	0	10%	0	5%	0	100%	0	100%	0	33%	0	10%	0	10%	0	30%	0	55%	0	60%	0	70%	0	67%	0	60%	0	40%	0	30%	0
			Employee	1	95%	100%	8	50%	4	75%	6	90%	7	90%	7	100%	8	100%	8	100%	8	100%	8	100%	8	75%	6	75%	6	95%	7	95%	7	95%	7	95%	7	80%	6	65%	5	65%	5	35%	3
Restaurant	ksf GLA	14.0	Visitor	9.0	86%	80%	87	25%	22	50%	43	60%	52	75%	65	85%	74	90%	78	100%	87	90%	78	50%	43	45%	39	45%	39	75%	65	80%	69	80%	69	80%	69	60%	52	65%	48	50%	43	25%	22
			Employee	1.5	95%	100%	20	50%	10	75%	15	90%	18	90%	18	100%	20	100%	20	100%	20	100%	20	100%	20	75%	15	75%	15	95%	19	95%	19	95%	19	95%	19	80%	16	65%	13	65%	13	35%	7
Shopping Center	ksf GLA	15.0	Visitor	2.9	57%	90%	22	1%	0	5%	1	15%	3	35%	8	65%	15	85%	19	95%	21	100%	22	95%	21	90%	20	90%	20	95%	21	95%	21	95%	21	80%	18	50%	11	30%	7	10%	2	0%	0
			Employee	0.7	80%	100%	8	10%	1	15%	1	40%	3	75%	6	85%	7	95%	8	100%	8	100%	8	100%	8	100%	8	100%	8	100%	8	95%	8	95%	8	90%	8	75%	6	40%	3	15%	1	0%	0
Office	ksf GLA	16.9	Visitor	0.3	100%	100%	5		0	1%	0	20%	1	60%	3	100%	5	45%	2	15%	1	45%	2	100%	5	45%	2	15%	1	10%	1	5%	0	2%	0	1%	0		0		0		0		0
			Employee	3.5	100%	100%	59	3%	2	30%	18	75%	44	95%	56	100%	59	100%	59	90%	53	90%	53	100%	59	100%	59	90%	53	50%	30	25%	15	10%	6	7%	4	3%	2	1%	1		0		0
Hotel (Business)	rooms	100	Visitor	1.0	85%	100%	85	95%	81	90%	77	80%	68	70%	60	60%	51	60%	51	55%	47	55%	47	60%	51	60%	51	65%	55	70%	60	75%	64	75%	64	80%	68	85%	72	95%	81	100%	85	100%	85
			Employee	0.25	100%	100%	25	5%	1	30%	8	90%	23	90%	23	100%	25	100%	25	100%	25	100%	25	100%	25	100%	25	100%	25	90%	23	70%	18	40%	10	20%	5	20%	5	20%	5	20%	5	10%	3
Total Hourly Adjusted Parking Required, Weekday							608		273		332		426		464		471		477		473		466		451		436		434		474		453		430		437		417		366		314		278

WEEKEND, FEBRUARY

Land Use	Unit	Size	Independent Variable	Base Rate	February Monthly Adjustment Factor	Non-Captive Adjustment	Adjusted Number of Spaces Required	6:00 AM		7:00 AM		8:00 AM		9:00 AM		10:00 AM		11:00 AM		12:00 PM		1:00 PM		2:00 PM		3:00 PM		4:00 PM		5:00 PM		6:00 PM		7:00 PM		8:00 PM		9:00 PM		10:00 PM		11:00 PM		12:00 AM	
								Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces
Hotel (Leisure)	rooms	175	Visitor	1.0	100%	100%	175	95%	166	95%	166	90%	158	80%	140	70%	123	70%	123	65%	114	65%	114	70%	123	70%	123	75%	131	80%	140	85%	149	85%	149	90%	158	95%	166	95%	166	100%	175	100%	175
			Employee	0.18	100%	100%	32	5%	2	30%	9	90%	28	90%	28	100%	32	100%	32	100%	32	100%	32	100%	32	100%	32	90%	28	75%	24	60%	19	55%	17	55%	17	55%	17	45%	14	45%	14	30%	9
Meeting / Banquet	ksf GLA	4.88	Visitor	30.0	100%	60%	88		0	30%	26	60%	53	60%	53	60%	53	65%	57	65%	57	65%	57	65%	57	65%	57	65%	57	100%	88	100%	88	100%	88	100%	88	100%	88	50%	44		0	0	
			Employee		100%	100%	0	5%	0	30%	0	90%	0	100%	0	100%	0	100%	0	100%	0	100%	0	100%	0	100%	0	100%	0	75%	0	60%	0	55%	0	55%	0	55%	0	45%	0	45%	0	30%	0
Restaurant / Lounge	Employee	8	Visitor	0.0	86%	20%	0		0	10%	0	30%	0	10%	0	10%	0	5%	0	100%	0	100%	0	33%	0	10%	0	10%	0	30%	0	55%	0	60%	0	70%	0	67%	0	60%	0	40%	0	30%	0
			Employee	1	95%	100%	8	50%	4	75%	6	90%	7	90%	7	100%	8	100%	8	100%	8	100%	8	100%	8	75%	6	75%	6	95%	7	95%	7	95%	7	95%	7	80%	6	65%	5	65%	5	35%	3
Restaurant	ksf GLA	14.0	Visitor	12.75	86%	90%	138	10%	14	25%	35	45%	62	70%	97	90%	124	90%	124	100%	138	85%	117	65%	90	40%	55	45%	62	60%	83	70%	97	70%	97	65%	90	30%	41	25%	35	15%	21	10%	14
			Employee	2.25	95%	100%	30	50%	15	75%	22	90%	27	90%	27	100%	30	100%	30	100%	30	100%	30	100%	30	100%	30	75%	22	75%	22	95%	28	95%	28	95%	28	95%	28	80%	24	65%	19	65%	19
Shopping Center	ksf GLA	15.0	Visitor	3.2	57%	90%	25	1%	0	5%	1	10%	2	30%	7	50%	12	65%	16	80%	20	90%	22	100%	25	100%	25	95%	23	90%	22	80%	20	75%	18	65%	16	50%	12	35%	9	15%	4		0
			Employee	0.8	80%	100%	10	10%	1	15%	1	40%	4	75%	7	85%	8	95%	9	100%	10	100%	10	100%	10	100%	10	100%	10	95%	9	85%	8	80%	8	75%	7	65%	6	45%	4	15%	1		0
Office	ksf GLA	16.9	Visitor	0.03	100%	100%	1		0	20%	0	60%	0	80%	0	100%	1	90%	0	80%	0	60%	0	40%	0	10%	0	20%	0	10%	0	5%	0		0		0		0		0		0		0
			Employee	0.35	100%	100%	6		0	20%	1	60%	4	80%	5	90%	5	100%	6	90%	5	80%	5	60%	4	40%	2	20%	1	10%	1	5%	0		0		0		0		0		0		0
Hotel (Business)	rooms	100	Visitor	0.9	85%	100%	77	95%	73	90%	69	80%	61	70%	54	60%	46	60%	46	55%	42	55%	42	60%	46	60%	46	65%	50	70%	54	75%	57	75%	57	80%	61	85%	65	95%	73	100%	77	100%	77
			Employee	0.18	100%	100%	18	5%	1	30%	5	90%	16	90%	16	100%	18	100%	18	100%	18	100%	18	100%	18	100%	18	90%	16	75%	14	60%	11	55%	10	55%	10	45%	8	45%	8	30%	5		
Total Hourly Adjusted Parking Required, Weekend							605		276		315		395		441		459		466		474		455		443		396		406		470		484		479		482		435		377		324		293

**ISLANDIA VILLAGE CENTER
WEEKDAY, MARCH**

Land Use	Unit	Size	Independent Variable	Base Rate	March Monthly Adjustment Factor	Non-Captive Adjustment	Adjusted Number of Spaces Required	6:00 AM		7:00 AM		8:00 AM		9:00 AM		10:00 AM		11:00 AM		12:00 PM		1:00 PM		2:00 PM		3:00 PM		4:00 PM		5:00 PM		6:00 PM		7:00 PM		8:00 PM		9:00 PM		10:00 PM		11:00 PM		12:00 AM							
								Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces
Hotel (Leisure)	rooms	175	Visitor	0.9	100%	100%	158	95%	150	95%	150	90%	142	80%	126	70%	110	70%	110	65%	102	65%	102	70%	110	70%	110	75%	118	80%	126	85%	134	85%	134	90%	142	95%	150	95%	150	100%	158	100%	158						
			Employee	0.25	100%	100%	44	5%	2	30%	13	90%	39	90%	39	100%	44	100%	44	100%	44	100%	44	100%	44	100%	44	100%	44	100%	44	100%	44	100%	44	100%	44	100%	44	100%	44	100%	44	100%	44	100%	44				
Meeting / Banquet	ksf GLA	4.88	Visitor	30.0	100%	60%	88		0		0	30%	26	60%	53	60%	53	60%	53	65%	57	65%	57	65%	57	65%	57	65%	57	100%	88	100%	88	100%	88	100%	88	100%	88	100%	88	100%	88	50%	44	0	0				
			Employee		100%	100%	0	5%	0	30%	0	90%	0	90%	0	100%	0	100%	0	100%	0	100%	0	100%	0	100%	0	100%	0	70%	0	40%	0	20%	0	20%	0	20%	0	20%	0	10%	0	5%	0						
Restaurant / Lounge	Employee	8	Visitor	0.0	95%	20%	0		0	10%	0	30%	0	10%	0	10%	0	5%	0	100%	0	100%	0	33%	0	10%	0	10%	0	30%	0	55%	0	60%	0	70%	0	67%	0	60%	0	40%	0	30%	0						
			Employee	1	100%	100%	8	50%	4	75%	6	90%	7	90%	7	100%	8	100%	8	100%	8	100%	8	100%	8	100%	8	75%	6	75%	6	95%	8	95%	8	95%	8	95%	8	80%	6	65%	5	65%	5	35%	3				
Restaurant	ksf GLA	14.0	Visitor	9.0	95%	80%	96	25%	24	50%	48	60%	57	75%	72	85%	81	90%	86	100%	90	90%	86	50%	48	45%	43	45%	43	75%	72	80%	77	80%	77	80%	77	60%	57	55%	53	50%	48	25%	24						
			Employee	1.5	100%	100%	21	50%	11	75%	16	90%	19	90%	19	100%	21	100%	21	100%	21	100%	21	100%	21	75%	16	75%	16	95%	20	95%	20	95%	20	95%	20	80%	17	65%	14	65%	14	35%	7						
Shopping Center	ksf GLA	15.0	Visitor	2.9	64%	90%	25	1%	0	5%	1	15%	4	35%	9	65%	16	85%	21	95%	24	100%	25	95%	24	90%	23	90%	23	95%	24	95%	24	95%	24	80%	20	50%	13	30%	8	10%	3	0%	0						
			Employee	0.7	80%	100%	8	10%	1	15%	1	40%	3	75%	6	85%	7	95%	8	100%	8	100%	8	100%	8	100%	8	100%	8	95%	8	95%	8	95%	8	90%	8	75%	6	40%	3	15%	1	0%	0						
Office	ksf GLA	16.9	Visitor	0.3	100%	100%	5		0	1%	0	20%	1	60%	3	100%	5	45%	2	15%	1	45%	2	100%	5	45%	2	15%	1	10%	1	5%	0	2%	0	1%	0		0		0		0		0						
			Employee	3.5	100%	100%	59	3%	2	30%	18	75%	44	95%	56	100%	59	100%	59	90%	53	90%	53	100%	59	100%	59	90%	53	50%	30	25%	15	10%	6	7%	4	3%	2	1%	1		0		0						
Hotel (Business)	rooms	100	Visitor	1.0	91%	100%	91	95%	86	90%	82	80%	73	70%	64	60%	55	60%	55	55%	50	55%	50	60%	55	60%	55	65%	59	70%	64	75%	68	75%	68	80%	73	85%	77	95%	86	100%	91	100%	91						
			Employee	0.25	100%	100%	25	5%	1	30%	8	90%	23	90%	23	100%	25	100%	25	100%	25	100%	25	100%	25	100%	25	100%	25	90%	23	70%	18	40%	10	20%	5	20%	5	20%	5	20%	5	10%	3	5%	1				
Total Hourly Adjusted Parking Required, Weekday							628		281		343		438		477		484		492		489		481		464		448		446		490		470		447		454		430		378		327		286						

WEEKEND, MARCH

Land Use	Unit	Size	Independent Variable	Base Rate	March Monthly Adjustment Factor	Non-Captive Adjustment	Adjusted Number of Spaces Required	6:00 AM		7:00 AM		8:00 AM		9:00 AM		10:00 AM		11:00 AM		12:00 PM		1:00 PM		2:00 PM		3:00 PM		4:00 PM		5:00 PM		6:00 PM		7:00 PM		8:00 PM		9:00 PM		10:00 PM		11:00 PM		12:00 AM							
								Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces
Hotel (Leisure)	rooms	175	Visitor	1.0	100%	100%	175	95%	166	95%	166	90%	158	80%	140	70%	123	70%	123	65%	114	65%	114	70%	123	70%	123	75%	131	80%	140	85%	149	85%	149	90%	158	95%	166	95%	166	100%	175	100%	175						
			Employee	0.18	100%	100%	32	5%	2	30%	9	90%	28	90%	28	100%	32	100%	32	100%	32	100%	32	100%	32	100%	32	100%	32	90%	28	75%	24	60%	19	55%	17	55%	17	55%	17	45%	14	45%	14	30%	9				
Meeting / Banquet	ksf GLA	4.88	Visitor	30.0	100%	60%	88		0		0	30%	26	60%	53	60%	53	60%	53	65%	57	65%	57	65%	57	65%	57	65%	57	100%	88	100%	88	100%	88	100%	88	100%	88	100%	88	100%	88	50%	44	0	0				
			Employee		100%	100%	0	5%	0	30%	0	90%	0	90%	0	100%	0	100%	0	100%	0	100%	0	100%	0	100%	0	100%	0	75%	0	60%	0	55%	0	55%	0	55%	0	45%	0	45%	0	30%	0						
Restaurant / Lounge	Employee	8	Visitor	0.0	95%	20%	0		0	10%	0	30%	0	10%	0	10%	0	5%	0	100%	0	100%	0	33%	0	10%	0	10%	0	30%	0	55%	0	60%	0	70%	0	67%	0	60%	0	40%	0	30%	0						
			Employee	1	100%	100%	8	50%	4	75%	6	90%	7	90%	7	100%	8	100%	8	100%	8	100%	8	100%	8	75%	6	75%	6	95%	8	95%	8	95%	8	95%	8	80%	6	65%	5	65%	5	35%	3						
Restaurant	ksf GLA	14.0	Visitor	12.75	95%	90%	153	10%	15	25%	38	45%	69	70%	107	90%	137	90%	137	100%	153	85%	130	65%	99	40%	61	45%	69	60%	92	70%	107	70%	107	65%	99	30%	46	25%	38	15%	23	10%	15						
			Employee	2.25	100%	100%	32	50%	16	75%	24	90%	28	90%	28	100%	32	100%	32	100%	32	100%	32	100%	32	75%	24	75%	24	95%	30	95%	30	95%	30	95%	30	80%	25	65%	20	65%	20	35%	11						
Shopping Center	ksf GLA	15.0	Visitor	3.2	64%	90%	28	1%	0	5%	1	10%	3	30%	8	50%	14	65%	19	80%	22	90%	25	100%	28	100%	28	95%	26	90%	25	80%	22	75%	21	65%	18	50%	14	35%	10	15%	4		0						
			Employee	0.8	80%	100%	10	10%	1	15%	1	40%	4	75%	7	85%	8	95%	9	100%	10	100%	10	100%	10	100%	10	100%	10	95%	9	85%	8	80%	7	65%	6	45%	4	15%	1		0								
Office	ksf GLA	16.9	Visitor	0.03	100%	100%	1		0	20%	0	60%	0	60%	0	90%	0	100%	1	90%	0	80%	0	60%	0	40%	0	20%	0	10%	0		0		0		0		0		0		0		0						
			Employee	0.35	100%	100%	6		0	20%	1	60%	4	80%	5	90%	5	100%	6	90%	5	80%	5	60%	4	40%	2	20%	1	10%	1	5%	0		0		0		0		0		0		0						
Hotel (Business)	rooms	100	Visitor	0.9	91%	100%	82	95%	78	90%	74	80%	66	70%	57	60%	49	60%	49	55%	45	55%	45	60%	49	60%	49	65%	53	70%	57	75%	61	75%	61	80%	66	85%	70	95%	78	100%	82	100%	82						
			Employee	0.18	100%	100%	18	5%	1	30%	5																																								

ISLANDIA VILLAGE CENTER
WEEKDAY, APRIL

Land Use	Unit	Size	Independent Variable	Base Rate	April Monthly Adjustment Factor	Non-Captive Adjustment	Adjusted Number of Spaces Required	6:00 AM		7:00 AM		8:00 AM		9:00 AM		10:00 AM		11:00 AM		12:00 PM		1:00 PM		2:00 PM		3:00 PM		4:00 PM		5:00 PM		6:00 PM		7:00 PM		8:00 PM		9:00 PM		10:00 PM		11:00 PM		12:00 AM			
								Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces
Hotel (Leisure)	rooms	175	Visitor	0.9	100%	100%	158	95%	150	95%	150	90%	142	80%	126	70%	110	70%	110	65%	102	65%	102	70%	110	70%	110	75%	118	80%	126	85%	134	85%	134	90%	142	95%	150	95%	150	100%	158	100%	158		
			Employee	0.25	100%	100%	44	5%	2	30%	13	90%	39	90%	39	100%	44	100%	44	100%	44	100%	44	100%	44	100%	44	100%	44	90%	39	70%	31	40%	18	20%	9	20%	9	20%	9	20%	9	20%	9	10%	4
Meeting / Banquet	ksf GLA	4.88	Visitor	30.0	100%	60%	88		0		0	30%	26	60%	53	60%	53	60%	53	65%	57	65%	57	65%	57	65%	57	100%	88	100%	88	100%	88	100%	88	100%	88	100%	88	100%	88	50%	44	0	0	0	
			Employee		100%	100%	0	5%	0	30%	0	90%	0	90%	0	100%	0	100%	0	100%	0	100%	0	100%	0	100%	0	90%	0	70%	0	40%	0	20%	0	20%	0	20%	0	20%	0	20%	0	10%	0	5%	0
Restaurant / Lounge	Employee	8	Visitor	0.0	92%	20%	0		0	10%	0	30%	0	10%	0	10%	0	5%	0	100%	0	100%	0	33%	0	10%	0	10%	0	55%	0	60%	0	70%	0	67%	0	60%	0	40%	0	30%	0	0			
			Employee	1	100%	100%	8	50%	4	75%	6	90%	7	90%	7	100%	8	100%	8	100%	8	100%	8	100%	8	75%	6	75%	6	95%	8	95%	8	95%	8	95%	8	95%	8	80%	6	65%	5	65%	5	35%	3
Restaurant	ksf GLA	14.0	Visitor	9.0	92%	80%	93	25%	23	50%	46	60%	56	75%	70	85%	79	90%	83	100%	93	90%	83	90%	46	45%	42	45%	42	75%	70	80%	74	80%	74	80%	74	80%	74	60%	56	55%	51	50%	46	25%	23
			Employee	1.5	100%	100%	21	50%	11	75%	16	90%	19	90%	19	100%	21	100%	21	100%	21	100%	21	100%	21	75%	16	75%	16	95%	20	95%	20	95%	20	95%	20	95%	20	80%	17	65%	14	65%	14	35%	7
Shopping Center	ksf GLA	15.0	Visitor	2.9	83%	90%	25	1%	0	5%	1	15%	4	35%	9	65%	16	85%	21	95%	23	100%	25	95%	23	90%	22	90%	22	95%	23	95%	23	95%	23	95%	23	80%	20	50%	12	30%	7	10%	2	0%	0
			Employee	0.7	80%	100%	8	10%	1	15%	1	40%	3	75%	6	85%	7	95%	8	100%	8	100%	8	100%	8	100%	8	100%	8	100%	8	95%	8	95%	8	95%	8	90%	8	75%	6	40%	3	15%	1	0%	0
Office	ksf GLA	16.9	Visitor	0.3	100%	100%	5		0	1%	0	20%	1	60%	3	100%	5	45%	2	15%	1	45%	2	100%	5	45%	2	15%	1	10%	1	5%	0	2%	0	1%	0	0	0	0	0	0	0	0	0		
			Employee	3.5	100%	100%	59	3%	2	30%	18	75%	44	85%	56	100%	59	100%	59	90%	53	90%	53	100%	59	100%	59	90%	53	50%	30	25%	15	10%	6	7%	4	3%	2	1%	1	0	0	0			
Hotel (Business)	rooms	100	Visitor	1.0	90%	100%	90	95%	86	90%	81	80%	72	70%	63	60%	54	60%	54	55%	50	55%	50	60%	54	60%	54	65%	59	70%	63	75%	68	75%	68	80%	72	85%	77	95%	86	100%	90	100%	90		
			Employee	0.25	100%	100%	25	5%	1	30%	8	90%	23	90%	23	100%	25	100%	25	100%	25	100%	25	100%	25	100%	25	100%	25	90%	23	70%	18	40%	10	20%	5	20%	5	20%	5	20%	5	10%	3	5%	1
Total Hourly Adjusted Parking Required, Weekday							623		280		340		436		474		481		480		485		478		460		445		444		480		466		443		450		428		375		323		284		

WEEKEND, APRIL

Land Use	Unit	Size	Independent Variable	Base Rate	April Monthly Adjustment Factor	Non-Captive Adjustment	Adjusted Number of Spaces Required	6:00 AM		7:00 AM		8:00 AM		9:00 AM		10:00 AM		11:00 AM		12:00 PM		1:00 PM		2:00 PM		3:00 PM		4:00 PM		5:00 PM		6:00 PM		7:00 PM		8:00 PM		9:00 PM		10:00 PM		11:00 PM		12:00 AM		
								Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor
Hotel (Leisure)	rooms	175	Visitor	1.0	100%	100%	175	95%	166	95%	166	90%	158	80%	140	70%	123	70%	123	65%	114	65%	114	70%	123	70%	123	75%	131	80%	140	85%	149	85%	149	90%	158	95%	166	95%	166	100%	175	100%	175	
			Employee	0.18	100%	100%	32	5%	2	30%	9	90%	28	90%	28	100%	32	100%	32	100%	32	100%	32	100%	32	100%	32	100%	32	90%	28	75%	24	60%	19	55%	17	55%	17	55%	17	45%	14	45%	14	30%
Meeting / Banquet	ksf GLA	4.88	Visitor	30.0	100%	60%	88		0		0	30%	26	60%	53	60%	53	60%	53	65%	57	65%	57	65%	57	65%	57	100%	88	100%	88	100%	88	100%	88	100%	88	100%	88	100%	88	50%	44	0	0	0
			Employee		100%	100%	0	5%	0	30%	0	90%	0	90%	0	100%	0	100%	0	100%	0	100%	0	100%	0	100%	0	90%	0	75%	0	60%	0	55%	0	55%	0	55%	0	45%	0	45%	0	30%	0	
Restaurant / Lounge	Employee	8	Visitor	0.0	92%	20%	0		0	10%	0	30%	0	10%	0	10%	0	5%	0	100%	0	100%	0	33%	0	10%	0	10%	0	30%	0	55%	0	60%	0	70%	0	67%	0	60%	0	40%	0	30%	0	0
			Employee	1	100%	100%	8	50%	4	75%	6	90%	7	90%	7	100%	8	100%	8	100%	8	100%	8	100%	8	75%	6	75%	6	95%	8	95%	8	95%	8	95%	8	95%	8	80%	6	65%	5	65%	5	35%
Restaurant	ksf GLA	14.0	Visitor	12.75	92%	90%	148	10%	15	25%	37	45%	67	70%	103	90%	133	90%	133	100%	148	85%	126	65%	96	40%	59	45%	67	60%	89	70%	103	70%	103	65%	96	30%	44	25%	37	15%	22	10%	15	
			Employee	2.25	100%	100%	32	50%	16	75%	24	90%	28	90%	28	100%	32	100%	32	100%	32	100%	32	100%	32	100%	32	75%	24	75%	24	95%	30	95%	30	95%	30	95%	30	80%	25	65%	20	65%	20	35%
Shopping Center	ksf GLA	15.0	Visitor	3.2	63%	90%	27	1%	0	5%	1	10%	3	30%	8	50%	14	65%	18	80%	22	90%	24	100%	27	100%	27	95%	26	90%	24	80%	22	75%	20	65%	18	50%	14	35%	10	15%	4	0	0	
			Employee	0.8	80%	100%	10	10%	1	15%	1	40%	4	75%	7	85%	8	95%	9	100%	10	100%	10	100%	10	100%	10	100%	10	95%	9	85%	8	80%	7	65%	6	45%	4	15%	1	0	0			
Office	ksf GLA	16.9	Visitor	0.03	100%	100%	1		0	20%	0	60%	0	80%	0	90%	0	100%	1	90%	0	80%	0	60%	0	40%	0	20%	0	10%	0	5%	0	0	0	0	0	0	0	0	0	0	0	0		
			Employee	0.35	100%	100%	6		0	20%	1	60%	4	80%	5	90%	5	100%	6	90%	5	80%	5	60%	4	40%	2	20%	1	10%	1	5%	0	0	0	0	0	0	0	0	0	0	0			
Hotel (Business)	rooms	100	Visitor	0.9	90%	100%	81	95%	77	90%	73	80%	65	70%	57	60%	49	60%	49	55%	45	55%	45	60%	49	60%	49	65%	53	70%	57	75%	61	75%	61	80%	65	85%	69	95%	77	100%	81	100%	81	
			Employee	0.18	100%	100%	18	5%	1	30%	5	90%	16	90%	16	100%	18	100%	18	100%	18	100%	18	100%	18	100%	18	90%	16	75%	14	60%	11	55%	10	55%	10	55%	10	45%	8	45%	8	30%	5	
Total Hourly Adjusted Parking Required, Weekend							624		282		323		406		452		475		482		491		471		456		407		419																	

**ISLANDIA VILLAGE CENTER
WEEKDAY, MAY**

Land Use	Unit	Size	Independent Variable	Base Rate	May Monthly Adjustment Factor	Non-Captive Adjustment	Adjusted Number of Spaces Required	6:00 AM		7:00 AM		8:00 AM		9:00 AM		10:00 AM		11:00 AM		12:00 PM		1:00 PM		2:00 PM		3:00 PM		4:00 PM		5:00 PM		6:00 PM		7:00 PM		8:00 PM		9:00 PM		10:00 PM		11:00 PM		12:00 AM	
								Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces
Hotel (Leisure)	rooms	175	Visitor	0.9	90%	100%	142	95%	135	95%	135	90%	128	80%	113	70%	99	70%	99	65%	92	65%	92	70%	99	70%	99	75%	106	80%	113	85%	120	85%	120	90%	128	95%	135	95%	135	100%	142	100%	142
			Employee	0.25	100%	100%	44	5%	2	30%	13	90%	39	90%	39	100%	44	100%	44	100%	44	100%	44	100%	44	100%	44	100%	44	90%	39	70%	31	40%	18	20%	9	20%	9	20%	9	20%	9	10%	4
Meeting / Banquet	ksf GLA	4.88	Visitor	30.0	100%	60%	88	0	0	30%	26	60%	53	60%	53	60%	53	60%	53	65%	57	65%	57	65%	57	65%	57	100%	88	100%	88	100%	88	100%	88	100%	88	100%	88	50%	44	0	0	0	0
			Employee		100%	100%	0	5%	0	30%	0	90%	0	90%	0	100%	0	100%	0	100%	0	100%	0	100%	0	100%	0	90%	0	70%	0	40%	0	20%	0	20%	0	20%	0	20%	0	10%	0	5%	0
Restaurant / Lounge	Employee	8	Visitor	0.0	95%	20%	0	0	10%	0	30%	0	10%	0	10%	0	5%	0	100%	0	100%	0	33%	0	10%	0	10%	0	30%	0	55%	0	60%	0	67%	0	60%	0	60%	0	40%	0	30%	0	0
			Employee	1	100%	100%	8	50%	4	75%	6	90%	7	90%	7	100%	8	100%	8	100%	8	100%	8	100%	8	75%	6	75%	6	95%	8	95%	8	95%	8	95%	8	80%	6	65%	5	65%	5	35%	3
Restaurant	ksf GLA	14.0	Visitor	9.0	95%	80%	97	25%	24	50%	48	60%	58	75%	73	85%	82	90%	87	100%	97	90%	87	50%	48	45%	44	45%	44	75%	73	80%	77	80%	77	80%	77	60%	58	55%	53	50%	48	25%	24
			Employee	1.5	100%	100%	21	50%	11	75%	16	90%	19	90%	19	100%	21	100%	21	100%	21	100%	21	100%	21	75%	16	75%	16	95%	20	95%	20	95%	20	95%	20	80%	17	65%	14	65%	14	35%	7
Shopping Center	ksf GLA	15.0	Visitor	2.9	66%	90%	26	1%	0	5%	1	15%	4	35%	9	65%	17	85%	22	95%	25	100%	26	95%	25	90%	23	90%	23	95%	25	95%	25	95%	25	80%	21	50%	13	30%	8	10%	3	0%	0
			Employee	0.7	80%	100%	8	10%	1	15%	1	40%	3	75%	6	85%	7	95%	8	100%	8	100%	8	100%	8	100%	8	100%	8	95%	8	95%	8	95%	8	90%	8	75%	6	40%	3	15%	1	0%	0
Office	ksf GLA	16.9	Visitor	0.3	100%	100%	5	0	1%	0	20%	1	60%	3	100%	5	45%	2	15%	1	45%	2	100%	5	45%	2	15%	1	10%	1	5%	0	2%	0	1%	0	0	0	0	0	0	0	0	0	0
			Employee	3.5	100%	100%	59	3%	2	30%	18	75%	44	85%	56	100%	59	100%	59	90%	53	90%	53	100%	59	100%	59	90%	53	50%	30	25%	15	10%	6	7%	4	3%	2	1%	1	0	0	0	
Hotel (Business)	rooms	100	Visitor	1.0	92%	100%	92	95%	87	90%	83	80%	74	70%	64	60%	55	60%	55	65%	51	65%	51	60%	55	60%	55	65%	60	70%	64	75%	69	75%	69	80%	74	85%	78	95%	87	100%	92	100%	92
			Employee	0.25	100%	100%	25	5%	1	30%	8	90%	23	90%	23	100%	25	100%	25	100%	25	100%	25	100%	25	100%	25	100%	25	90%	23	70%	18	40%	10	20%	5	20%	5	20%	5	10%	3	5%	1
Total Hourly Adjusted Parking Required, Weekday							615		267		329		426		465		475		483		482		474		454		438		436		479		458		435		442		417		364		312		271

WEEKEND, MAY

Land Use	Unit	Size	Independent Variable	Base Rate	May Monthly Adjustment Factor	Non-Captive Adjustment	Adjusted Number of Spaces Required	6:00 AM		7:00 AM		8:00 AM		9:00 AM		10:00 AM		11:00 AM		12:00 PM		1:00 PM		2:00 PM		3:00 PM		4:00 PM		5:00 PM		6:00 PM		7:00 PM		8:00 PM		9:00 PM		10:00 PM		11:00 PM		12:00 AM	
								Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces
Hotel (Leisure)	rooms	175	Visitor	1.0	90%	100%	158	95%	150	95%	150	90%	142	80%	126	70%	110	70%	110	65%	102	65%	102	70%	110	70%	110	75%	118	80%	126	85%	134	85%	134	90%	142	95%	150	95%	150	100%	158	100%	158
			Employee	0.18	100%	100%	32	5%	2	30%	9	90%	28	90%	28	100%	32	100%	32	100%	32	100%	32	100%	32	100%	32	90%	28	75%	24	60%	19	55%	17	55%	17	55%	17	45%	14	45%	14	30%	9
Meeting / Banquet	ksf GLA	4.88	Visitor	30.0	100%	60%	88	0	0	30%	26	60%	53	60%	53	60%	53	60%	53	65%	57	65%	57	65%	57	65%	57	100%	88	100%	88	100%	88	100%	88	100%	88	100%	88	50%	44	0	0	0	0
			Employee		100%	100%	0	5%	0	30%	0	90%	0	90%	0	100%	0	100%	0	100%	0	100%	0	100%	0	100%	0	90%	0	75%	0	60%	0	55%	0	55%	0	55%	0	45%	0	45%	0	30%	0
Restaurant / Lounge	Employee	8	Visitor	0.0	95%	20%	0	0	10%	0	30%	0	10%	0	10%	0	5%	0	100%	0	100%	0	33%	0	10%	0	10%	0	30%	0	55%	0	60%	0	67%	0	60%	0	60%	0	40%	0	30%	0	0
			Employee	1	100%	100%	8	50%	4	75%	6	90%	7	90%	7	100%	8	100%	8	100%	8	100%	8	100%	8	75%	6	75%	6	95%	8	95%	8	95%	8	95%	8	80%	6	65%	5	65%	5	35%	3
Restaurant	ksf GLA	14.0	Visitor	12.75	95%	90%	154	10%	15	25%	39	45%	69	70%	108	90%	139	90%	139	100%	154	85%	131	65%	100	40%	62	45%	69	60%	93	70%	108	70%	108	65%	100	30%	46	25%	39	15%	23	10%	15
			Employee	2.25	100%	100%	32	50%	16	75%	24	90%	28	90%	28	100%	32	100%	32	100%	32	100%	32	100%	32	75%	24	75%	24	95%	30	95%	30	95%	30	95%	30	80%	25	65%	20	65%	20	35%	11
Shopping Center	ksf GLA	15.0	Visitor	3.2	66%	90%	29	1%	0	5%	1	10%	3	30%	9	50%	14	65%	19	80%	23	90%	26	100%	29	100%	29	95%	27	90%	26	80%	23	75%	21	65%	19	50%	14	35%	10	15%	4	0	0
			Employee	0.8	80%	100%	10	10%	1	15%	1	40%	4	75%	7	85%	8	95%	9	100%	10	100%	10	100%	10	100%	10	100%	10	95%	9	85%	8	80%	7	65%	6	45%	4	15%	1	0	0		
Office	ksf GLA	16.9	Visitor	0.03	100%	100%	1	0	20%	0	60%	0	80%	0	90%	0	100%	1	90%	0	80%	0	60%	0	40%	0	20%	0	10%	0	5%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			Employee	0.35	100%	100%	6	0	20%	1	60%	4	80%	5	90%	5	100%	6	90%	5	80%	5	60%	4	40%	2	20%	1	10%	1	5%	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hotel (Business)	rooms	100	Visitor	0.9	92%	100%	83	95%	79	90%	75	80%	66	70%	58	60%	50	60%	50	65%	46	65%	46	60%	50	60%	50	65%	54	70%	58	75%	62	75%	62	80%	66	85%	70	95%	79	100%	83	100%	83
			Employee	0.18	100%	100%	18	5%	1	30%	5	90%	16	90%	16	100%	18	100%	18	100%	18	100%	18	100%	18	100%	18	90%	16	75%	14	60%	11	55%	10	55%	10	45%	8	45%	8	30%	5		
Total Hourly Adjusted Parking Required, Weekend							616		268		311		393		445		469		477		487		467		450		400		410																

**ISLANDIA VILLAGE CENTER
WEEKDAY, JUNE**

Land Use	Unit	Size	Independent Variable	Base Rate	June Monthly Adjustment Factor	Non-Captive Adjustment	Adjusted Number of Spaces Required	6:00 AM		7:00 AM		8:00 AM		9:00 AM		10:00 AM		11:00 AM		12:00 PM		1:00 PM		2:00 PM		3:00 PM		4:00 PM		5:00 PM		6:00 PM		7:00 PM		8:00 PM		9:00 PM		10:00 PM		11:00 PM		12:00 AM						
								Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	
Hotel (Leisure)	rooms	175	Visitor	0.9	90%	100%	142	95%	135	95%	135	90%	128	80%	113	70%	99	70%	99	65%	92	65%	92	70%	99	70%	99	75%	106	80%	113	85%	120	85%	120	90%	128	95%	135	95%	135	100%	142	100%	142					
			Employee	0.25	100%	100%	44	5%	2	30%	13	90%	39	90%	39	100%	44	100%	44	100%	44	100%	44	100%	44	100%	44	100%	44	90%	39	70%	31	40%	18	20%	9	20%	9	20%	9	20%	9	20%	9	10%	4	5%	2	
Meeting / Banquet	ksf GLA	4.88	Visitor	30.0	100%	60%	88		0		0	30%	26	60%	53	60%	53	60%	53	65%	57	65%	57	65%	57	65%	57	65%	57	100%	88	100%	88	100%	88	100%	88	100%	88	100%	88	50%	44	0	0	0	0			
			Employee		100%	100%	0	5%	0	30%	0	90%	0	90%	0	100%	0	100%	0	100%	0	100%	0	100%	0	100%	0	90%	0	70%	0	40%	0	20%	0	20%	0	20%	0	20%	0	20%	0	10%	0	5%	0	0		
Restaurant / Lounge	Employee	8	Visitor	0.0	95%	20%	0		0	10%	0	30%	0	10%	0	10%	0	5%	0	100%	0	100%	0	33%	0	10%	0	10%	0	30%	0	55%	0	60%	0	70%	0	67%	0	60%	0	40%	0	30%	0	0	0			
			Employee	1	100%	100%	8	50%	4	75%	6	90%	7	90%	7	100%	8	100%	8	100%	8	100%	8	100%	8	75%	6	75%	6	95%	8	95%	8	95%	8	95%	8	80%	6	65%	5	65%	5	35%	3	0	0			
Restaurant	ksf GLA	14.0	Visitor	9.0	95%	80%	96	25%	24	50%	48	60%	57	75%	72	85%	81	90%	86	100%	96	90%	86	50%	48	45%	43	45%	43	75%	72	80%	77	80%	77	80%	77	60%	57	55%	53	50%	48	25%	24	0	0			
			Employee	1.5	100%	100%	21	50%	11	75%	16	90%	19	90%	19	100%	21	100%	21	100%	21	100%	21	100%	21	75%	16	75%	16	95%	20	95%	20	95%	20	95%	20	80%	17	65%	14	65%	14	35%	7	0	0			
Shopping Center	ksf GLA	15.0	Visitor	2.9	67%	90%	26	1%	0	5%	1	15%	4	35%	9	65%	17	85%	22	95%	25	100%	26	95%	25	90%	24	90%	24	95%	25	95%	25	95%	25	95%	25	80%	21	50%	13	30%	8	10%	3	0%	0			
			Employee	0.7	80%	100%	8	10%	1	15%	1	40%	3	75%	6	85%	7	95%	8	100%	8	100%	8	100%	8	100%	8	100%	8	95%	8	95%	8	95%	8	95%	8	90%	8	75%	6	40%	3	15%	1	0%	0			
Office	ksf GLA	16.9	Visitor	0.3	100%	100%	5		0	1%	0	20%	1	60%	3	100%	5	45%	2	15%	1	45%	2	100%	5	45%	2	15%	1	10%	1	5%	0	2%	0	1%	0		0		0		0		0	0	0			
			Employee	3.5	100%	100%	59	3%	2	30%	18	75%	44	95%	56	100%	59	100%	59	90%	53	90%	53	100%	59	100%	59	90%	53	50%	30	25%	15	10%	6	7%	4	3%	2	1%	1		0	0	0	0				
Hotel (Business)	rooms	100	Visitor	1.0	100%	100%	100	95%	95	90%	90	80%	80	70%	70	60%	60	60%	60	55%	55	55%	55	60%	60	60%	60	65%	65	70%	70	75%	75	75%	75	80%	80	85%	85	95%	95	100%	100	100%	100	0	0			
			Employee	0.25	100%	100%	25	5%	1	30%	8	90%	23	90%	23	100%	25	100%	25	100%	25	100%	25	100%	25	100%	25	100%	25	90%	23	70%	18	40%	10	20%	5	20%	5	20%	5	20%	5	10%	3	5%	1	0		
Total Hourly Adjusted Parking Required, Weekday								622	275	330	431	470	479	487	485	477	459	443	441	484	464	441	448	423	372	320	279																							

WEEKEND, JUNE

Land Use	Unit	Size	Independent Variable	Base Rate	June Monthly Adjustment Factor	Non-Captive Adjustment	Adjusted Number of Spaces Required	6:00 AM		7:00 AM		8:00 AM		9:00 AM		10:00 AM		11:00 AM		12:00 PM		1:00 PM		2:00 PM		3:00 PM		4:00 PM		5:00 PM		6:00 PM		7:00 PM		8:00 PM		9:00 PM		10:00 PM		11:00 PM		12:00 AM					
								Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces
Hotel (Leisure)	rooms	175	Visitor	1.0	90%	100%	158	95%	150	95%	150	90%	142	80%	126	70%	110	70%	110	65%	102	65%	102	70%	110	70%	110	75%	118	80%	126	85%	134	85%	134	90%	142	95%	150	95%	150	100%	158	100%	158	0	0		
			Employee	0.18	100%	100%	32	5%	2	30%	9	90%	28	90%	28	100%	32	100%	32	100%	32	100%	32	100%	32	100%	32	90%	28	75%	24	60%	19	55%	17	55%	17	55%	17	45%	14	45%	14	30%	9	0	0		
Meeting / Banquet	ksf GLA	4.88	Visitor	30.0	100%	60%	88		0		0	30%	26	60%	53	60%	53	60%	53	65%	57	65%	57	65%	57	65%	57	65%	57	100%	88	100%	88	100%	88	100%	88	100%	88	100%	88	100%	88	50%	44	0	0	0	0
			Employee		100%	100%	0	5%	0	30%	0	90%	0	90%	0	100%	0	100%	0	100%	0	100%	0	100%	0	100%	0	90%	0	75%	0	60%	0	55%	0	55%	0	55%	0	45%	0	45%	0	30%	0	0			
Restaurant / Lounge	Employee	8	Visitor	0.0	95%	20%	0		0	10%	0	30%	0	10%	0	10%	0	5%	0	100%	0	100%	0	33%	0	10%	0	10%	0	30%	0	55%	0	60%	0	70%	0	67%	0	60%	0	40%	0	30%	0	0	0		
			Employee	1	100%	100%	8	50%	4	75%	6	90%	7	90%	7	100%	8	100%	8	100%	8	100%	8	100%	8	75%	6	75%	6	95%	8	95%	8	95%	8	95%	8	80%	6	65%	5	65%	5	35%	3	0	0		
Restaurant	ksf GLA	14.0	Visitor	12.75	95%	90%	153	18%	15	25%	38	45%	69	70%	107	90%	137	90%	137	100%	153	85%	130	65%	99	40%	61	45%	69	60%	92	70%	107	70%	107	65%	99	30%	46	25%	38	15%	23	10%	15	0	0		
			Employee	2.25	100%	100%	32	50%	16	75%	24	90%	28	90%	28	100%	32	100%	32	100%	32	100%	32	100%	32	75%	24	75%	24	95%	30	95%	30	95%	30	95%	30	80%	25	65%	20	65%	20	35%	11	0	0		
Shopping Center	ksf GLA	15.0	Visitor	3.2	67%	90%	29	1%	0	5%	1	10%	3	30%	9	50%	14	65%	19	80%	23	90%	26	100%	29	100%	29	95%	27	90%	26	80%	23	75%	22	65%	19	50%	14	35%	10	15%	4		0	0			
			Employee	0.8	80%	100%	10	10%	1	15%	1	40%	4	75%	7	85%	8	95%	9	100%	10	100%	10	100%	10	100%	10	100%	10	95%	9	85%	8	80%	8	75%	7	65%	6	45%	4	15%	1		0	0			
Office	ksf GLA	16.9	Visitor	0.03	100%	100%	1		0	20%	0	60%	0	80%	0	90%	0	100%	1	90%	0	80%	0	60%	0	40%	0	20%	0	10%	0	5%	0		0		0		0		0		0	0	0				
			Employee	0.35	100%	100%	6		0	20%	1	60%	4	80%	5	90%	5	100%	6	90%	5	80%	5	60%	4	40%	2	20%	1	10%	1	5%	0		0		0		0		0		0	0	0				
Hotel (Business)	rooms	100	Visitor	0.9	100%	100%	90	95%	86	90%	81	80%	72	70%	63	60%	54	60%	54	55%	50	55%	50	60%	54	60%	54	65%	59	70%	63	75%	68	75%	68	80%	72	85%	77	95%	86	100%	90	100%	90	0	0		
			Employee	0.18	100%	100%	18	5%	1	30%	5	90%	16	90%	16	100%	18	100%	18	100%	18	100%	18	100%	18	100%	18	90%	16	75%	14	60%	11	55%	10	55%	10	45%	8	45%	8	30%	5	0	0				
Total Hourly Adjusted Parking Required, Weekend								622	275	316	399	449</																																					

ISLANDIA VILLAGE CENTER
WEEKDAY, JULY

Land Use	Unit	Size	Independent Variable	Base Rate	July Monthly Adjustment Factor	Non-Captive Adjustment	Adjusted Number of Spaces Required	6:00 AM		7:00 AM		8:00 AM		9:00 AM		10:00 AM		11:00 AM		12:00 PM		1:00 PM		2:00 PM		3:00 PM		4:00 PM		5:00 PM		6:00 PM		7:00 PM		8:00 PM		9:00 PM		10:00 PM		11:00 PM		12:00 AM	
								Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces
Hotel (Leisure)	rooms	175	Visitor	0.9	100%	100%	158	95%	150	95%	150	90%	142	80%	126	70%	110	70%	110	65%	102	65%	102	70%	110	70%	110	75%	118	80%	126	85%	134	85%	134	90%	142	95%	150	95%	150	100%	158	100%	158
			Employee	0.25	100%	100%	44	5%	2	30%	13	90%	39	90%	39	100%	44	100%	44	100%	44	100%	44	100%	44	100%	44	90%	39	70%	31	40%	18	20%	9	20%	9	20%	9	20%	9	20%	9	10%	4
Meeting / Banquet	ksf GLA	4.88	Visitor	30.0	100%	60%	88		0		0	30%	26	60%	53	60%	53	65%	57	65%	57	65%	57	65%	57	65%	57	100%	88	100%	88	100%	88	100%	88	100%	88	100%	88	50%	44	0	0	0	0
			Employee		100%	100%	0	5%	0	30%	0	90%	0	90%	0	100%	0	100%	0	100%	0	100%	0	100%	0	100%	0	90%	0	70%	0	40%	0	20%	0	20%	0	20%	0	20%	0	20%	0	10%	0
Restaurant / Lounge	Employee	8	Visitor	0.0	98%	20%	0		0	10%	0	30%	0	10%	0	10%	0	5%	0	100%	0	100%	0	33%	0	10%	0	10%	0	30%	0	55%	0	60%	0	70%	0	67%	0	60%	0	40%	0	30%	0
			Employee	1	100%	100%	8	50%	4	75%	6	90%	7	90%	7	100%	8	100%	8	100%	8	100%	8	100%	8	75%	6	75%	6	95%	8	95%	8	95%	8	95%	8	80%	6	65%	5	65%	5	35%	3
Restaurant	ksf GLA	14.0	Visitor	9.0	98%	80%	99	25%	25	50%	49	60%	59	75%	74	85%	84	90%	89	100%	99	90%	89	50%	49	45%	44	45%	44	75%	74	80%	79	80%	79	80%	79	60%	59	55%	54	50%	49	25%	25
			Employee	1.5	100%	100%	21	50%	11	75%	16	90%	19	90%	19	100%	21	100%	21	100%	21	100%	21	100%	21	75%	16	75%	16	95%	20	95%	20	95%	20	95%	20	95%	20	80%	17	65%	14	65%	14
Shopping Center	ksf GLA	15.0	Visitor	2.9	64%	90%	25	1%	0	5%	1	15%	4	35%	9	65%	16	85%	21	95%	24	100%	25	95%	24	90%	23	90%	23	95%	24	95%	24	95%	24	80%	20	50%	13	30%	8	10%	3	0%	0
			Employee	0.7	80%	100%	8	10%	1	15%	1	40%	3	75%	6	85%	7	95%	8	100%	8	100%	8	100%	8	100%	8	100%	8	95%	8	95%	8	95%	8	95%	8	90%	8	75%	6	40%	3	15%	1
Office	ksf GLA	16.9	Visitor	0.3	95%	100%	5		0	1%	0	20%	1	60%	3	100%	5	45%	2	15%	1	45%	2	100%	5	45%	2	15%	1	10%	0	5%	0	2%	0	1%	0		0	0	0	0	0	0	0
			Employee	3.5	95%	100%	56	3%	2	30%	17	75%	42	95%	53	100%	56	100%	56	90%	51	90%	51	100%	56	100%	56	90%	51	50%	28	25%	14	10%	6	7%	4	3%	2	1%	1		0	0	0
Hotel (Business)	rooms	100	Visitor	1.0	98%	100%	98	95%	93	90%	88	80%	78	70%	69	60%	59	60%	59	55%	54	55%	54	60%	59	60%	59	65%	64	70%	69	75%	74	75%	74	80%	78	85%	83	95%	93	100%	98	100%	98
			Employee	0.25	100%	100%	25	5%	1	30%	8	90%	23	90%	23	100%	25	100%	25	100%	25	100%	25	100%	25	100%	25	100%	25	90%	23	70%	18	40%	10	20%	5	20%	5	20%	5	20%	5	10%	3
Total Hourly Adjusted Parking Required. Weekday								634	289	349	443	481	488	490	494	486	466	450	450	494	477	455	461	438	386	335	294																		

WEEKEND, JULY

Land Use	Unit	Size	Independent Variable	Base Rate	July Monthly Adjustment Factor	Non-Captive Adjustment	Adjusted Number of Spaces Required	6:00 AM		7:00 AM		8:00 AM		9:00 AM		10:00 AM		11:00 AM		12:00 PM		1:00 PM		2:00 PM		3:00 PM		4:00 PM		5:00 PM		6:00 PM		7:00 PM		8:00 PM		9:00 PM		10:00 PM		11:00 PM		12:00 AM	
								Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces
Hotel (Leisure)	rooms	175	Visitor	1.0	100%	100%	175	95%	166	95%	166	90%	158	80%	140	70%	123	70%	123	65%	114	65%	114	70%	123	70%	123	75%	131	80%	140	85%	149	85%	149	90%	158	95%	166	95%	166	100%	175	100%	175
			Employee	0.18	100%	100%	32	5%	2	30%	9	90%	28	90%	28	100%	32	100%	32	100%	32	100%	32	100%	32	100%	32	100%	32	90%	28	75%	24	60%	19	55%	17	55%	17	45%	14	45%	14	30%	9
Meeting / Banquet	ksf GLA	4.88	Visitor	30.0	100%	60%	88		0		0	30%	26	60%	53	60%	53	60%	53	65%	57	65%	57	65%	57	65%	57	65%	57	100%	88	100%	88	100%	88	100%	88	100%	88	50%	44	0	0	0	0
			Employee		100%	100%	0	5%	0	30%	0	90%	0	90%	0	100%	0	100%	0	100%	0	100%	0	100%	0	100%	0	90%	0	75%	0	60%	0	55%	0	55%	0	55%	0	45%	0	45%	0	30%	0
Restaurant / Lounge	Employee	8	Visitor	0.0	98%	20%	0		0	10%	0	30%	0	10%	0	10%	0	5%	0	100%	0	100%	0	33%	0	10%	0	10%	0	30%	0	55%	0	60%	0	70%	0	67%	0	60%	0	40%	0	30%	0
			Employee	1	100%	100%	8	50%	4	75%	6	90%	7	90%	7	100%	8	100%	8	100%	8	100%	8	100%	8	75%	6	75%	6	95%	8	95%	8	95%	8	95%	8	80%	6	65%	5	65%	5	35%	3
Restaurant	ksf GLA	14.0	Visitor	12.75	98%	90%	157	10%	16	25%	39	45%	71	70%	110	90%	142	90%	142	100%	157	85%	134	65%	102	40%	63	45%	71	60%	94	70%	110	70%	110	65%	102	30%	47	25%	39	15%	24	10%	16
			Employee	2.25	100%	100%	32	50%	16	75%	24	90%	28	90%	28	100%	32	100%	32	100%	32	100%	32	100%	32	75%	24	75%	24	95%	30	95%	30	95%	30	95%	30	80%	25	65%	20	65%	20	35%	11
Shopping Center	ksf GLA	15.0	Visitor	3.2	64%	90%	28	1%	0	5%	1	10%	3	30%	8	50%	14	65%	18	80%	22	90%	25	100%	28	100%	28	95%	26	90%	25	80%	22	75%	21	65%	10	50%	14	35%	10	15%	4	0	0
			Employee	0.8	80%	100%	10	10%	1	15%	1	40%	4	75%	7	85%	8	95%	9	100%	10	100%	10	100%	10	100%	10	100%	10	95%	9	85%	8	80%	7	65%	6	45%	4	15%	1	0	0		
Office	ksf GLA	16.9	Visitor	0.03	95%	100%	0		0	20%	0	60%	0	80%	0	90%	0	100%	0	90%	0	80%	0	60%	0	40%	0	20%	0	10%	0	5%	0		0	0	0	0	0	0	0	0	0	0	0
			Employee	0.35	95%	100%	6		0	20%	1	60%	3	80%	4	90%	5	100%	6	90%	5	80%	4	60%	3	40%	2	20%	1	10%	1	5%	0		0	0	0	0	0	0	0	0	0	0	
Hotel (Business)	rooms	100	Visitor	0.9	98%	100%	88	95%	84	90%	79	80%	71	70%	62	60%	53	60%	53	55%	49	55%	49	60%	53	60%	53	65%	57	70%	62	75%	66	75%	66	80%	71	85%	75	95%	84	100%	88	100%	88
			Employee	0.18	100%	100%	18	5%	1	30%	5	90%	16	90%	16	100%	18	100%	18	100%	18	100%	18	100%	18	100%	18	90%	16	75%	14	60%	11	55%	10	55%	10	45%	8	45%	8	30%	5		
Total Hourly Adjusted Parking Required. Weekend								641	290	331	415	463	488	494	504	483	466	416	427	495	511	507	509	454	394	339	307																		

**ISLANDIA VILLAGE CENTER
WEEKDAY, AUGUST**

Land Use	Unit	Size	Independent Variable	Base Rate	August Monthly Adjustment Factor	Non-Captive Adjustment	Adjusted Number of Spaces Required	6:00 AM		7:00 AM		8:00 AM		9:00 AM		10:00 AM		11:00 AM		12:00 PM		1:00 PM		2:00 PM		3:00 PM		4:00 PM		5:00 PM		6:00 PM		7:00 PM		8:00 PM		9:00 PM		10:00 PM		11:00 PM		12:00 AM	
								Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces
Hotel (Leisure)	rooms	175	Visitor	0.9	100%	100%	158	95%	150	95%	150	90%	142	80%	126	70%	110	70%	110	65%	102	65%	102	70%	110	70%	110	75%	118	80%	126	85%	134	85%	134	90%	142	95%	150	95%	150	100%	158	100%	158
			Employee	0.25	100%	100%	44	5%	2	30%	13	90%	39	90%	39	100%	44	100%	44	100%	44	100%	44	100%	44	100%	44	100%	44	100%	44	100%	44	100%	44	100%	44	100%	44	100%	44	50%	44	0	0
Meeting / Banquet	ksf GLA	4.88	Visitor	30.0	100%	60%	88	0	0	30%	26	60%	53	60%	53	60%	53	65%	57	65%	57	65%	57	65%	57	65%	57	100%	88	100%	88	100%	88	100%	88	100%	88	100%	88	50%	44	0	0	0	0
			Employee	0	100%	100%	0	5%	0	30%	0	90%	0	90%	0	100%	0	100%	0	100%	0	100%	0	100%	0	100%	0	100%	0	20%	0	20%	0	20%	0	20%	0	10%	0	10%	0	5%	0		
Restaurant / Lounges	Employee	8	Visitor	0.0	99%	20%	0	0	10%	0	30%	0	10%	0	10%	0	5%	0	100%	0	100%	0	33%	0	10%	0	10%	0	30%	0	55%	0	60%	0	70%	0	67%	0	60%	0	40%	0	30%	0	
			Employee	1	100%	100%	8	50%	4	75%	6	90%	7	90%	7	100%	8	100%	8	100%	8	100%	8	100%	8	75%	6	75%	6	95%	8	95%	8	95%	8	95%	8	80%	6	65%	5	65%	5	35%	3
Restaurant	ksf GLA	14.0	Visitor	9.0	99%	80%	100	25%	25	50%	50	60%	60	75%	75	85%	85	90%	90	100%	100	90%	90	50%	50	45%	45	45%	45	75%	75	80%	80	80%	80	80%	80	60%	60	55%	55	50%	50	25%	25
			Employee	1.5	100%	100%	21	50%	11	75%	16	90%	19	90%	19	100%	21	100%	21	100%	21	100%	21	100%	21	75%	16	75%	16	95%	20	95%	20	95%	20	95%	20	80%	17	65%	14	65%	14	35%	7
Shopping Center	ksf GLA	15.0	Visitor	2.9	69%	90%	27	1%	0	5%	1	15%	4	35%	9	65%	18	85%	23	95%	26	100%	27	95%	26	90%	24	90%	24	95%	26	95%	26	95%	26	80%	22	50%	14	30%	8	10%	3	0%	0
			Employee	0.7	80%	100%	8	10%	1	15%	1	40%	3	75%	6	85%	7	95%	8	100%	8	100%	8	100%	8	100%	8	100%	8	95%	8	95%	8	95%	8	90%	8	75%	6	40%	3	15%	1	0%	0
Office	ksf GLA	16.9	Visitor	0.3	95%	100%	5	0	1%	0	20%	1	60%	3	100%	5	45%	2	15%	1	45%	2	100%	5	45%	2	15%	1	10%	0	5%	0	2%	0	1%	0	0	0	0	0	0	0	0	0	
			Employee	3.5	95%	100%	56	3%	2	30%	17	75%	42	95%	53	100%	56	100%	56	90%	51	90%	51	100%	56	100%	56	90%	51	50%	28	25%	14	10%	6	7%	4	3%	2	1%	1	0	0		
Hotel (Business)	rooms	100	Visitor	1.0	92%	100%	92	95%	87	90%	83	80%	74	70%	64	60%	55	60%	55	55%	51	55%	51	60%	55	60%	55	65%	60	70%	64	75%	69	75%	69	80%	74	85%	78	95%	87	100%	92	100%	92
			Employee	0.25	100%	100%	25	5%	1	30%	8	90%	23	90%	23	100%	25	100%	25	100%	25	100%	25	100%	25	100%	25	100%	25	90%	23	70%	18	40%	10	20%	5	20%	5	20%	5	20%	5	10%	3
Total Hourly Adjusted Parking Required. Weekday							631		283		345		440		477		487		495		494		486		465		448		448		492		475		453		460		435		381		330		288

WEEKEND, AUGUST

Land Use	Unit	Size	Independent Variable	Base Rate	August Monthly Adjustment Factor	Non-Captive Adjustment	Adjusted Number of Spaces Required	6:00 AM		7:00 AM		8:00 AM		9:00 AM		10:00 AM		11:00 AM		12:00 PM		1:00 PM		2:00 PM		3:00 PM		4:00 PM		5:00 PM		6:00 PM		7:00 PM		8:00 PM		9:00 PM		10:00 PM		11:00 PM		12:00 AM	
								Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces
Hotel (Leisure)	rooms	175	Visitor	1.0	100%	100%	175	95%	166	95%	166	90%	158	80%	140	70%	123	70%	123	65%	114	65%	114	70%	123	70%	123	75%	131	80%	140	85%	149	85%	149	90%	158	95%	166	95%	166	100%	175	100%	175
			Employee	0.18	100%	100%	32	5%	2	30%	9	90%	28	90%	28	100%	32	100%	32	100%	32	100%	32	100%	32	100%	32	100%	32	90%	28	75%	24	60%	19	55%	17	55%	17	45%	14	45%	14	30%	9
Meeting / Banquet	ksf GLA	4.88	Visitor	30.0	100%	60%	88	0	0	30%	26	60%	53	60%	53	60%	53	65%	57	65%	57	65%	57	65%	57	65%	57	100%	88	100%	88	100%	88	100%	88	100%	88	100%	88	50%	44	0	0	0	0
			Employee	0	100%	100%	0	5%	0	30%	0	90%	0	90%	0	100%	0	100%	0	100%	0	100%	0	100%	0	100%	0	100%	0	75%	0	60%	0	55%	0	55%	0	55%	0	45%	0	45%	0	30%	0
Restaurant / Lounges	Employee	8	Visitor	0.0	99%	20%	0	0	10%	0	30%	0	10%	0	10%	0	5%	0	100%	0	100%	0	33%	0	10%	0	10%	0	30%	0	55%	0	60%	0	70%	0	67%	0	60%	0	40%	0	30%	0	
			Employee	1	100%	100%	8	50%	4	75%	6	90%	7	90%	7	100%	8	100%	8	100%	8	100%	8	100%	8	75%	6	75%	6	95%	8	95%	8	95%	8	95%	8	80%	6	65%	5	65%	5	35%	3
Restaurant	ksf GLA	14.0	Visitor	12.75	99%	90%	159	10%	16	25%	40	45%	72	70%	111	90%	143	90%	143	100%	159	85%	135	65%	103	40%	64	45%	72	60%	95	70%	111	70%	111	65%	103	30%	48	25%	40	15%	24	10%	16
			Employee	2.25	100%	100%	32	50%	16	75%	24	90%	28	90%	28	100%	32	100%	32	100%	32	100%	32	100%	32	100%	32	75%	24	75%	24	95%	30	95%	30	95%	30	80%	25	65%	20	65%	20	35%	11
Shopping Center	ksf GLA	15.0	Visitor	3.2	69%	90%	30	1%	0	5%	1	10%	3	30%	9	50%	15	65%	19	80%	24	90%	27	100%	30	100%	30	95%	28	90%	27	80%	24	75%	22	65%	19	50%	15	35%	10	15%	4	0	0
			Employee	0.8	80%	100%	10	10%	1	15%	1	40%	4	75%	7	85%	8	95%	9	100%	10	100%	10	100%	10	100%	10	100%	10	95%	9	85%	8	80%	7	65%	6	45%	4	15%	1	0	0		
Office	ksf GLA	16.9	Visitor	0.03	95%	100%	0	0	20%	0	60%	0	80%	0	90%	0	100%	0	90%	0	80%	0	60%	0	40%	0	20%	0	10%	0	5%	0	0	0	0	0	0	0	0	0	0	0	0	0	
			Employee	0.35	95%	100%	6	0	20%	1	60%	3	80%	4	90%	5	100%	6	90%	5	80%	4	60%	3	40%	2	20%	1	10%	1	5%	0	0	0	0	0	0	0	0	0	0	0	0		
Hotel (Business)	rooms	100	Visitor	0.9	92%	100%	83	95%	79	90%	75	80%	66	70%	58	60%	50	60%	50	55%	46	55%	46	60%	50	60%	50	65%	54	70%	58	75%	62	75%	62	80%	66	85%	70	95%	79	100%	83	100%	83
			Employee	0.18	100%	100%	18	5%	1	30%	5	90%	16	90%	16	100%	18	100%	18	100%	18	100%	18	100%	18	100%	18	90%	16	75%	14	60%	11	55%	10	55%	10	45%	8	45%	8	30%	5		
Total Hourly Adjusted Parking Required. Weekend							639		285		328		411		461		487		493		505		483		466		416		427		494		510		505		506		451		390		334		302

ISLANDIA VILLAGE CENTER

WEEKDAY, SEPTEMBER

Land Use	Unit	Size	Independent Variable	Base Rate	September Monthly Adjustment Factor	Non-Captive Adjustment	Adjusted Number of Spaces Required	6:00 AM		7:00 AM		8:00 AM		9:00 AM		10:00 AM		11:00 AM		12:00 PM		1:00 PM		2:00 PM		3:00 PM		4:00 PM		5:00 PM		6:00 PM		7:00 PM		8:00 PM		9:00 PM		10:00 PM		11:00 PM		12:00 AM		
								Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor
Hotel (Leisure)	rooms	175	Visitor	0.9	75%	100%	118	95%	112	95%	112	90%	106	80%	95	70%	83	70%	83	65%	77	65%	77	70%	83	70%	83	75%	89	80%	95	85%	100	85%	100	90%	106	95%	112	95%	112	100%	118	100%	118	
			Employee	0.25	100%	100%	44	5%	2	30%	13	50%	39	90%	39	100%	44	100%	44	100%	44	100%	44	100%	44	100%	44	90%	39	70%	31	40%	18	20%	9	20%	9	20%	9	20%	9	20%	9	10%	4	5%
Meeting / Banquet	ksf GLA	4.88	Visitor	30.0	100%	60%	88		0		0	30%	26	60%	53	60%	53	60%	53	65%	57	65%	57	65%	57	65%	57	100%	88	100%	88	100%	88	100%	88	100%	88	50%	44		0		0		0	
			Employee		100%	100%	0	5%	0	30%	0	90%	0	90%	0	100%	0	100%	0	100%	0	100%	0	100%	0	100%	0	90%	0	70%	0	20%	0	20%	0	20%	0	20%	0	10%	0	5%	0			
Restaurant / Lounge	Employee	8	Visitor	0.0	91%	20%	0		0	10%	0	30%	0	10%	0	10%	0	5%	0	100%	0	100%	0	33%	0	10%	0	10%	0	30%	0	55%	0	60%	0	70%	0	60%	0	40%	0	30%	0			
			Employee	1	100%	100%	8	50%	4	75%	6	90%	7	90%	7	100%	8	100%	8	100%	8	100%	8	100%	8	75%	6	75%	6	95%	8	95%	8	95%	8	95%	8	80%	6	65%	5	65%	5	35%	3	
Restaurant	ksf GLA	14.0	Visitor	9.0	91%	80%	92	25%	23	50%	46	60%	55	75%	69	85%	70	90%	83	100%	92	90%	83	50%	46	45%	41	45%	41	75%	69	80%	73	80%	73	80%	73	60%	55	55%	50	50%	46	25%	23	
			Employee	1.5	100%	100%	21	50%	11	75%	16	90%	19	90%	19	100%	21	100%	21	100%	21	100%	21	100%	21	75%	16	75%	16	95%	20	95%	20	95%	20	95%	20	80%	17	65%	14	65%	14	35%	7	
Shopping Center	ksf GLA	15.0	Visitor	2.9	64%	90%	25	1%	0	5%	1	15%	4	35%	9	65%	16	85%	21	95%	24	100%	25	95%	24	90%	23	90%	23	95%	24	95%	24	95%	24	80%	20	50%	13	30%	8	10%	3	0%	0	
			Employee	0.7	80%	100%	8	10%	1	15%	1	40%	3	75%	6	85%	7	95%	8	100%	8	100%	8	100%	8	100%	8	100%	8	95%	8	95%	8	95%	8	90%	8	75%	6	40%	3	15%	1	0%	0	
Office	ksf GLA	16.9	Visitor	0.3	100%	100%	5		0	1%	0	20%	1	60%	3	100%	5	45%	2	15%	1	45%	2	100%	5	45%	2	15%	1	10%	1	5%	0	2%	0	1%	0		0		0		0			
			Employee	3.5	100%	100%	59	3%	2	30%	18	75%	44	85%	56	100%	59	100%	59	90%	53	90%	53	100%	59	100%	59	90%	53	50%	30	25%	15	10%	6	7%	4	3%	2	1%	1		0			
Hotel (Business)	rooms	100	Visitor	1.0	93%	100%	93	95%	88	90%	84	80%	74	70%	65	60%	56	60%	56	55%	51	55%	51	60%	56	60%	56	65%	60	70%	65	75%	70	75%	70	80%	74	85%	79	95%	88	100%	93	100%	93	
			Employee	0.25	100%	100%	25	5%	1	30%	8	90%	23	90%	23	100%	25	100%	25	100%	25	100%	25	100%	25	100%	25	100%	25	90%	23	70%	18	40%	10	20%	5	20%	5	20%	5	20%	5	10%	3	5%
Total Hourly Adjusted Parking Required, Weekday								586		244		305		401		444		455		463		461		454		436		420		416		457		434		411		415		392		339		287		247

WEEKEND, SEPTEMBER

Land Use	Unit	Size	Independent Variable	Base Rate	September Monthly Adjustment Factor	Non-Captive Adjustment	Adjusted Number of Spaces Required	6:00 AM		7:00 AM		8:00 AM		9:00 AM		10:00 AM		11:00 AM		12:00 PM		1:00 PM		2:00 PM		3:00 PM		4:00 PM		5:00 PM		6:00 PM		7:00 PM		8:00 PM		9:00 PM		10:00 PM		11:00 PM		12:00 AM		
								Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor
Hotel (Leisure)	rooms	175	Visitor	1.0	75%	100%	131	95%	125	95%	125	90%	118	80%	105	70%	92	70%	92	65%	85	65%	85	70%	92	70%	92	75%	96	80%	105	85%	112	85%	112	90%	118	95%	125	95%	125	100%	131	100%	131	
			Employee	0.18	100%	100%	32	5%	2	30%	9	90%	28	90%	28	100%	32	100%	32	100%	32	100%	32	100%	32	100%	32	100%	32	90%	28	75%	24	60%	19	55%	17	55%	17	45%	14	45%	14	30%	9	
Meeting / Banquet	ksf GLA	4.88	Visitor	30.0	100%	60%	88		0		0	30%	26	60%	53	60%	53	60%	53	65%	57	65%	57	65%	57	65%	57	100%	88	100%	88	100%	88	100%	88	100%	88	50%	44		0		0		0	
			Employee		100%	100%	0	5%	0	30%	0	90%	0	90%	0	100%	0	100%	0	100%	0	100%	0	100%	0	100%	0	90%	0	75%	0	60%	0	55%	0	55%	0	45%	0	45%	0	30%	0			
Restaurant / Lounge	Employee	8	Visitor	0.0	91%	20%	0		0	10%	0	30%	0	10%	0	10%	0	5%	0	100%	0	100%	0	33%	0	10%	0	10%	0	30%	0	55%	0	60%	0	70%	0	60%	0	40%	0	30%	0			
			Employee	1	100%	100%	8	50%	4	75%	6	90%	7	90%	7	100%	8	100%	8	100%	8	100%	8	100%	8	75%	6	75%	6	95%	8	95%	8	95%	8	95%	8	80%	6	65%	5	65%	5	35%	3	
Restaurant	ksf GLA	14.0	Visitor	12.75	91%	90%	146	10%	15	25%	37	45%	66	70%	102	90%	132	90%	132	100%	146	85%	124	65%	95	40%	58	45%	66	60%	88	70%	102	70%	102	65%	95	30%	44	25%	37	15%	22	10%	15	
			Employee	2.25	100%	100%	32	50%	16	75%	24	90%	28	90%	28	100%	32	100%	32	100%	32	100%	32	100%	32	75%	24	75%	24	95%	30	95%	30	95%	30	95%	30	80%	25	65%	20	65%	20	35%	11	
Shopping Center	ksf GLA	15.0	Visitor	3.2	64%	90%	28	1%	0	5%	1	10%	3	30%	8	50%	14	65%	18	80%	22	90%	25	100%	28	100%	28	95%	26	90%	22	75%	21	65%	18	50%	14	35%	10	15%	4		0			
			Employee	0.8	80%	100%	10	10%	1	40%	4	75%	7	85%	8	95%	9	100%	10	100%	10	100%	10	100%	10	100%	10	100%	10	95%	9	85%	8	75%	7	65%	6	45%	4	15%	1		0			
Office	ksf GLA	16.9	Visitor	0.03	100%	100%	1		0	20%	0	60%	0	90%	0	100%	1	90%	0	80%	0	60%	0	40%	0	20%	0	10%	0	5%	0		0		0		0		0		0		0			
			Employee	0.35	100%	100%	6		0	20%	1	60%	4	80%	5	90%	5	100%	6	90%	5	80%	5	60%	4	40%	2	20%	1	10%	1	5%	0		0		0		0		0		0			
Hotel (Business)	rooms	100	Visitor	0.9	93%	100%	84	95%	80	90%	75	80%	67	70%	59	60%	50	60%	50	55%	46	55%	46	60%	50	60%	50	65%	54	70%	59	75%	63	75%	63	80%	67	85%	71	95%	80	100%	84	100%	84	
			Employee	0.18	100%	100%	18	5%	1	30%	5	90%	16	90%	16	100%	18	100%	18	100%	18	100%	18	100%	18	100%	18	100%	18	90%	16	75%	14	60%	11	55%	10	55%	10	45%	8	45%	8	30%	5	
Total Hourly Adjusted Parking Required, Weekend								582		244		284		367		418		444		451		461		442		426		377		386		451		403		459		458		405		347		289		258

**ISLANDIA VILLAGE CENTER
WEEKDAY, OCTOBER**

Land Use	Unit	Size	Independent Variable	Base Rate	October Monthly Adjustment Factor	Non-Captive Adjustment	Adjusted Number of Spaces Required	6:00 AM		7:00 AM		8:00 AM		9:00 AM		10:00 AM		11:00 AM		12:00 PM		1:00 PM		2:00 PM		3:00 PM		4:00 PM		5:00 PM		6:00 PM		7:00 PM		8:00 PM		9:00 PM		10:00 PM		11:00 PM		12:00 AM			
								Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces
Hotel (Leisure)	rooms	175	Visitor	0.9	75%	100%	118	95%	112	95%	112	90%	106	80%	95	70%	83	70%	83	65%	77	65%	77	70%	83	70%	83	75%	89	80%	95	85%	100	85%	100	90%	106	95%	112	95%	112	100%	118	100%	118		
			Employee	0.25	100%	100%	44	5%	2	30%	13	90%	39	100%	44	100%	44	100%	44	100%	44	100%	44	100%	44	100%	44	100%	44	100%	44	100%	44	100%	44	100%	44	100%	44	100%	44	100%	44	100%	44	100%	44
Meeting / Banquet	kaf GLA	4.88	Visitor	30.0	100%	60%	68		0		0	30%	26	60%	53	60%	53	60%	53	65%	57	65%	57	65%	57	65%	57	100%	88	100%	88	100%	88	100%	88	100%	88	100%	88	50%	44		0	0	0	0	
			Employee		100%	100%	0	5%	0	30%	0	90%	0	90%	0	100%	0	100%	0	100%	0	100%	0	100%	0	100%	0	100%	0	40%	0	20%	0	20%	0	20%	0	20%	0	20%	0	20%	0	10%	4	5%	2
Restaurant / Lounge	Employee	8	Visitor	0.0	96%	20%	0		0	10%	0	30%	0	10%	0	10%	0	5%	0	100%	0	100%	0	33%	0	10%	0	10%	0	30%	0	55%	0	60%	0	70%	0	67%	0	60%	0	40%	0	30%	0	0	
			Employee	1	100%	100%	8	50%	4	75%	6	90%	7	90%	7	100%	8	100%	8	100%	8	100%	8	100%	8	100%	8	75%	6	75%	6	95%	8	95%	8	95%	8	95%	8	80%	6	65%	5	65%	5	35%	3
Restaurant	kaf GLA	14.0	Visitor	9.0	96%	80%	97	25%	24	50%	48	60%	58	75%	73	85%	82	90%	87	100%	97	90%	87	80%	48	45%	44	45%	44	75%	73	80%	77	80%	77	60%	77	60%	58	55%	53	50%	48	25%	24		
			Employee	1.5	100%	100%	21	50%	11	75%	16	90%	19	90%	19	100%	21	100%	21	100%	21	100%	21	100%	21	75%	16	75%	16	95%	20	95%	20	95%	20	95%	20	80%	17	65%	14	65%	14	35%	7		
Shopping Center	kaf GLA	15.0	Visitor	2.9	66%	90%	26	1%	0	5%	1	15%	4	35%	9	65%	17	85%	22	95%	25	100%	26	95%	25	90%	23	90%	23	95%	25	95%	25	95%	25	95%	25	80%	21	50%	13	30%	8	10%	3	0%	0
			Employee	0.7	80%	100%	8	10%	1	15%	1	40%	3	75%	6	85%	7	85%	8	100%	8	100%	8	100%	8	100%	8	100%	8	100%	8	95%	8	95%	8	95%	8	90%	8	75%	6	40%	3	15%	1	0%	0
Office	kaf GLA	10.9	Visitor	0.3	100%	100%	5		0	1%	0	20%	1	60%	3	100%	5	45%	2	15%	1	45%	2	100%	5	45%	2	15%	1	10%	1	5%	0	2%	0	1%	0		0		0		0		0		
			Employee	3.5	100%	100%	59	3%	2	30%	18	75%	44	95%	56	100%	59	100%	59	90%	53	90%	53	100%	59	100%	59	90%	53	90%	30	25%	15	10%	6	7%	4	3%	2	1%	1		0		0		
Hotel (Business)	rooms	100	Visitor	1.0	93%	100%	93	95%	88	90%	84	80%	74	70%	65	60%	56	60%	56	55%	51	55%	51	60%	56	60%	56	65%	60	70%	65	75%	70	75%	70	80%	74	85%	79	95%	88	100%	93	100%	93		
			Employee	0.25	100%	100%	25	5%	1	30%	8	90%	23	90%	23	100%	25	100%	25	100%	25	100%	25	100%	25	100%	25	100%	25	100%	25	100%	25	100%	25	100%	25	100%	25	100%	25	100%	25	100%	25	100%	25
Total Hourly Adjusted Parking Required, Weekday								592	245	307	404	448	460	468	467	459	439	423	419	462	439	416	420	395	342	289	248																				

WEEKEND, OCTOBER

Land Use	Unit	Size	Independent Variable	Base Rate	October Monthly Adjustment Factor	Non-Captive Adjustment	Adjusted Number of Spaces Required	6:00 AM		7:00 AM		8:00 AM		9:00 AM		10:00 AM		11:00 AM		12:00 PM		1:00 PM		2:00 PM		3:00 PM		4:00 PM		5:00 PM		6:00 PM		7:00 PM		8:00 PM		9:00 PM		10:00 PM		11:00 PM		12:00 AM		
								Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor
Hotel (Leisure)	rooms	175	Visitor	1.0	75%	100%	131	95%	125	95%	125	90%	118	80%	105	70%	92	70%	92	65%	85	65%	85	70%	92	70%	92	75%	98	80%	105	85%	112	85%	112	90%	118	95%	125	95%	125	100%	131	100%	131	
			Employee	0.18	100%	100%	32	5%	2	30%	9	90%	28	90%	28	100%	32	100%	32	100%	32	100%	32	100%	32	100%	32	100%	32	90%	28	75%	24	60%	19	55%	17	55%	17	55%	17	45%	14	45%	14	30%
Meeting / Banquet	kaf GLA	4.88	Visitor	30.0	100%	60%	68		0		0	30%	26	60%	53	60%	53	60%	53	65%	57	65%	57	65%	57	65%	57	100%	88	100%	88	100%	88	100%	88	100%	88	100%	88	50%	44		0	0	0	0
			Employee		100%	100%	0	5%	0	30%	0	90%	0	90%	0	100%	0	100%	0	100%	0	100%	0	100%	0	100%	0	100%	0	75%	0	60%	0	55%	0	55%	0	55%	0	45%	0	45%	0	30%	0	
Restaurant / Lounge	Employee	8	Visitor	0.0	96%	20%	0		0	10%	0	30%	0	10%	0	10%	0	5%	0	100%	0	100%	0	33%	0	10%	0	10%	0	30%	0	55%	0	60%	0	70%	0	67%	0	60%	0	40%	0	30%	0	0
			Employee	1	100%	100%	8	50%	4	75%	6	90%	7	90%	7	100%	8	100%	8	100%	8	100%	8	100%	8	100%	8	75%	6	75%	6	95%	8	95%	8	95%	8	95%	8	80%	6	65%	5	65%	5	35%
Restaurant	kaf GLA	14.0	Visitor	12.75	96%	90%	154	10%	15	25%	39	45%	69	70%	108	90%	139	90%	139	100%	154	85%	131	65%	100	40%	62	45%	69	60%	93	70%	108	70%	108	65%	100	30%	46	25%	39	15%	23	10%	15	
			Employee	2.25	100%	100%	32	50%	16	75%	24	90%	28	90%	28	100%	32	100%	32	100%	32	100%	32	100%	32	100%	32	75%	24	75%	24	95%	30	95%	30	95%	30	80%	25	65%	20	65%	20	35%	11	
Shopping Center	kaf GLA	15.0	Visitor	3.2	66%	90%	29	1%	0	5%	1	10%	3	30%	9	65%	19	80%	23	90%	26	100%	29	100%	29	100%	29	95%	27	90%	26	80%	23	75%	21	65%	19	50%	14	35%	10	15%	4		0	
			Employee	0.8	80%	100%	10	10%	1	15%	1	40%	4	75%	7	85%	8	95%	9	100%	10	100%	10	100%	10	100%	10	100%	10	95%	9	85%	8	80%	7	65%	6	45%	4	15%	1		0			
Office	kaf GLA	10.9	Visitor	0.03	100%	100%	1		0	20%	0	60%	0	80%	0	90%	0	100%	1	90%	0	80%	0	60%	0	40%	0	20%	0	10%	0	5%	0		0		0		0		0		0		0	
			Employee	0.35	100%	100%	6		0	20%	1	60%	4	80%	5	90%	5	100%	6	90%	5	80%	5	60%	4	40%	2	20%	1	10%	1	5%	0		0		0		0		0		0		0	
Hotel (Business)	rooms	100	Visitor	0.9	93%	100%	84	95%	80	90%	75	80%	67	70%	59	60%	50	60%	50	55%	46	55%	46	60%	50	60%	50	65%	54	70%	59	75%	63	75%	63	80%	67	85%	71	95%	80	100%	84	100%	84	
			Employee	0.18	100%	100%	18	5%	1	30%	5	90%	16	90%	16	100%	18	100%	18	100%	18	100%	18	100%	18	100%	18	100%	18	75%	14	60%	11	55%	10	55%	10	45%	8	45%	8	30%	5			
Total Hourly Adjusted Parking Required, Weekend								591	244	286	370	425	451	459	470 </																															

ISLANDIA VILLAGE CENTER
WEEKDAY, NOVEMBER

Land Use	Unit	Size	Independent Variable	Base Rate	November Monthly Adjustment Factor	Non-Captive Adjustment	Adjusted Number of Spaces Required	6:00 AM		7:00 AM		8:00 AM		9:00 AM		10:00 AM		11:00 AM		12:00 PM		1:00 PM		2:00 PM		3:00 PM		4:00 PM		5:00 PM		6:00 PM		7:00 PM		8:00 PM		9:00 PM		10:00 PM		11:00 PM		12:00 AM			
								Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces
Hotel (Leisure)	rooms	175	Visitor	0.9	75%	100%	118	95%	112	95%	112	90%	105	80%	83	70%	83	65%	77	65%	77	70%	83	70%	83	75%	89	80%	95	85%	100	85%	100	90%	106	95%	112	95%	112	100%	118	100%	118				
			Employee	0.25	100%	100%	44	5%	2	30%	13	90%	39	90%	39	100%	44	100%	44	100%	44	100%	44	100%	44	100%	44	90%	39	70%	31	40%	18	20%	9	20%	9	20%	9	20%	9	10%	4	5%	2		
Meeting / Banquet	ksf GLA	4.88	Visitor	30.0	100%	60%	88		0	30%	26	60%	53	60%	53	60%	53	65%	57	65%	57	65%	57	65%	57	65%	57	100%	88	100%	88	100%	88	100%	88	100%	88	100%	88	50%	44	0	0	0			
			Employee		100%	100%	0	5%	0	30%	0	90%	0	100%	0	100%	0	100%	0	100%	0	100%	0	100%	0	100%	0	90%	0	70%	0	40%	0	20%	0	20%	0	20%	0	20%	0	10%	0	5%	0		
Restaurant / Lounge	Employee	8	Visitor	0.0	93%	20%	0		0	10%	0	30%	0	10%	0	10%	0	5%	0	100%	0	100%	0	33%	0	10%	0	30%	0	55%	0	60%	0	70%	0	67%	0	60%	0	40%	0	30%	0				
			Employee	1	100%	100%	8	50%	4	75%	6	90%	7	90%	7	100%	8	100%	8	100%	8	100%	8	100%	8	75%	6	75%	6	95%	8	95%	8	95%	8	95%	8	80%	6	65%	5	65%	5	35%	3		
Restaurant	ksf GLA	14.0	Visitor	9.0	93%	80%	94	25%	23	50%	47	60%	56	75%	70	85%	80	90%	84	100%	94	90%	84	90%	84	50%	47	45%	42	45%	42	75%	70	80%	75	80%	75	80%	75	60%	56	55%	52	50%	47	25%	23
			Employee	1.5	100%	100%	21	50%	11	75%	16	90%	19	90%	19	100%	21	100%	21	100%	21	100%	21	100%	21	75%	16	75%	16	95%	20	95%	20	95%	20	95%	20	95%	20	80%	17	65%	14	65%	14	35%	7
Shopping Center	ksf GLA	15.0	Visitor	2.9	72%	90%	28	1%	0	5%	1	15%	4	35%	10	65%	18	85%	24	95%	27	100%	28	95%	27	90%	25	90%	25	95%	27	95%	27	95%	27	95%	27	80%	23	50%	14	30%	8	10%	3	0%	0
			Employee	0.7	90%	100%	9	10%	1	15%	1	40%	4	75%	7	85%	8	95%	9	100%	9	100%	9	100%	9	100%	9	100%	9	95%	9	95%	9	95%	9	95%	9	90%	9	75%	7	40%	4	15%	1	0%	0
Office	ksf GLA	16.9	Visitor	0.3	100%	100%	5		0	1%	0	20%	1	60%	3	100%	5	45%	2	15%	1	45%	2	100%	5	45%	2	15%	1	10%	1	5%	0	2%	0	1%	0	0	0	0	0	0	0	0			
			Employee	3.5	100%	100%	59	3%	2	30%	18	75%	44	95%	56	100%	59	100%	59	90%	53	90%	53	100%	59	100%	59	90%	53	50%	30	25%	15	10%	6	7%	4	3%	2	1%	1	0	0	0			
Hotel (Business)	rooms	100	Visitor	1.0	81%	100%	81	95%	77	90%	73	80%	65	70%	57	60%	49	60%	49	55%	45	55%	45	60%	49	60%	49	65%	53	70%	57	75%	61	75%	61	80%	68	85%	69	95%	77	100%	81	100%	81		
			Employee	0.25	100%	100%	25	5%	1	30%	8	90%	23	90%	23	100%	25	100%	25	100%	25	100%	25	100%	25	100%	25	100%	25	90%	23	70%	18	40%	10	20%	5	20%	5	20%	5	20%	5	10%	3	5%	1
Total Hourly Adjusted Parking Required, Weekday							580		233		295		394		439		453		461		461		453		434		417		413		454		431		400		412		385		331		276		235		

WEEKEND, NOVEMBER

Land Use	Unit	Size	Independent Variable	Base Rate	November Monthly Adjustment Factor	Non-Captive Adjustment	Adjusted Number of Spaces Required	6:00 AM		7:00 AM		8:00 AM		9:00 AM		10:00 AM		11:00 AM		12:00 PM		1:00 PM		2:00 PM		3:00 PM		4:00 PM		5:00 PM		6:00 PM		7:00 PM		8:00 PM		9:00 PM		10:00 PM		11:00 PM		12:00 AM	
								Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces
Hotel (Leisure)	rooms	175	Visitor	1.0	75%	100%	131	95%	125	95%	125	90%	118	80%	105	70%	92	70%	92	65%	85	65%	85	70%	92	70%	92	75%	98	80%	105	85%	112	85%	112	90%	118	95%	125	95%	125	100%	131	100%	131
			Employee	0.18	100%	100%	32	5%	2	30%	9	90%	28	90%	28	100%	32	100%	32	100%	32	100%	32	100%	32	100%	32	100%	32	90%	28	75%	24	60%	19	55%	17	55%	17	55%	17	45%	14	45%	14
Meeting / Banquet	ksf GLA	4.88	Visitor	30.0	100%	60%	88		0	30%	26	60%	53	60%	53	60%	53	65%	57	65%	57	65%	57	65%	57	65%	57	100%	88	100%	88	100%	88	100%	88	100%	88	100%	88	50%	44	0	0	0	0
			Employee		100%	100%	0	5%	0	30%	0	90%	0	90%	0	100%	0	100%	0	100%	0	100%	0	100%	0	100%	0	90%	0	75%	0	60%	0	55%	0	55%	0	45%	0	45%	0	30%	0		
Restaurant / Lounge	Employee	8	Visitor	0.0	93%	20%	0		0	10%	0	30%	0	10%	0	10%	0	5%	0	100%	0	100%	0	33%	0	10%	0	10%	0	30%	0	55%	0	60%	0	70%	0	67%	0	60%	0	40%	0	30%	0
			Employee	1	100%	100%	8	50%	4	75%	6	90%	7	90%	7	100%	8	100%	8	100%	8	100%	8	100%	8	75%	6	75%	6	95%	8	95%	8	95%	8	95%	8	80%	6	65%	5	65%	5	35%	3
Restaurant	ksf GLA	14.0	Visitor	12.75	93%	90%	149	10%	15	25%	37	45%	67	70%	105	90%	134	90%	134	100%	149	85%	127	65%	97	40%	60	45%	67	60%	90	70%	105	70%	105	65%	97	30%	45	25%	37	15%	22	10%	15
			Employee	2.25	100%	100%	32	50%	16	75%	24	90%	28	90%	28	100%	32	100%	32	100%	32	100%	32	100%	32	100%	32	75%	24	75%	24	95%	30	95%	30	95%	30	95%	30	80%	25	65%	20	65%	20
Shopping Center	ksf GLA	15.0	Visitor	3.2	72%	90%	31	1%	0	5%	2	10%	3	30%	9	50%	16	65%	20	80%	25	90%	28	100%	31	100%	31	95%	30	90%	28	80%	25	75%	23	65%	20	50%	16	35%	11	15%	5	0	0
			Employee	0.8	90%	100%	11	10%	1	15%	2	40%	4	75%	8	85%	9	95%	10	100%	11	100%	11	100%	11	100%	11	100%	11	95%	10	85%	9	80%	9	75%	8	65%	7	45%	5	15%	2	0	0
Office	ksf GLA	16.9	Visitor	0.03	100%	100%	1		0	20%	0	60%	0	80%	0	90%	0	100%	1	80%	0	80%	0	60%	0	40%	0	20%	0	10%	0	5%	0	0	0	0	0	0	0	0	0	0	0	0	
			Employee	0.35	100%	100%	6		0	20%	1	60%	4	80%	5	90%	5	100%	6	90%	5	80%	5	60%	4	40%	2	20%	1	10%	1	5%	0	0	0	0	0	0	0	0	0	0	0	0	
Hotel (Business)	rooms	100	Visitor	0.9	81%	100%	73	95%	69	90%	68	80%	58	70%	51	60%	44	60%	44	55%	40	55%	40	60%	44	60%	44	65%	47	70%	51	75%	55	75%	55	80%	58	85%	62	95%	69	100%	73	100%	73
			Employee	0.18	100%	100%	18	5%	1	30%	5	90%	16	90%	16	100%	18	100%	18	100%	18	100%	18	100%	18	100%	18	100%	18	75%	14	60%	11	55%	10	55%	10	45%	8	45%	8	30%	5		
Total Hourly Adjusted Parking Required, Weekend							579		233		277		359		415		443		450		462		443		426		377		385		449		462		457		454		401		338		280		247

ISLANDIA VILLAGE CENTER
WEEKDAY, DECEMBER

Land Use	Unit	Size	Independent Variable	Base Rate	December Monthly Adjustment Factor	Non-Captive Adjustment	Adjusted Number of Spaces Required	6:00 AM		7:00 AM		8:00 AM		9:00 AM		10:00 AM		11:00 AM		12:00 PM		1:00 PM		2:00 PM		3:00 PM		4:00 PM		5:00 PM		6:00 PM		7:00 PM		8:00 PM		9:00 PM		10:00 PM		11:00 PM		12:00 AM		
								Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor
Hotel (Leisure)	rooms	175	Visitor	0.9	50%	100%	79	95%	75	95%	75	90%	63	70%	55	70%	55	65%	51	65%	51	70%	55	70%	55	75%	59	80%	63	85%	67	85%	67	90%	71	95%	75	95%	75	100%	79	100%	79			
			Employee	0.25	100%	100%	44	5%	2	30%	13	90%	39	90%	39	100%	44	100%	44	100%	44	100%	44	100%	44	100%	44	90%	39	70%	31	40%	18	20%	9	20%	9	20%	9	20%	9	20%	9	10%	4	5%
Meeting / Banquet	ksf GLA	4.88	Visitor	30.0	100%	60%	68		0		0	30%	26	60%	53	60%	53	60%	53	65%	57	65%	57	65%	57	65%	57	100%	88	100%	88	100%	88	100%	88	100%	88	100%	88	50%	44	0	0	0		
			Employee		100%	100%	0	5%	0	30%	0	90%	0	100%	0	100%	0	100%	0	100%	0	100%	0	100%	0	100%	0	90%	0	70%	0	40%	0	20%	0	20%	0	20%	0	20%	0	20%	0	20%	0	40%
Restaurant / Lounge	Employee	8	Visitor	0.0	100%	20%	0		0	10%	0	30%	0	10%	0	10%	0	5%	0	100%	0	100%	0	33%	0	10%	0	30%	0	60%	0	70%	0	67%	0	60%	0	60%	0	40%	0	30%	0	0		
			Employee	1	100%	100%	8	50%	4	75%	6	90%	7	90%	7	100%	8	100%	8	100%	8	100%	8	100%	8	75%	6	75%	6	95%	8	95%	8	95%	8	95%	8	95%	8	80%	6	65%	5	65%	5	35%
Restaurant	ksf GLA	14.0	Visitor	9.0	100%	80%	101	25%	25	50%	50	60%	60	75%	76	85%	86	90%	91	100%	101	90%	91	50%	50	45%	45	45%	45	75%	76	80%	81	80%	81	80%	81	60%	60	55%	55	50%	50	25%	25	
			Employee	1.5	100%	100%	21	50%	11	75%	16	90%	19	90%	19	100%	21	100%	21	100%	21	100%	21	100%	21	75%	16	75%	16	95%	20	95%	20	95%	20	95%	20	95%	20	80%	17	65%	14	65%	14	35%
Shopping Center	ksf GLA	15.0	Visitor	2.9	100%	90%	39	1%	0	5%	2	15%	6	35%	14	65%	25	85%	33	95%	37	100%	39	95%	37	90%	35	50%	35	95%	37	95%	37	95%	37	80%	31	50%	20	30%	12	10%	4	0%	0	
			Employee	0.7	100%	100%	11	10%	1	15%	2	40%	4	75%	8	85%	9	95%	10	100%	11	100%	11	100%	11	100%	11	100%	11	95%	10	95%	10	95%	10	95%	10	90%	9	75%	8	40%	4	15%	2	0%
Office	ksf GLA	16.9	Visitor	0.3	100%	100%	5		0	1%	0	20%	1	60%	3	100%	5	45%	2	15%	1	45%	2	100%	5	45%	2	15%	1	10%	1	5%	0	2%	0	1%	0	0	0	0	0	0	0	0		
			Employee	3.5	100%	100%	59	3%	2	30%	18	75%	44	95%	56	100%	59	100%	59	90%	53	90%	53	100%	59	100%	59	90%	53	50%	30	25%	15	10%	6	7%	4	3%	2	1%	1	0	0			
Hotel (Business)	rooms	100	Visitor	1.0	67%	100%	67	95%	64	90%	60	80%	54	70%	47	60%	40	60%	40	55%	37	55%	37	60%	40	60%	40	65%	44	70%	47	75%	50	75%	50	80%	54	85%	57	95%	64	100%	67	100%	67	
			Employee	0.25	100%	100%	25	5%	1	30%	8	90%	23	90%	23	100%	25	100%	25	100%	25	100%	25	100%	25	100%	25	90%	23	70%	18	40%	10	20%	5	20%	5	20%	5	20%	5	10%	3	5%	1	
Total Hourly Adjusted Parking Required, Weekday							546		105		250		354		408		430		441		446		439		412		395		389		429		404		381		380		347		288		228		184	

WEEKEND, DECEMBER

Land Use	Unit	Size	Independent Variable	Base Rate	December Monthly Adjustment Factor	Non-Captive Adjustment	Adjusted Number of Spaces Required	6:00 AM		7:00 AM		8:00 AM		9:00 AM		10:00 AM		11:00 AM		12:00 PM		1:00 PM		2:00 PM		3:00 PM		4:00 PM		5:00 PM		6:00 PM		7:00 PM		8:00 PM		9:00 PM		10:00 PM		11:00 PM		12:00 AM	
								Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces	Factor	Required Spaces
Hotel (Leisure)	rooms	175	Visitor	1.0	50%	100%	68	95%	63	95%	63	90%	79	80%	70	70%	61	70%	61	65%	57	65%	57	70%	61	70%	61	75%	66	80%	70	85%	74	85%	74	90%	79	95%	83	95%	83	100%	88	100%	88
			Employee	0.18	100%	100%	32	5%	2	30%	9	90%	28	90%	28	100%	32	100%	32	100%	32	100%	32	100%	32	100%	32	90%	28	75%	24	60%	19	55%	17	55%	17	55%	17	45%	14	45%	14	30%	9
Meeting / Banquet	ksf GLA	4.88	Visitor	30.0	100%	60%	68		0		0	30%	26	60%	53	60%	53	60%	53	65%	57	65%	57	65%	57	65%	57	100%	88	100%	88	100%	88	100%	88	100%	88	100%	88	50%	44	0	0	0	
			Employee		100%	100%	0	5%	0	30%	0	90%	0	100%	0	100%	0	100%	0	100%	0	100%	0	100%	0	100%	0	90%	0	75%	0	60%	0	55%	0	55%	0	55%	0	45%	0	45%	0	30%	0
Restaurant / Lounge	Employee	8	Visitor	0.0	100%	20%	0		0	10%	0	30%	0	10%	0	10%	0	5%	0	100%	0	100%	0	33%	0	10%	0	10%	0	30%	0	60%	0	70%	0	67%	0	60%	0	40%	0	30%	0	0	
			Employee	1	100%	100%	8	50%	4	75%	6	90%	7	90%	7	100%	8	100%	8	100%	8	100%	8	100%	8	75%	6	75%	6	95%	8	95%	8	95%	8	95%	8	80%	6	65%	5	65%	5	35%	3
Restaurant	ksf GLA	14.0	Visitor	12.75	100%	90%	161	10%	16	25%	40	45%	72	70%	112	90%	145	90%	145	100%	161	85%	137	65%	104	40%	64	45%	72	60%	96	70%	112	70%	112	65%	104	30%	48	25%	40	15%	24	10%	16
			Employee	2.25	100%	100%	32	50%	16	75%	24	90%	28	90%	28	100%	32	100%	32	100%	32	100%	32	100%	32	75%	24	75%	24	95%	30	95%	30	95%	30	95%	30	80%	25	65%	20	65%	20	35%	11
Shopping Center	ksf GLA	15.0	Visitor	3.2	100%	90%	43	1%	0	5%	2	10%	4	30%	13	50%	22	65%	28	80%	35	90%	39	100%	43	100%	43	95%	41	90%	39	80%	35	75%	32	65%	28	50%	22	35%	15	15%	6	0	0
			Employee	0.8	100%	100%	12	10%	1	15%	2	40%	5	75%	10	95%	11	100%	12	100%	12	100%	12	100%	12	100%	12	100%	12	95%	11	85%	10	80%	10	75%	9	65%	8	45%	5	15%	2	0	0
Office	ksf GLA	16.9	Visitor	0.03	100%	100%	1		0	20%	0	60%	0	80%	0	90%	0	100%	1	90%	0	80%	0	60%	0	40%	0	20%	0	10%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			Employee	0.35	100%	100%	6		0	20%	1	60%	4	80%	5	90%	5	100%	6	90%	5	80%	5	60%	4	40%	2	20%	1	10%	1	5%	0	0	0	0	0	0	0	0	0	0	0		
Hotel (Business)	rooms	100	Visitor	0.9	67%	100%	60	95%	57	90%	54	80%	48	70%	42	60%	36	60%	36	55%	33	55%	33	60%	36	60%	36	65%	39	70%	42	75%	45	75%	45	80%	48	85%	51	95%	57	100%	60	100%	60
			Employee	0.18	100%	100%	18	5%	1	30%	5	90%	16	90%	16	100%	18	100%	18	100%	18	100%	18	100%	18	100%	18	90%	16	75%	14	60%	11	55%	10	55%	10	45%	8	45%	8	30%	5		
Total Hourly Adjusted Parking Required, Weekend							547		180		226		317		383		422		431		450		430		407		355		362		423		432		426		421		358		291		227		192

