

### **Accident Study**

### **Harbor Point Traffic Study**

Harbor Point Traffic Study from Lee Street to Route 790

City of Utica Oneida County

June 11, 2015



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### Introduction

The study area along Genesee Street is 1.13 km (0.7 miles) long and is located in the City of Utica, Oneida County, New York. The study period involves traffic accidents occurring between April 1, 2011 and March 11, 2014.

Genesee Street is an undivided North-South commercial drive with five lanes from Lee Street to the Mohawk River Bridge, with two lanes in each direction plus a median/left turn lane, and four lanes from the Mohawk River Bridge to the Thruway. There are turning lanes at select intersections along much of the study area. The study area of Genesee Street connects the New York State Thruway, Interstate 90, with the downtown of Utica. Genesee Street has commercial businesses lining both sides of the road.

Average daily traffic information along the study corridor was obtained from the New York State Department of Transportation (NYSDOT) Traffic Data Viewer website and is compiled in the tables below:

Table 1: Average Daily Traffic Volume

Section	Section Length (miles)	Two-Way Average Daily Traffic (vpd)*
Lee St - Wurz Ave	0.12	27,700
Wurz Ave – I 90 Off Ramp	0.51	30,766

<sup>\*</sup>Existing traffic volumes traffic count performed by Lochner Engineering

Intersection	Two-Way Average Daily Traffic (vpd)
Lee St – Genesee St	26,661
Wurz Ave – Genesee St	28,304
I 90 Off Ramp – Genesee St	22,444
Wells Ave – Genesee St	22,313
Harbor Lock Rd – Genesee St	21,774

The study corridor consists of five intersections and multiple commercial driveways on either side of the road. The speed limit throughout the study segment is 35 mph. According to the NYSDOT Speed Count Average Weekday Report the 50th% speed is 38.4 mph in the northbound direction and 35.6 mph in the southbound direction, the 85th% speed is 43.7 mph and 42.3 mph, respectively. This indicates that there are a large number of vehicles exceeding the speed limits.

During the study period, there were 256 accidents, of which 46 were intersection accidents at the intersections mentioned above in Table 1, 57 were non-intersection accidents at the sections mentioned in the above Table 1, 30 were classified as unrelated to the roadway, and 123 were outside of the limits of the study area. Overall, the leading accident type was rear-end accidents at 48 percent, followed by overtakes at 11 percent, right angle accidents at 10 percent, left turn accidents at 9 percent, pedestrian accidents at 6 percent, right turn accidents and bicycle accidents at 3 percent and side-swipes at 1 percent and other uncategorized accidents at 9 percent. The following table breaks down the number of accidents per year at each intersection.

Table 2: Accidents by Year

	N	umber of Ac	cidents by Yo	ear
Intersecting Street	2011	2012	2013	2014*
Lee Street	2	3	3	
Wurz Ave	10	8	11	1
I 90 Off Ramp	1	2	5	
Wells Ave	0	0	0	0
Harbor Lock Road	0	<u> </u>		

	N	umber of Ac	cidents by Ye	ear
Thru Section	2011	2012	2013	2014*
Wurz Ave to the Mohawk River Bridge	9	9	12	4
Mohawk River Bridge to the I-90 Off Ramp	7	3	12	1

<sup>\*</sup>Accidents only include records from January 1 to March 11, 2014.

The rear-end accidents that occurred on Genesee Street, had the predominant contributing factors being driver inattention, following too closely, and slippery pavement. Side-swipe accidents took place mainly at intersection approaches, with passing/improper lane use as the main contributing factor. Pedestrian accidents were more common among three intersections as a result of driver inattention and pedestrian error. Left turn and right angle accidents were mainly the result of failures to yield the right of way. The majority (85 percent) of all accidents occurred during the daytime hours of 6 AM to 7 PM. Overall, 63 percent of the accidents occurred on dry pavement conditions. None of the accidents during the study period resulted in any fatalities. As noted above the 85<sup>th</sup> percentile speed on Genesee Street is approximately 43 mph, compared to the posted speed of 35 mph. While not noted in any of the accident reports, speed could be a contributing factor in many of the accidents.

The table on the next page compares the accident and injury rates for each intersection during the study period to statewide averages for similar highway intersections. Generally, the accident rates for the intersections within the study area are higher than the statewide averages.

Table 3: Intersection Accident/Injury Rates (Accidents per Million Entering Vehicles, MEV)

		Study Area	Study Area	Area																	
			All Types	sad	Wet Road	oad	Left	Turn	Rear	Rear End	Over-taking	King	Right Angle		Right Turn		Side-	4 g		Injury Date	No. of Accidents
Intersecting	#	Traffic																2		Τ	resuluing in minis
Street	Legs	Control	Study	Avg	Study	Avg	Study	Avg	Study	Ava	Study	Ava	Study	Ava	A Links	Ava	Childry.	Area	Chard		ð
Lee Street	4	Stop Signs	0.027	0.1	0.000	0.02	0.000	0.01		0.03	0.010	0.0	╫	-	0.000			200	50%	70 58%	study 4
White Ave	,	7	1000	г	-110						1	$\dagger$	1			7	2	3	200	20:00/0	•
PACE SIDAA	4	Signai	0.087	0.21	0.045	0.04	000	0.02	0.074	<u>ල</u>	0.003	0.03	0.003	0.03	0.006	0.01	0.003	000	10%	30 16%	
1 00 Off Damp	c	Cton Clans	0000		700	200	3						1	4		7	3	3	2	20.10.00	2
di valid	2	Silip dos	0.000	O.T	0.004	0.02	0.008	0.01	0.012	 	0.000	0.0	0.008	0.0	0.000	900	0000	0.00	12.5%	29.58%	,
Wells Ave	ო	Stop Signs	0.000	0.14	0.000	0.03	0.00	0.01	0.000	60.0	0000	001	0000	800	0000	1		8	è	2000	-   «
Louis Land	,	6	1		✝						4	5	┪	4	3	$\dashv$	0.00	3	80	30.16%	9
Harbor Lock Rd	4	Stop Signs	000	0.1	0.000	0.02	0.00	0.0	0.00	0.03	0.000	0.0	0.000	0.01	0.00	000	0000	8	ş	90 E00	٥
											⊣		⊣		200	_	3	3	2	23.30.70	>

### Table 4: Highway Segment Accident/Injury Rates

(Accidents per Million Vehicle Miles, MVM)

	Number of Accidents Resulting in Injury	7	_	a
	Injury Rate	20,60%	20.070	%8 PE
	Fixed Object	0.042	44.0.0	0.074
Wet	Road	0 106	3	0.297
Study Area All	Types	0.360		0.816
	Thru Section Limits	Wurz Ave – Bridge over the Mohawk River		Bridge over the Mohawk River - 190 Off Ramp

## Table 5: NYS Average Segment Accident/Injury Rate 1 (Accidents per Million Vehicle Miles, MVM)

Urban Function Class	Statewide All Types	Wet Road	Fixed Object	Injury Rate	
t Lanes	α Ο (ς	7	770	75 470/	

Source of Statewide Averages: NYSDOT office of safety and security services highway repository for state wide accident averages 2011 - 2013 <a href="https://www.dot.ny.gov/divisions/operating/osss/highway-repository/2012">https://www.dot.ny.gov/divisions/operating/osss/highway-repository/2012</a> 13AvrAccCosSev.pdf
<a href="https://www.dot.ny.gov/divisions/operating/osss/highway-repository/2012">https://www.dot.ny.gov/divisions/operating/osss/highway-repository/2012</a> 13AvrAccCosSev.pdf

The following paragraphs identify and discuss data trends at the major intersections along Genesee Street in the study location in more detail.

### Lee Street at North Genesee Street

This is a two-way stop sign controlled intersection with only right turns allowed into and out of Lee Street. Traffic traveling northbound on North Genesee Street can turn left onto Lee Street, while a southbound left turn is prohibited. Northbound Genesee Street is on a down-grade as it approaches Lee Street.

During this study period, there were eight accidents reported at or near the intersection. These included rear end accidents (4), overtake (3), and one accident where a vehicle struck a cyclist. The accident involving a cyclist was caused by the cyclist not traveling in the correct direction and utilizing a crosswalk and sidewalk and not the roadway.

Driver inattention and following too closely were the most common contributing factors cited for the rear-end accidents at this intersection.

### **Wurz Avenue at North Genesee Street**

This is a four-way signalized intersection with Wurz Avenue. This portion of Genesee Street is divided with a median between northbound and southbound traffic. Traffic volumes in either direction along Genesee Street are relatively the same. The southbound approach consists of two through travel lanes and a left turn lane. Northbound traffic on Genesee Street consists of a left-turn lane, two through travel lanes, and a right-turn lane onto Wurz Avenue. Eastbound traffic volumes on Wurz Avenue are minimal compared to the volumes on the westbound Wurz Avenue approach.

The majority of accidents that occurred at this intersection were rear-ending accidents (23). This represents 76 percent of the accidents at this intersection. This was caused by drivers following too close and inattentive drivers. Twelve of the rear-end accidents occurred on the northbound approach to the intersection. Other accidents at this intersection include overtake (1), right angle collisions (2) right turn (1), side-swipe (1), pedestrian (1), and other (1, a large rock was in the road). Minimizing "stop-and-go traffic" conditions at the light would improve traffic flow and could reduce the number or rear-end accidents at this intersection. There were also a substantial amount of accidents that occurred with wet pavement conditions (47 percent), this may be indicative of drainage issues at this intersection.

### **Wells Avenue at North Genesee Street**

This is a three-legged intersection controlled by a stop sign on Wells Avenue. Wells Avenue is a low volume road to the west of Genesee Street. There were no accidents associated with this intersection at Genesee Street. There were several accidents around the area caused by other factors such as vehicles turning into driveways along Genesee Street or rear ends due to traffic associated with driveways, but none influenced by the intersection of Wells Avenue at North Genesee Street.

### Harbor Lock Road at North Genesee Street

Harbor Lock Road creates a four-legged intersection at North Genesee Street controlled by stop signs on Harbor Lock Road. Harbor Lock Road loops under North Genesee Street and does not outlet to any other road making it a very low volume road. There were no accidents reported at this intersection or an accident adjacent to the intersection which may have been caused by this intersection.

### North Genesee Street from Wurz Avenue to the Bridge over the Mohawk River

This segment is on Genesee Street from Wurz Avenue to the bridge over the Mohawk River. The length of this segment is 0.28 miles. This segment of Genesee Street is lined on either side with commercial properties consisting of restaurants, gas stations, hotels, etc. Due to the nature of the businesses on either side of the road, there is a lot of traffic entering and exiting Genesee Street throughout this segment.

The majority of accidents along this thru section were rear-end accidents (10), followed by overtake (6), right angle collisions(6), fixed object (4), left turn (2) right turn (2), pedestrian (1), bicycle (1), and other (2). The accidents classified as other include debris that fell off of a vehicle causing the vehicle behind to swerve and the other case where a motorcyclist lost control and fell off of the bike.

Due to the commercial land use and the numerous driveways on either side of the road, vehicles often slow down behind vehicles entering a driveway or behind a vehicle which just entered Genesee Street from a driveway, thereby possibly resulting in many of the rear-end accidents. Vehicles attempting to bypass a vehicle slowing to a turn into a driveway may also be leading to the large number of side-swipe accidents. There were also a substantial amount of accidents that occurred with wet pavement conditions (30 percent), this may be indicative of drainage issues along this segment.

### North Genesee Street from the Bridge over the Mohawk River thru the I-790/I-90 Off-ramp

This segment includes Genesee Street from the bridge over the Mohawk River to the I-790/I-90 off-ramp. The length of this segment is 0.08 miles. This segment of Genesee Street includes several hotels and commercial businesses on both sides of the road. Because of the commercial land use adjacent to Genesee Street in this section, there are a lot of vehicles making turns in and out of driveways. The lack of gaps in the opposing stream of Genesee Street traffic can delay motorist who are turning left across the opposing traffic. The lack of a separate left turn lane leads to rear ends and overtaking collisions involving the turning vehicles and overtaking vehicles.

Along this section of Genesee Street there were a total of 22 accidents. The majority of accidents were rear ends (10), followed by left turn (5), pedestrian (3), fixed object (2), right angle (1), and bicycle (1). The fixed object collisions included a vehicle trying to avoid collision and losing control and hitting a fixed object. The other was due to wet conditions where the vehicle ran into a snowbank. The pedestrian accidents are caused by driver and pedestrians not paying attention and pedestrians walking out in the road getting struck. One of the pedestrian

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accidents involved the pedestrian being intoxicated. The majority of the accidents were associated with vehicles entering and exiting North Genesee Street.

### I-90 Off-ramp at North Genesee Street

This is a three-legged intersection with the off-ramp of I-90 (Thruway) and Route I-790 sharing the same approach to Genesee Street. The ramp approach is stop sign controlled and includes separate right and left turn lanes.

The majority of accidents at this intersection are rear end accidents (3) caused by inattentive drivers looking at approaching Genesee Street traffic and rear-ending the vehicle in front of them that had not entered onto Genesee Street. Two of the right angle accidents involved vehicles making a left turn from the off-ramp onto northbound North Genesee Street. There are also two right-angle accidents involving vehicles turning right from the I-90 off-ramp onto southbound North Genesee Street. Intersection sight distance may have been a contributing factor to these accidents as turning vehicles had difficulty seeing the approach southbound vehicles. Guiderail and bridge rail associated with the structure carrying Genesee Street over Reall Creek impacts the sight distance to the left.

Improving intersection sight distance for vehicles entering Genesee Street could improve the conditions at this intersection.

### **Summary**

After reviewing the accident reports for Genesee Street and the intersecting streets within the study area, a few trends became apparent. There is a trend of pedestrian accidents occurring where driveway and sidewalk crossings intersect. Accidents involving pedestrians were usually caused by drivers not seeing a pedestrian or not paying attention as a pedestrian walks out into the road and is struck. Pedestrian intoxication was also a factor in several of the pedestrian accidents. All cycling accidents occurred where the cyclist was not cycling in the direction of traffic. There is a trend of rear-end accidents which occurred during periods of heavy traffic at both intersection and driveway locations. Minimizing "stop-and-go" conditions by improving traffic flow and implementing access management strategies to reduce the number of driveways could reduce the number of rear end accidents.

While not noted in the accident reports, speed may be a contributing factor to many of the accidents as the 85<sup>th</sup> percentile speed is approximately 8 mph above the posted speed limit of 35 mph. Speed reductions through enforcement or the introduction of traffic calming measures may reduce the potential for accidents. The statewide injury average for a four lane undivided urban area is about 25 percent. Comparing that to the Genesee Street injury rates reveals that the majority of the study area is below the average. Higher rates compared to the statewide average were observed from the Mohawk River Bridge to the I-790/I-90 ramp, and the Lee Street intersection. A contributing factor to a higher injury rate along the section south of the I-790/I-90 ramp is partially due to the three pedestrian accidents which all involved injuries as well as a bicyclist accident. At the Lee Street intersection there were a total of only eight accidents but four involved injuries. Injuries occurred with a bicyclist traveling on the sidewalk across an intersection traveling the wrong direction, as well as with a motorcycle accident. The two other accidents where injuries took place were in rear end collisions.

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### **Appendix A**

Accident History Reports Accident Summary Sheets

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FROM 4/1/2011			#									_	ATION:		Lee Street	_
TO: 3/11/2014			VEH										NICIPALITY:	ا	Vilca COUNTY: Oneida BY: JDM	
			IICL		-				_			_	FERENCE MARKERS / NO	DES:	DATE: 2/23/2015	5
						• •							CONTRIB.	ACC.		
	MONIH	E E				(#5)		(#Z3)	<u> </u>			_	FACTORS (#19-22)	TYPE	ACCIDENT DESCRIPTION	<del></del>
11/9/2011	11	16:00	ო	2	-	2	-		-	-	7	6	4	Rend	V1 rear-ended V2, which caused V2 to rear-end V3, all in slowing traffic.	1
9/26/2013	ð	7:10	2	6	-	1	1 1	40		-	-	Ÿ		Ovtk	V1 did not see V2, tried to make lane change and collided.	
5/11/2011	5	20:10	2	7	က	2	-			2	-	F	4	ov#	Car in farthest left lane turned right, causing collision with motorcycle.	Τ
5/24/2012	5	14:10	7	2	-	2	1 2			-	-	_	4	Bike	V1 failed to yield ROW to V2 (bike), and V2 was not traveling properly.	
10 6/10/2012	ဖ	17:15	2	3	-	2	1 1				-	×		Rend	V2 saw V1 was about to hit him, so he sped up but was clipped on left back bur	k bu
6/16/2012	9	20:27	2	2	6	2				60	-	_	18	Rend	V1 pulled out in front of V2 to make a left turn and was rear ended	Τ
13 5/26/2013	5	14:08	2	က	~	3	1 2		-		-	2	4	ov#	V1 hit V2 when he moved from his lane to the left lane hitting V2	
15 8/28/2013	8	11:37	2	60	-				2	80	1	ြိ	4	Rend	V1 was stopped and rear ended by V2	1
H	M 4/1/2011 3/11/2014 3/11/2014 11/9/2011 5/11/2011 6/16/2012 6/16/2012 6/16/2013 8/28/2013	ä la alama	H	MONTH TIME 1 11 16:00 2 5 20:10 2 6 20:27 3 5 14:08 3 8 11:37	MONTH TIME  MONTH TIME  **ACHICLES  **ACHI	C	C	#VEHICLES	WEATHER (#7)	VEHICLE 1 DIRECTION (#23)         S         S         S         S         C <td>VEHICLE 1 ACTION (#25)  VEHICLE 2 DIRECTION (#24)  VEHICLE 1 DIRECTION (#23)  WEATHER (#7)  SURFACE (#6)  ROAD CHARACTER (#5)  LIGHT CONDITIONS (#4)  SEVERITY  #VEHICLES  FOR 10 10 10 10 10 10 10 10 10 10 10 10 10</td> <td>VEHICLE 2 ACTION (#26)         Part of the property of the pro</td> <td>VEHICLE 2 ACTION (#26)  VEHICLE 1 ACTION (#25)  VEHICLE 2 DIRECTION (#24)  VEHICLE 2 DIRECTION (#24)  VEHICLE 1 DIRECTION (#23)  WEATHER (#7)  SURFACE (#6)  ROAD CHARACTER (#5)  LIGHT CONDITIONS (#4)  *VEHICLES  *VEHICLE</td> <td>VEHICLE 2 ACTION (#26)  VEHICLE 1 ACTION (#25)  VEHICLE 2 DIRECTION (#24)  VEHICLE 2 DIRECTION (#24)  VEHICLE 1 DIRECTION (#23)  WEATHER (#7)  SURFACE (#6)  ROAD CHARACTER (#5)  LIGHT CONDITIONS (#4)  *VEHICLES  *VEHICLE</td> <td>MONTH TIME SATISHAA  AND THAT THE SATISHAA  ALTIBARAS  ACC.  (##) SUDITOR DIJDHAA  ACC.  ACC.  (##) SUDITOR DIJDHAA  ACC.  (##) SUDITOR DIJDHAA  ACC.  ACC.  (##) SUDITOR DIJDHAA  ACC.  ACC</td> <td>MONTH TIME SATISHAA  AND THAT THE SATISHAA  ALTIBARAS  ACC.  (##) SUDITOR DIJDHAA  ACC.  ACC.  (##) SUDITOR DIJDHAA  ACC.  (##) SUDITOR DIJDHAA  ACC.  ACC.  (##) SUDITOR DIJDHAA  ACC.  ACC</td>	VEHICLE 1 ACTION (#25)  VEHICLE 2 DIRECTION (#24)  VEHICLE 1 DIRECTION (#23)  WEATHER (#7)  SURFACE (#6)  ROAD CHARACTER (#5)  LIGHT CONDITIONS (#4)  SEVERITY  #VEHICLES  FOR 10 10 10 10 10 10 10 10 10 10 10 10 10	VEHICLE 2 ACTION (#26)         Part of the property of the pro	VEHICLE 2 ACTION (#26)  VEHICLE 1 ACTION (#25)  VEHICLE 2 DIRECTION (#24)  VEHICLE 2 DIRECTION (#24)  VEHICLE 1 DIRECTION (#23)  WEATHER (#7)  SURFACE (#6)  ROAD CHARACTER (#5)  LIGHT CONDITIONS (#4)  *VEHICLES  *VEHICLE	VEHICLE 2 ACTION (#26)  VEHICLE 1 ACTION (#25)  VEHICLE 2 DIRECTION (#24)  VEHICLE 2 DIRECTION (#24)  VEHICLE 1 DIRECTION (#23)  WEATHER (#7)  SURFACE (#6)  ROAD CHARACTER (#5)  LIGHT CONDITIONS (#4)  *VEHICLES  *VEHICLE	MONTH TIME SATISHAA  AND THAT THE SATISHAA  ALTIBARAS  ACC.  (##) SUDITOR DIJDHAA  ACC.  ACC.  (##) SUDITOR DIJDHAA  ACC.  (##) SUDITOR DIJDHAA  ACC.  ACC.  (##) SUDITOR DIJDHAA  ACC.  ACC	MONTH TIME SATISHAA  AND THAT THE SATISHAA  ALTIBARAS  ACC.  (##) SUDITOR DIJDHAA  ACC.  ACC.  (##) SUDITOR DIJDHAA  ACC.  (##) SUDITOR DIJDHAA  ACC.  ACC.  (##) SUDITOR DIJDHAA  ACC.  ACC

ROUTE: Genesee Street **LOCATION:** Lee Street **MUNICIPALITY: Utica COUNTY:** Oneida **PERIOD COVERED:** 4/2011 to 3/2014 **REFERENCE MARKERS:** REMARKS: DATE: 2/23/2015 Time of Year **# Accidents Pavement** # Accidents Winter (Dec-Feb) 0 Dry (1) 8 Spring (Mar-May) 3 Wet (2) 0 Summer (Jun-Aug) 3 Mud (3) 0 Fall (Sep-Nov) 2 Snow/Ice (4) 0 Slush (5) 0 Total 8 Flooded (6) 0 Unspecified (0) 0 Time of Day **# Accidents** Total 8 6 AM - 10 AM 10 AM - 4 PM 3 Weather # Accidents 4 PM - 7 PM 2 7 PM - 12 AM 2 Clear (1) 6 12 AM - 6 AM Cloudy (2) 0 2 Unspecified 0 Rain (3) 0 Snow (4) 0 **Total** 8 Sleet/Hail (5) 0 Fog/Smog/Smoke (6) 0 Unspecified (0) 0 **Accident Severity** # Accidents Total 8 Fatal (1) 0 Injury (2) 4 Property Damage (3) 4 **Direction** # Vehicles **Direction** # Vehicles Non-Reportable (0) 0 North (1) 4 Northeast (2) 0 East (3) Total 8 Southeast (4) 1 1 South (5) 9 Southwest (6) 0 West (7) 0 Northwest (8) 1 **Light Condition** # Accidents Unspecified (0) 0 Total 16 Daylight (1) 6 Dawn (2) 0 **Dusk (3)** 2 **Accident Type** # Accidents Dark-Road Lighted (4) 0 Dark-Road Unlighted (5) 0 Rear End 4 Skidding 0 Unspecified (0) 0 Overtake 3 Pedestrian 0 Right Angle 0 **Bicycle** Total 8 Left Turn 0 Parked Vehicle 0 Backing Right Turn 0 0 **Fixed Object** 0 Run Off The Road 0 Head On Animal 0 0 Sideswipe 0 Other 0 Overturn 0 Unspecified 0 **Total** 8

Vehicle Action	# Accidents	Vehicle Action	# Accidents
Going Straight Ahead (1)	9	Parked (10)	0
Making Right Turn (2)	1	Avoiding Object in Roadway (11)	0
Making Left Turn (3)	1	Changing Lanes (12)	2
Making U Turn (4)	0	Passing (13)	0
Starting from Parking (5)	0	Merging (14)	1
Starting in Traffic (6)	0	Backing (15)	0
Slowing or Stopping (7)	1	Making Right Turn on Red (16)	0
Stopped in Traffic (8)	1	Making Left Turn on Red (17)	0
Entering Parked Position (9)	0	Police Pursuit (18)	0
Total16	<del></del>	Other (20)	0

Tinted Windows (51) Other Vehicular (60)

Apparent Contributing Fac	<u>ctors</u>		
<u>Human</u>	# Accidents	<u>Human</u>	# Accidents
Alcohol Involved (2)	0	Unsafe Speed (19)	0
Backing Unsafely (3)	0	Unsafe Lane Changing (20)	
Driver Inattention (4)	5	Fatigued/Drowsy (21)	0
Driver Inexperience (5)	0	Cell Phone (handheld) (22)	0
Drugs (illegal) (6)	0	Cell Phone (hands-free) (23)	0
Failure to Yield Right of Way (7)	2	Other Electronic Device (24)	0
Fell Asleep (8)	0	Outside Car Distraction (25)	0
Following Too Closely (9)	2	Reaction to Uninvolved Vehicle (26)	
Illness (10)	0	Failure to Keep Right (27)	0
Lost Consciousness (11)	0	Aggressive Driving/Road Rage (28)	0
Passenger Distraction (12)	0	Passing Too Closely (29)	0
Passing/Lane Usage Improper (13	)2	Vehicle Vandalism (30)	0
Pedestrian's/Bicyclist's Error (14)	0	Texting (31)	0
Physical Disability (15)	0	Using On Board Navigation Device (32)	0
Prescription Medication (16)	0	Eating or Drinking (33)	0
Traffic Control Disregarded (17)	0	Listening/Using Headphones (34)	0
Turning Improperly (18)	1		<del></del>
<u>Vehicle</u>	# Accidents	<u>Environment</u>	# Accidents
Acceleration Defective (41)	0	Animal's Action (61)	0
Brakes Defective (42)	0	Glare (62)	0
Headsignals Defective (43)	0	Lane Marking Improper/Inadequate (63)	0
Other Signals Defective (44)	0	Obstruction/Debris Defective/Improper (64	) 0
Oversized Vehicle (45)	0	Pavement Defective (65)	0
Steering Failure (46)	0	Pavement Slippery (66)	0
Tire Failure/Inadequate (47)	0	Shoulders Improper/Non-Working (67)	0
Tow Hitch Defective (48)	0	Traffic Control Device (68)	0
Windshield Inadequate (49)	0	View Obstructed/Limited (69)	0
Driverless/Runaway Vehicle (50)	0		-
Tipfod Mindows (E4)	^		

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PER	PERIOD STUDIED:					LIG	RC			_	_	_	ν <sub>E</sub>	OUTE NUMBER/STREET NAME:	AME:	Genesse Street PROJ. No. 10083
FROM	M 4/1/2011			#		HE							_	LOCATION:		Wurz Intersection
ë	3/11/2014			VEH	SEVI	CON		URF#	EATI	_		_	Ε 2	UNICIPALITY:		Utica COUNTY: Oneida BY: JDM
				IICL	ERI	DIT					_		AC:	EFERENCE MARKERS / NODES:	ODES:	DATE: 20212015
á					TY	IONS	CTER					TION (	TION (	CONTRIB.	ACC.	
2	UAIE	S C C C C C C C C C C C C C C C C C C C	I WE			(#4)	(#5)			(#23)	(#24)		#2e\	FACTORS (#19-22)	TYPE	ACCIDENT DESCRIPTION
26	2/7/2013	7	14:43	2	3	-	1	-	2	က	r.	-	_	4	Rend	V2 Stopped at the light and was rear ended by V1
28	4/11/2013	4	10:31	2	က	-	-	2	7	-	-	12	_	9 20	ŏ₩	V1 was changing lanes and struck V2
20	5/3/2013	5	8:15	2	6	-	-	-	-	7	7	1	9	9 4	Rend	V1 was stopped at the light and rear ended by V2
09	5/16/2013	5	12:45	2	3	~	-	-	-	-	1	1	-	9 4	Rend	V2 was stopped at the light and rear ended by V1
61	7/10/2013	7	17:36	2	ო	-	-	-	-	-	-	9	80	09	Rend	V1 was stopped at the light and rear ended by V2
83	8/17/2013	8	11:39	2	ო	~	-		-		-	1	7	4 6	Rend	V2 was stopped at the light and rear ended by V1
24	9/12/2013	6	18:06	2	က	-	-	7	60	-	÷	1	80	6	Rend	V1 was stopped at the light and rear ended by V2
65	10/15/2013	10	10:10	2	က	1	-	-	2	7	7	7 7	7	4	Rend	V2 Stopped in traffic and was rear ended by V1
29	11/18/2013	11	20:24	2	ო	4	-	7	m	m		m		69	Ped	V1 made a left turn at the light and struck a pedestrian
69	12/12/2013	12	18:03	2	က	4	-	2	0	-	7-	8	7	26	Rend	V1 Rear ended V2 when V2 stopped for an emergency Vehicle
92	12/27/2013	12	17:04	2	က	4	-	2	2	S.	2	-	3	7	Rang	V1 ran a red light and struck V2 turning at the light
72	3/6/2014	3	10:00	2	က	1	-	-		7	-	4	80	9 4	Rend	V1 was stopped at a light and rear ended by V2

ROUTE: Genesse Street LOCATION: Wurz Intersection **MUNICIPALITY:** Utica **COUNTY:** Oneida **PERIOD COVERED:** 4/2011 to 3/2014 **REFERENCE MARKERS: REMARKS: DATE: 2/23/2015** Time of Year **# Accidents Pavement # Accidents** Winter (Dec-Feb) Dry (1) 16 Spring (Mar-May) 9 Wet (2) 14 Summer (Jun-Aug) 7 Mud (3) 0 Fall (Sep-Nov) Snow/Ice (4) 0 Slush (5) 0 Total Flooded (6) 30 0 Unspecified (0) 0 Time of Day **# Accidents** Total 30 6 AM - 10 AM 3 10 AM - 4 PM 12 Weather # Accidents 4 PM - 7 PM 11 7 PM - 12 AM 4 Clear (1) 12 12 AM - 6 AM 0 Cloudy (2) 9 Unspecified 0 Rain (3) 9 Snow (4) 0 Total 30 Sleet/Hail (5) 0 Fog/Smog/Smoke (6) 0 Unspecified (0) 0 **Accident Severity # Accidents** Total 30 Fatal (1) 1 Injury (2) 3 Property Damage (3) 26 **Direction # Vehicles Direction # Vehicles** Non-Reportable (0) 0 North (1) 32 Northeast (2) 0 East (3) **Total** 30 2 Southeast (4) 0 South (5) 10 Southwest (6) 0 West (7) 14 Northwest (8) 0 **Light Condition # Accidents** Unspecified (0) 0 Total 58 Daylight (1) 21 Dawn (2) 0 Dusk (3) 2 **Accident Type # Accidents** Dark-Road Lighted (4) 7 Dark-Road Unlighted (5) 0 Rear End 23 Skidding 0 Unspecified (0) 0 Overtake 1 Pedestrian Right Angle 2 Bicycle 0 Total 30 Left Turn 0 Parked Vehicle 0 Right Turn 1 Backing 0 Fixed Object 0 Run Off The Road 0 Head On Animal 0 0 Sideswipe Other 1 0 Overturn 0 Unspecified 0 Total 29

Vehicle Action	# Accidents	Vehicle Action	# Accidents
Going Straight Ahead (1)	21	Parked (10)	0
Making Right Turn (2)	2	Avoiding Object in Roadway (11)	0
Making Left Turn (3)	3	Changing Lanes (12)	2
Making U Turn (4)	0	Passing (13)	0
Starting from Parking (5)	1	Merging (14)	1
Starting in Traffic (6)	3	Backing (15)	0
Slowing or Stopping (7)	13	Making Right Turn on Red (16)	0
Stopped in Traffic (8)	12	Making Left Turn on Red (17)	0
Entering Parked Position (9)	0	Police Pursuit (18)	0
		Other (20)	0
Total58			

<u>Human</u>	# Accidents	<u>Human</u>	# Accidents
Alcohol involved (2)	0	Unsafe Speed (19)	1
Backing Unsafely (3)	0	Unsafe Lane Changing (20)	4
Driver Inattention (4)	19	Fatigued/Drowsy (21)	0
Driver Inexperience (5)	1	Cell Phone (handheld) (22)	0
Drugs (illegal) (6)	0	Cell Phone (hands-free) (23)	0
Failure to Yield Right of Way (7)	1	Other Electronic Device (24)	0
Fell Asleep (8)	0	Outside Car Distraction (25)	0
Following Too Closely (9)	21	Reaction to Uninvolved Vehicle (26)	1
Illness (10)	0	Failure to Keep Right (27)	0
Lost Consciousness (11)	0	Aggressive Driving/Road Rage (28)	0
Passenger Distraction (12)	0	Passing Too Closely (29)	0
Passing/Lane Usage Improper (13)	1	Vehicle Vandalism (30)	0
Pedestrian's/Bicyclist's Error (14)	0	Texting (31)	0
Physical Disability (15)	0	Using On Board Navigation Device (32)	0
Prescription Medication (16)	0	Eating or Drinking (33)	0
Traffic Control Disregarded (17)	1	Listening/Using Headphones (34)	0
Turning Improperly (18)	0		
<u>Vehicle</u>	# Accidents	<u>Environment</u>	# Accidents
Acceleration Defective (41)	0	Animal's Action (61)	0
Brakes Defective (42)	0	Glare (62)	0
Headsignals Defective (43)	0	Lane Marking Improper/Inadequate (63)	0
Other Signals Defective (44)	0	Obstruction/Debris Defective/Improper (64	) 1
Oversized Vehicle (45)	0	Pavement Defective (65)	0
Steering Failure (46)	0	Pavement Slippery (66)	0
lire Failure/Inadequate (47)	11	Shoulders Improper/Non-Working (67)	0
Γow Hitch Defective (48)	0	Traffic Control Device (68)	0
Vindshield Inadequate (49)	0	View Obstructed/Limited (69)	1
Driverless/Runaway Vehicle (50)	0		
Finted Windows (51) Other Vehicular (60)	0		

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PER	PERIOD STUDIED;	••					RC		VEH			VE	ROUTE N	ROUTE NUMBER/STREET NAME:	AME:	Genesse Street PROJ. No. 10083
FROM	M 4/1/2011			#		_				_			LOCATION:		/urz Ave	
Ö	3/11/2014			VEH	SEV		_	JRF/	1 DI EATI	-		_	MUNICIPALITY:			Oneida
				IICL	_	_	_		_				REFERE	REFERENCE MARKERS / NODES:	DES:	DATE: 2/23/2015
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j E	LAIE					<u> </u>	(#5)		l (#23)	(#24)	•		FAC	FACTORS (#19-22)	TYPE	ACCIDENT DESCRIPTION
<b>6</b> 0	7/28/2011	7	12:17	2	ო	-	-	-	-	_	2	-	_		§ ŏ	V1 hit V2 while trying to make RT followed by LT.
18	5/7/2011	5	15:05	7	ო	~	-	-	5	נז	-	-	99		oth	Debris (molding) flew out of V1 and damaged V2
23	6/7/2011	9	22:35	7	က	4	-	- 2	2 4	9	00	က	4		Rang	V1 stopped and V2 was making a tum and V2 struck V1
35	1/2/2012	-	10:20	7	ю	-	-	-	-	-	4	-	20		ŏ	V1 merged into middle land and into V2
40	3/19/2012	3	13:00	2	က	-	-	<b>←</b>	4	_	က	7	7		Ē	V2 pulled out of parking lot into V1
42	4/19/2012	4	17:15	2	2	-	-	1	3	ιΩ	n	-	7 2	4	Rang	V2 hit V1 turning out of McDonalds
47	6/26/2012	6	13:10	2	က	1	-	1 1	1 5	ιΩ	-	œ	52	i	Rend	V1 Rear ended V2 at a stop light
51	10/20/2012	10	12:20	2	3	1	+	1 2	4	-	-	7	6	4	Rend	V2 hit V1 while V1 slowed to make a turn
62	7/12/2013	7	15:25	2	2	-	-	1 2	5	ιΩ	-	7	9 1	12	Rend	V2 Stopped in traffic and was rear ended by V1
71	2/12/2014	2	16:40	2	3	-	-	1	5	ß	12	-	13		ov∯	V1 changed lanes and struck V2
73	11/23/2011	11	11:50	-	3	1	-	2 3	1		7		19 4	42	Fixo	V1 brakes didn't work and crashed into the curb
74	12/9/2011	12	20:40	1	3	4	-	1 1	5		-		56		Fixo	V1 was cut off by V2 and V1 swerved and hit the median
75	12/23/2011	12	20:17	2	2	4	-	2 2	5	ო	-	20	4	7 4	Bike	V1 Struck a cyclist while leaving a parking lot
92	10/6/2012	10	12:55	2	3	+	-	2 3	23	4	3	-	7 4		Rtm	V1 was traveling straight and was struck by V2 turning onto the road
12	10/24/2012	10	19:19	2	m	4	-	1 1	5	2	3	-	7 4		Rtm	V2 was traveling straight and was struck by V1 turning onto the road
78	4/2/2013	4	7:25	~	60	2	1 4	4	8	-	12	1	20 4		Ltm	V1 went to make a left turn and cut off v2 and was struck by v2
8	8/12/2013	80	8:30	-	7	-	-	1	Ω.		1		56		Othr	V1 was cut off and on a motorcycle and swerved and fell
<b>8</b>	8/13/2013	æ	0:45	2	က	4	-	-	ιΩ	-C2	-	12		13	Ovtk	V2 change lanes without looking and collided with V1

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PER	PERIOD STUDIED:						R		VEH			VE	ROUT	OUTE NUMBER/STREET NAME:	ET NAME:	Genesse Street		PROJ. No.	10083
FROM	M 4/1/2011			#	_	_	_					HIC	LOCA	CATION:	Wurz Av	Wurz Ave Thru the Bridge Over the Mohawk River	awk River	FILE:	
ë	3/11/2014			VE	SEV	_		URF/			_	E 2	MUNIC	MUNICIPALITY:		Utica COUNTY:	Oneida	BY:	MOL
				IICL			_					AC1	REFE	REFERENCE MARKERS / NODES:	NODES:	I		DATE:	2/23/2015
	-				_	ONS	CTER	(#7)			ION (	ION (		CONTRIB.	ACC.				
o N	DATE	MONTH	T ME				(#5)		l (#23)	(#24)		(#26)	Ē	FACTORS (#19-22)	TYPE	<b>∀</b>	ACCIDENT DESCRIPTION		
82	9/27/2013	6	16:45	2	က	-	-	1	1	-	-	^	6	ļ.	Rend	V1 rear ended V2 in traffic			
88	10/26/2013	10	18:35	2	3	4	1	2 3	-	-	-	က	4		Rend	V1 Rear ended V2 when they slowed down to make a turn	/ slowed down to make a	turn	
88	3/6/2014	က	15:20	7	က	-	-	1	7	5	1	-	7		Rang	V1 was turning out of parking lot and struck by V2	lot and struck by V2		
84	6/2/2011	9	9:55	-	က	-	-	1	1		1		56		Fixo	V2 turned into V1 lane and V1 swerved and hit the curb	1 swerved and hit the curl	<b>Q</b>	
88	9/9/2011	6	17:30	7	7	-	-	1	70	0	1		4		Ped	V1 struck a pedestrian crossing the road in the median	ing the road in the median		
06	6/15/2012	9	16:15	2	6	-	-	1 1	1	-	12	1	20	5	OVÉ	V1 changed lane and struck v2	v2	i	
9	10/13/2012	10	9:25	2	3	-	-	1	3	ις.	-	7	6	4	Rend	V1 slowed down in traffic and was rear ended by V2	was rear ended by V2		
95	3/9/2013	ဗ	8:00	-	3	1	4	5	2		7	13			Fixo	V1 slid on ice and hit a snowbank	bank		
ස	3/28/2013	3	16:59	2	က	-	2	1 2	-	1	-	-	26		Rend	V1 looked for emergency vehicle behind and rear ended V2	ide behind and rear ende	M V2	
8	4/27/2013	4	10:45	2	က	-	-	1	-	-	+	7	6	4	Rend	V1 was slowing down to turn into parking lot and was rear ended by V2	into parking lot and was n	ear ended b	, V2
96	5/29/2013	ro.	8:00	7	က	-	1	2 3	က	က	2	2	13	29 10	13 Ovtk	V1 turned into the lane of V2 and struck V2	and struck V2		
86	7/23/2013	7	12:30	2	7	-	-	2 2	က	ro.	က	-	7	4	Rang	V1 pulling out of parking lot collided with V2 traveling along the road	ollided with V2 traveling a	long the roa	
100	2/18/2014	2	13:12	2	က	-	7	2 4	က	Ŋ	1	-	7	4	Rang	V1 pulling out of parking lot collided with V2 traveling along the road	ollided with V2 traveling a	long the roa	75
102	2/10/2014	2	13:00	2	က	-	1 2	2 2	7	-	2	_	7	4	Rang	V1 pulling out of parking lot collided with V2 traveling along the road	ollided with V2 traveling a	long the roa	-
113	10/27/2011	10	8:30	7	7	-	2 2	2 3	2	5	7	8	6		Rend	V1 was stopped in traffic and rear ended by V2	rear ended by V2		
173	10/7/2013	10	14:15	2	6	-	1 2	2 3	2	9		7	တ	69	Rend	V2 was turning into a parking lot and was rear ended by V1	lot and was rear ended b	y V1	

ROUTE: Genesse	Street	LOCATION	: Wurz Ave Thru	the Bridge Over the I	Mohawk River
MUNICIPALITY: Utica			_ COUNTY:	Oneida	a
PERIOD COVERED:	4/2011 to 3/2014	REFERENCE MARKERS	S:		
REMARKS:				DAT	E: <u>2/23/2015</u>
Time of Year	# Accidents	<u>Pavement</u>	# Accidents		
Winter (Dec-Feb) Spring (Mar-May) Summer (Jun-Aug) Fall (Sep-Nov) Total	6 9 9 10 34	Dry (1) Wet (2) Mud (3) Snow/Ice (4) Slush (5) Flooded (6) Unspecified (0)	22 10 0 2 0 0		
Time of Day	# Accidents	Total	34		
6 AM - 10 AM 10 AM - 4 PM 4 PM - 7 PM 7 PM - 12 AM 12 AM - 6 AM Unspecified	7 15 7 4 1	Weather  Clear (1) Cloudy (2) Rain (3)	# Accidents  18 7 6		
Total	34	Snow (4) Sleet/Hail (5) Fog/Smog/Smoke (6) Unspecified (0)	1 0 0		
Accident Severity Fatal (1)	# Accidents 0	Total	34		
Injury (2) Property Damage (3) Non-Reportable (0)	7 27 0	<u>Direction</u> North (1)	# Vehicles	<u>Direction</u>	# Vehicles
Fotal	34	East (3) South (5) West (7)	6 25 3	Northeast (2) Southeast (4) Southwest (6) Northwest (8)	1 1 2
Light Condition  Daylight (1)	# Accidents 27	Total	0	Unspecified (0)	1
Dawn (2) Dusk (3) Dark-Road Lighted (4) Dark-Road Unlighted (5)		Accident Type Rear End	# Accidents	Skidding	0
Jnspecified (0)	34	Overtake Right Angle Left Turn Right Turn Fixed Object Head On Sideswipe Overturn	6 6 2 2 4 0 0	Pedestrian Bicycle Parked Vehicle Backing Run Off The Road Animal Other Unspecified	1 0 0 0 0 0 2
		Total	34		

Vehicle Action	# Accidents	Vehicle Action	# Accidents
Going Straight Ahead (1)	31	Parked (10)	0
Making Right Turn (2)	6	Avoiding Object in Roadway (11)	0
Making Left Turn (3)	7	Changing Lanes (12)	4
Making U Tum (4)	0	Passing (13)	1
Starting from Parking (5)	0	Merging (14)	1
Starting in Traffic (6)	0	Backing (15)	0
Slowing or Stopping (7)	7	Making Right Turn on Red (16)	0
Stopped in Traffic (8)	3	Making Left Turn on Red (17)	0
Entering Parked Position (9)	0	Police Pursuit (18)	0
		Other (20)	1
Total 61			

Apparent Contributing Fac	<u>etors</u>		
<u>Human</u>	# Accidents	<u>Human</u>	# Accidents
Alcohol Involved (2) Backing Unsafely (3) Driver Inattention (4) Driver Inexperience (5) Drugs (illegal) (6) Failure to Yield Right of Way (7) Fell Asleep (8) Following Too Closely (9) Illness (10) Lost Consciousness (11)	0 0 15 1 0 10 0 6	Unsafe Speed (19) Unsafe Lane Changing (20) Fatigued/Drowsy (21) Cell Phone (handheld) (22) Cell Phone (hands-free) (23) Other Electronic Device (24) Outside Car Distraction (25) Reaction to Uninvolved Vehicle (26) Failure to Keep Right (27)	1 3 0 0 0 0 1 4
Lost Consciousness (11) Passenger Distraction (12) Passing/Lane Usage Improper (13) Pedestrian's/Bicyclist's Error (14) Physical Disability (15) Prescription Medication (16) Traffic Control Disregarded (17) Turning Improperly (18)	0 1 4 0 0 0 0 0	Aggressive Driving/Road Rage (28) Passing Too Closely (29) Vehicle Vandalism (30) Texting (31) Using On Board Navigation Device (32) Eating or Drinking (33) Listening/Using Headphones (34)	0 1 0 0 0 0
Acceleration Defective (41) Brakes Defective (42) Headsignals Defective (43) Other Signals Defective (44) Oversized Vehicle (45) Steering Failure (46) Tire Failure/Inadequate (47) Tow Hitch Defective (48) Windshield Inadequate (49) Driverless/Runaway Vehicle (50) Tinted Windows (51) Other Vehicular (60)	0 1 0 0 0 0 0 0 0	Animal's Action (61) Glare (62) Lane Marking Improper/Inadequate (63) Obstruction/Debris Defective/Improper (64) Pavement Defective (65) Pavement Slippery (66) Shoulders Improper/Non-Working (67) Traffic Control Device (68) View Obstructed/Limited (69)	0 0 0 0 0 0 0 0

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퓝	PERIOD STUDIED;	**				LIC	R			_	_			OUTE NUI	ROUTE NUMBER/STREET NAME:	NAME:	Genesee Street PROJ. No. 10083
뚠_	FROM 4/1/2011			#		3HT								LOCATION:		Moh	Mohawk Bridge thru Rt 790 Off Ramp
Ë	3/11/2014			VEH	SEV	CON		JRF.	EATI			_	ž	UNICIPALITY:	il.		Utica COUNTY: Oneida BY: JDM
				IICL		DITI				_				FERENC	REFERENCE MARKERS / NODES:	ODES:	DATE: 3/3/2015
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		MONIT	<u> </u>	11		(#4)	(#5)		()	(#23)	#23)   (#24)		400	FACTO	FACTORS (#19-22)	TYPE	ACCIDENT DESCRIPTION
104	6/11/2011	9	21:00	2	2	4	т	7	m	-		-			2 7	Ped	Intoxicated ped walked out in road and was struck
7	106 6/14/2011	9	16:44	2	က	-	-	-	-	ις.	10	7 8	4	4 19		Rend	V2 Stopped in traffic and was rear ended by V1
107	7 6/28/2011	9	8:10	7	ო	-	-	-	2	2	2	8		20 4		重	V2 slowed down to make a turn and was struck by V1
109	9/7/2011	6	16:50	2	ဗ	-	ო	2	60	ro Ti	r.	1 3	65	4		률	V2 slowed down to make a turn and was struck by V1
115	5 12/2/2011	12	17:10	2	2	4	-	2	က	-		-	_		=	Ped	Pedestrian went to cross the road and was struck by V1
116	6 1/17/2012	-	7:20	1	3	1	2	4	2	2		-	Ñ	26 66		Fixo	Vehicle 1 was cutoff and swerved into the curb
117	7 2/9/2012	2	15:30	3	3	1	2	1	-	-	-	1	6	4		ᄩ	Vehicle 1 was making a left turn and was rear ended causing another rear end
119	9 8/31/2012	8	11:55	2	2	1	-	1	-	7	5	1	4	1 2		Bike	V1 was turning out of parking lot and stuck a cyclist
120	:0 1/18/2013	-	11:38	3 2	3	-	-	1	1	5	5	1 8	2	4		Rend	V2 stopped and V1 rear endded V2
121	1 2/4/2013	2	11:14	2	2	1	-	4	4	-	-	2 1	19	9 20		Fixo	V1 slid on ice hit a pole then hit V2
122	2 2/11/2013	2	15:15	5 2	ო	T	2	2	-	-	-	+	6	4		Rend	V1 was rear endded by V2
123	3 2/11/2013	2	15:15	5 4	3	-	2	2	+	1	+	1 7	6	4		트	V1 stopped behind car making left turn then V4 hit V3, V3 hit V2, V2 hit V1
126	6 6/26/2013	9	13:30	3	2	1	3	7	-	-	-	_	6	4		Rend	V1 rear ended V2 which rear ended V3
127	7 7/3/2013	7	9:49	2	က	-	-	-	2	7	5 6	6 3	7			重	V1 was making a left turn out of parking lot and was stuck by V2
128	8 7/9/2013	7	3:27	2	7	4	2	-	-	က		1	7	4		Ped	Pedestrian crossed the road and was struck by V1
131	1 8/9/2013	80	17:05	က	7	-	က	-	7	1	1 1	œ _	6			Rend	V2 struck V2 that was stopped in traffic
133	3 9/18/2013	6	15:30	2	က	-	6	-	-	-	1	<b>∞</b>	4	19		Rend	V2 stopped short due to an accident in front and was rear ended by V1
134	4 9/18/2013	6	15:30	7	ო	~	ო	-	_	-	1 7	80	69	9 62		Rend	V2 was stopped and rear ended by V1

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PER	PERIOD STUDIED:					LK	RC			_				ROUTE NUMBER/STREET NAME:	NAME	Genesee Street		PROJ. No. 10083	10083
FRON	FROM 4/1/2011			Ħ		HT			_				=	LOCATION:	Moh	Mohawk Bridge thru Rt 790 Off Ramp		FILE:	
ë	3/11/2014			VEH	SEV	CON		JRF.						MUNICIPALITY:		Utica COUNTY:	Oneida	BY:	MOL
				IICL	ERJ'	DIT								REFERENCE MARKERS / NODES:	NODES:			DATE:	3/3/2015
;					TY	IONS	CTER	_	R (#7)				TION .	CONTRIB.	ACC.				
S	DATE	MONTH	TIME	ш		(#4)	(#5)			N (#23)	V (#24)	(#25)	(#26)	FACTORS (#19-22)	TYPE	ACCIDENT	ACCIDENT DESCRIPTION		
136	10/18/2013	10	17:09	9 3	က	-	6	-	-	-	-	-	7	69	Rend	Rend V1 rear ended V2 which then rear ended V3	Jed V3		
139	12/5/2013	12	17:28	8 2	က	4	-	2	7	ro	ro	-	-	4 6	Rend	Rend V1 was distracted by a police vehicle and rear ended V2	and rear ended V.	2	
141	2/6/2014	2	6:00	2	ო	4	-	2	7	n	r.	m	-	7 64	Rang	V1 was pulling out of the parking lot and was struck by V2	nd was struck by	72	
145	8/3/2011	8	17:10	0 2	ო	-	2	2	m	-	-	-	7	9 4	Rend	V2 was slowing down due to traffic and was rear ended by V1	id was rear ended	by V1	
																			-

ROUTE: Genesee S	Street	LOCATIO	N: Mohawk Brid	lge thru Rt 790 Off Ra	amp
MUNICIPALITY: Utica			COUNTY:_	Oneida	
PERIOD COVERED:	4/2011 to 3/2014	REFERENCE MARKERS	S:		
REMARKS:				<b>DAT</b>	E: <u>3/3/2015</u>
Time of Year	# Accidents	Pavement	# Accidents		
Winter (Dec-Feb) Spring (Mar-May) Summer (Jun-Aug) Fall (Sep-Nov) Total	9 0 9 4	Dry (1) Wet (2) Mud (3) Snow/Ice (4) Slush (5) Flooded (6) Unspecified (0)	12 8 0 2 0 0 0		
Time of Day	# Accidents	Total	22		
6 AM - 10 AM 10 AM - 4 PM 4 PM - 7 PM 7 PM - 12 AM 12 AM - 6 AM Unspecified	9 7 1 1 0	Weather  Clear (1) Cloudy (2) Rain (3) Snow (4) Sleet/Hail (5)	# Accidents  11 6 4 1 0		
Accident Severity Fatal (1)	# Accidents	Fog/Smog/Smoke (6) Unspecified (0) Total	0 0		
Injury (2) Property Damage (3) Non-Reportable (0) Total	7 15 0	Direction  North (1) East (3)	# Vehicles	Direction  Northeast (2)	# Vehicles
Light Condition Daylight (1)	# Accidents	South (5) West (7) Total	2 14 2 40	Southeast (4) Southwest (6) Northwest (8) Unspecified (0)	0 0 0
Dawn (2) Dusk (3) Dark-Road Lighted (4) Dark-Road Unlighted (5) Jnspecified (0)	0 0 5	Accident Type  Rear End Overtake Right Angle Left Turn Right Turn Fixed Object Head On Sideswipe Overturn  Total	# Accidents  10 0 1 5 0 2 0 0 0 2 2 2 2 2 2	Skidding Pedestrian Bicycle Parked Vehicle Backing Run Off The Road Animal Other Unspecified	0 3 1 0 0 0 0

Vehicle Action	# Accidents	Vehicle Action	# Accidents
Going Straight Ahead (1) Making Right Turn (2)	22	Parked (10) Avoiding Object in Roadway (11)	0
Making Left Turn (3)	3	Changing Lanes (12)	0
Making U Tum (4)	0	Passing (13)	0
Starting from Parking (5)	0	Merging (14)	0
Starting in Traffic (6)	1	Backing (15)	0
Slowing or Stopping (7)	6	Making Right Turn on Red (16)	0
Stopped in Traffic (8)	6	Making Left Turn on Red (17)	0
Entering Parked Position (9)	0	Police Pursuit (18)	0
		Other (20)	0
Total <u>39</u>			
Apparent Contributing Fac	tors		
Human	# Accidents	<u>Human</u>	# Accidents
Alcohol involved (2)	1	Unsafe Speed (19)	3
Backing Unsafely (3)	0	Unsafe Lane Changing (20)	2
Driver Inattention (4)	13	Fatigued/Drowsy (21)	0
Driver Inexperience (5)	1	Cell Phone (handheld) (22)	0
Drugs (illegal) (6)		Cell Phone (hands-free) (23)	0
Failure to Yield Right of Way (7) Fell Asleep (8)	5	Other Electronic Device (24)	0
Following Too Closely (9)		Outside Car Distraction (25)	0
Illness (10)	0	Reaction to Uninvolved Vehicle (26) Failure to Keep Right (27)	1
Lost Consciousness (11)	1	Aggressive Driving/Road Rage (28)	0
Passenger Distraction (12)	0	Passing Too Closely (29)	0
Passing/Lane Usage Improper (13)		Vehicle Vandalism (30)	
Pedestrian's/Bicyclist's Error (14)	0	Texting (31)	0
Physical Disability (15)	0	Using On Board Navigation Device (32)	0
Prescription Medication (16)	0	Eating or Drinking (33)	0
Traffic Control Disregarded (17)	0	Listening/Using Headphones (34)	0
Turning Improperly (18)	0	3 3 1 3 3 4 4 7	
/ehicle	# Accidents	Environment	# Accidents

# Accidents	<u>Environment</u>	# Accidents
0	Animal's Action (61)	0
0	Glare (62)	1
0	Lane Marking Improper/Inadequate (63)	0
0	,	1
0	Pavement Defective (65)	0
0	Pavement Slippery (66)	1
0		0
0		0
0	• • •	2
0	. (,	
0		
	# Accidents  0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	O Animal's Action (61) O Glare (62) O Lane Marking Improper/Inadequate (63) O Obstruction/Debris Defective/Improper (64)

Other Vehicular (60)

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PER	PERIOD STUDIED:						RO				_		<u>ک</u> VF	OUTE NUMBER/STREET NAME:	AME:	Genesse Street PROJ. No. 10083	
FRO	FROM 4/1/2011			#						_	_			LOCATION:	æ	Route 790 Off Ramp Intersection	
ë	3/11/2014			VEH	SEVI			JRF/				_		MUNICIPALITY:		Utica COUNTY: Oneida BY: JDM	
				IICL	ERI		_							REFERENCE MARKERS / NODES:	DES:	DATE: 2/23/2015	7.
					ΓΥ	IONS	TER		(#7)			TON	ION (	CONTRIB.	ACC.		
Ö Z	DAIE	MONIH	¥ E				(#5)		(m=0)	(#23)	#23) I (#24)		#2¢1	FACTORS (#19-22)	TYPE	ACCIDENT DESCRIPTION	
118	8/19/2012	8	15:25	2	2	-	-	-	-	4-	2	8	<del>-</del>	7 4	Rang	V1 was turning onto main road and was struck by v2	
138	11/25/2013	11	11:30	2	3	1	-	2	2	-	2	6	-	7	Ltm	V1 was making a left turn from thruway ramp and was struck by V2	T
150	5/19/2011	ည	16:30	2	3	1	-	-	-	-	75	8	-	4 4	Ltm	V1 was making a left turn from thruway ramp and was struck by V2	T
158	1/15/2012	1	15:33	2	က	-	-		-	60	4	9	2	4	Rend	V1 creeped forward at a stop sign and then stopped and was rear ended by V2	72
165	5/30/2013	5	18:05	2	က	-	4	-	-	10	2	2 7	_	4	Rend	V1 was stopped at the sign and was rear ended by V2	
166	6/6/2013	9	10:10	2	က	-	-	-	-	63	6	9	7	4	Rend	V2 was stopped at the sign and was rear ended by V1	T
168	7/17/2013	7	3:03	1	3	4	2	-	2	ဖ		2		19	Othr	V1 was making a turn onto the on ramp too fast and crashed into the concrete	ete t
175	12/11/2013	12	7:30	2	3	-	-	-	-	8	3	7 7	7	6	Rang	V2 was entering the Genessee street from the off ramp and was struck by V1	75
																	-

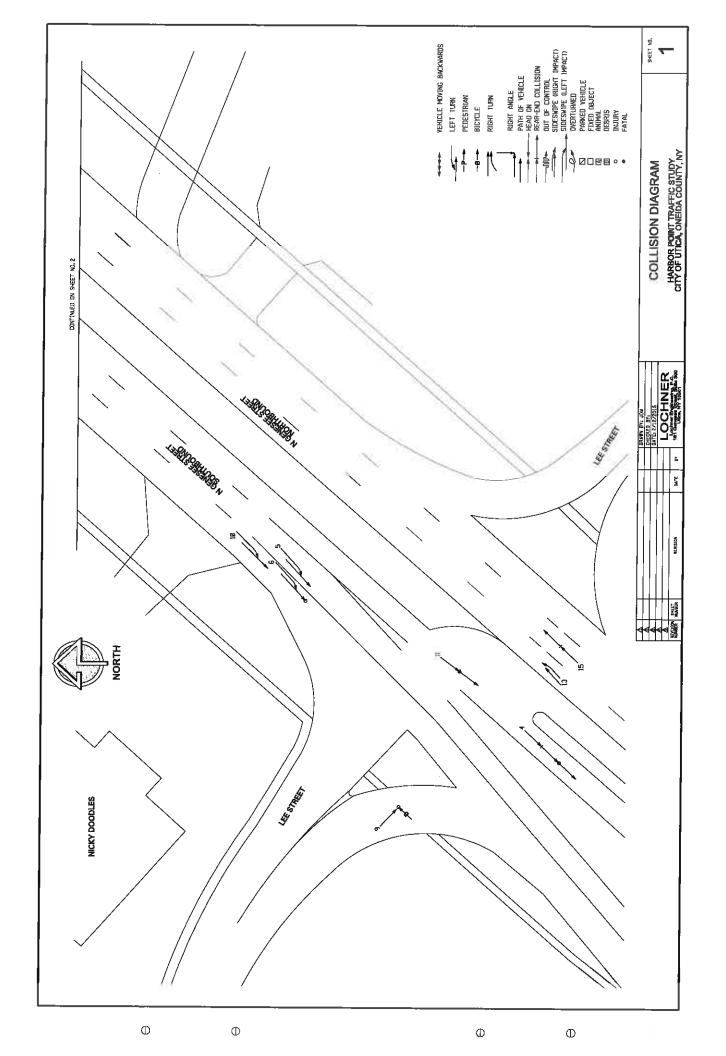
ROUTE: Genesse S	treet	LOCATION	: Route	e 790 Off Ramp Inters	ection
MUNICIPALITY: Utica			_ COUNTY:_	Oneida	
PERIOD COVERED:	4/2011 to 3/2014	REFERENCE MARKERS	·		
REMARKS:	<u> </u>				E: <u>2/23/201</u> 5
Time of Year	# Accidents	Pavement	# Accidents		
Winter (Dec-Feb) Spring (Mar-May) Summer (Jun-Aug) Fall (Sep-Nov)	2 2 3 1	Dry (1) Wet (2) Mud (3) Snow/Ice (4) Slush (5) Flooded (6) Unspecified (0)	7 1 0 0 0 0 0		
Time of Day	# Accidents	Total	8		
6 AM - 10 AM 10 AM - 4 PM 4 PM - 7 PM 7 PM - 12 AM 12 AM - 6 AM Unspecified	1 4 2 0 1 0	Weather Clear (1) Cloudy (2) Rain (3) Snow (4)	# Accidents  6 2 0 0		
Total  Accident Severity	# Accidents	Sleet/Hail (5) Fog/Smog/Smoke (6) Unspecified (0)	0 0		
Fatal (1) Injury (2) Property Damage (3) Non-Reportable (0)	0 1 7 0	<u>Direction</u>	# Vehicles	Direction	# Vehicles
Total	8	North (1) East (3) South (5)	3 5 5	Northeast (2) Southeast (4) Southwest (6)	
Daylight (1)	# Accidents 7	West (7) Total	15	Northwest (8) Unspecified (0)	0
Dawn (2) Dusk (3) Dark-Road Lighted (4) Dark-Road Unlighted (5) Jnspecified (0)	0 0 1 0 0	Accident Type  Rear End Overtake Right Angle Left Turn Right Turn Fixed Object Head On Sideswipe Overturn  Total	# Accidents  3 0 2 2 0 0 0 0 0 8	Skidding Pedestrian Bicycle Parked Vehicle Backing Run Off The Road Animal Other Unspecified	0 0 0 0 0 0 0

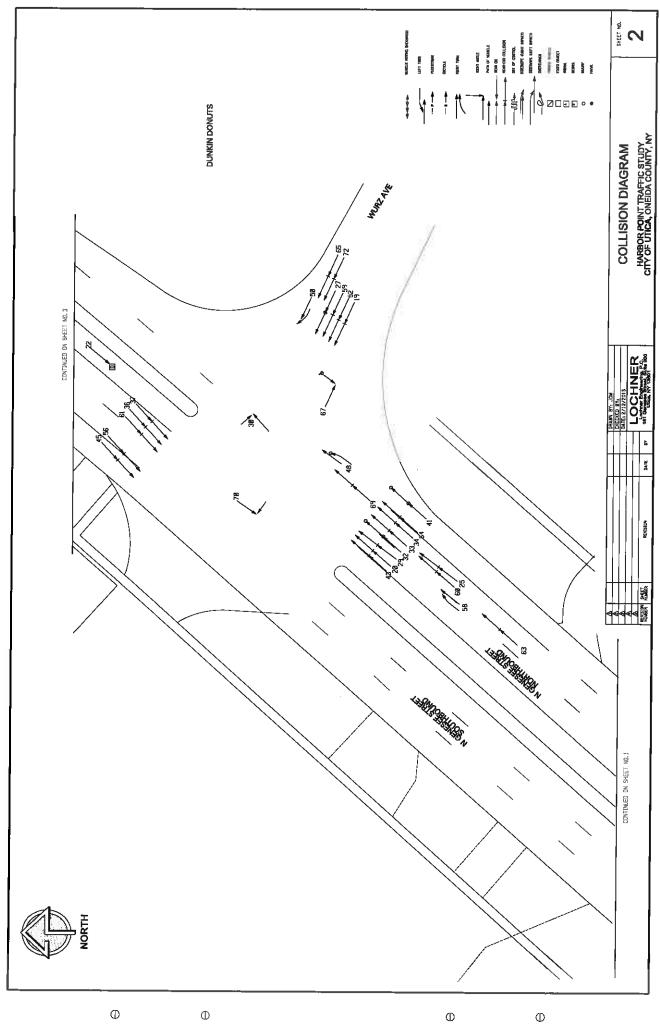
Going Straight Ahead (1)   3				
Making Right Tum (2)         1         Avoiding Object in Roadway (11)         0           Making Left Tum (3)         3         Changing Lanes (12)         0           Making U Tum (4)         0         Passing (13)         0           Starting in Traffic (6)         1         Backing (15)         0           Slowing or Stopping (7)         0         Making Right Tum on Red (16)         0           Stopped in Traffic (8)         0         Making Left Tum on Red (17)         0           Entering Parked Position (9)         0         Waking Left Tum on Red (17)         0           Fell also         0         Waking Left Tum on Red (17)         0           Other (20)         0         Unsafe Speed (19)         0           Other (20)         0         Unsafe Speed (19)         0           Other (20)         0         Unsafe Speed (19)         0           Dacking Unsafety (3)         0         Unsafe Speed (19)         0           Driver Inattention (4)         3         Fatigued/Drowsy (21)         0           Driver Inexperience (5)         0         Cell Phone (handheld) (22)         0           Driver Inexperience (5)         0         Cell Phone (handheld) (22)         0           Drugs (llegal) (6)	Vehicle Action	# Accidents	Vehicle Action	# Accidents
Making Right Turn (2)         1         Avoiding Object in Roadway (11)         0           Making Left Turn (3)         3         Avoiding Chares (12)         0           Making Left Turn (4)         0         Passing (13)         0           Starting from Parking (5)         0         Merging (14)         0           Starting in Traffic (6)         1         Backing (15)         0           Slowing or Stopping (7)         0         Making Right Turn on Red (16)         0           Stopped in Traffic (8)         0         Making Left Turn on Red (17)         0           Entering Parked Position (9)         0         Making Left Turn on Red (17)         0           Dice Pursuit (18)         0         0         0           Total         8         0         0           Apparent Contributing Factors         4         4         0           Human         # Accidents         Human         # Accidents           Alcohol Involved (2)         0         Unsafe Speed (19)         0           Backing Unsafety (3)         0         Unsafe Speed (19)         0           Driver Inattention (4)         3         Fail gued/Drowsy (21)         0           Driver Inexperience (5)         0         Cell Phone (h	Going Straight Ahead (1)	3	Parked (10)	0
Making Left Turn (3)         3         Changing Lanes (12)         0           Making U Turn (4)         0         Passing (13)         0           Starting from Parking (5)         0         Merging (14)         0           Starting in Traffic (6)         1         Backing (15)         0           Stopped in Traffic (8)         0         Making Right Turn on Red (16)         0           Stopped in Traffic (8)         0         Making Left Turn on Red (17)         0           Entering Parked Position (9)         0         Police Pursuit (18)         0           Other (20)         0         Unsafe Pursuit (18)         0           Other (20)         0         Unsafe Speed (19)         0           Alcohol Involved (2)         0         Unsafe Speed (19)         0           Driver Instruction (4)         3         Fatigued/Drowsy (21)         0           Driver Inexperience (5)         0         Cell Phone (handheld) (22)         0           Driver Inexperience (5)         0         Cell Phone (hands-free) (23)         0           Prill asleep (8)         0         Cell Phone (hands-free) (23)         0           Pailure to Yleid Right of Way (7)         3         Other Electronic Device (24)         0	Making Right Turn (2)	1		0
Starting from Parking (5)	Making Left Turn (3)	3		0
Starting in Traffic (6)	• • • • • • • • • • • • • • • • • • • •	0	Passing (13)	0
Slowing or Stopping (7) 0 Making Right Turn on Red (16) 0 Stopped in Traffic (8) 0 Making Left Turn on Red (17) 0 On Traffic (8) 0 On Other (20) 0 O	Starting from Parking (5)	0	Merging (14)	0
Stopped in Traffic (8)	• • • • • • • • • • • • • • • • • • • •	1	Backing (15)	0
Police Pursuit (18)	Slowing or Stopping (7)	0	Making Right Turn on Red (16)	0
Apparent Contributing Factors	• • •	0	Making Left Turn on Red (17)	0
Apparent Contributing Factors	Entering Parked Position (9)	0	Police Pursuit (18)	0
Human		_	Other (20)	0
Human	Total 8			
Alcohol Involved (2) 0 Unsafe Speed (19) 0 Backing Unsafely (3) 0 Unsafe Lane Changing (20) 0 Driver Inattention (4) 3 Fatigued/Drowsy (21) 0 Driver Inexperience (5) 0 Cell Phone (handheld) (22) 0 Drugs (illegal) (6) 0 Cell Phone (hands-free) (23) 0 Failure to Yield Right of Way (7) 3 Other Electronic Device (24) 0 Fell Asleep (8) 0 Outside Car Distraction (25) 0 Following Too Closely (9) 0 Reaction to Uninvolved Vehicle (26) 0 Illness (10) 0 Failure to Keep Right (27) 0 Lost Consciousness (11) 0 Aggressive Driving/Road Rage (28) 0 Passenger Distraction (12) 0 Passing Too Closely (29) 0 Passing/Lane Usage Improper (13) 0 Vehicle Vandalism (30) 0 Pedestrian's/Bicyclist's Error (14) 0 Texting (31) Using On Board Navigation Device (32) 0 Prescription Medication (16) 0 Eating or Drinking (33) 0 Traffic Control Disregarded (17) 0 Listening/Using Headphones (34) 0  Vehicle #Accidents  Acceleration Defective (41) 0 Animal's Action (61) 0 Brakes Defective (42) 0 Glare (62) 0	Apparent Contributing Fact	tors		
Backing Unsafely (3)   0	<u>Human</u>	# Accidents	<u>Human</u>	# Accidents
Backing Unsafely (3)	Alcohol Involved (2)	0	Unsafe Speed (19)	0
Driver Inattention (4)  Driver Inexperience (5)  Drugs (illegal) (6)  Drugs (illegal) (6)  Failure to Yield Right of Way (7)  Fell Asleep (8)  Following Too Closely (9)  Illness (10)  Lost Consciousness (11)  Passenger Distraction (12)  Passing/Lane Usage Improper (13)  Pedestrian's/Bicyclist's Error (14)  Physical Disability (15)  Prescription Medication (16)  Traffic Control Disregarded (17)  Turning Improperly (18)  Patilided (18)  Fatigued/Drowsy (21)  Cell Phone (handheld) (22)  O  Cell Phone (handheld) (22)  O  Cell Phone (handheld) (22)  O  Cell Phone (handheld) (22)  O  Cell Phone (handheld) (22)  O  Cell Phone (handheld) (22)  O  O  Cell Phone (handheld) (22)  O  O  Cell Phone (handheld) (22)  O  O  Cell Phone (handheld) (22)  O  O  Cell Phone (handheld) (22)  O  O  Cell Phone (handheld) (22)  O  O  Cell Phone (handheld) (22)  O  O  Cell Phone (handheld) (22)  O  Cell Phone (handheld) (26)  O  O  Cell Phone (handheld) (26)  O  O  Cell Phone (handheld) (26)  O  O  Cell Phone (handheld) (26)  O  O  Cell Phone (handheld) (26)  O  O  Cell Phone (handheld) (26)  O  O  Cell Phone (handheld) (26)  O  O  Cell Phone (hands-free) (24)  O  O  Cell Phone (hands-free) (24)  O  O  Cell Phone (belief (26)  O  O  Cell Phone (hands-free) (24)  O  O  Cell Phone (hands-free) (24)  O  O  Cell Phone (hands-free) (24)  O  O	Backing Unsafely (3)	0		
Drugs (illegal) (6) 0 Cell Phone (hands-free) (23) 0 Failure to Yield Right of Way (7) 3 Other Electronic Device (24) 0 Fell Asleep (8) 0 Outside Car Distraction (25) 0 Following Too Closely (9) 0 Reaction to Uninvolved Vehicle (26) 0 Illness (10) 0 Failure to Keep Right (27) 0 Lost Consciousness (11) 0 Aggressive Driving/Road Rage (28) 0 Passenger Distraction (12) 0 Passing Too Closely (29) 0 Passing/Lane Usage Improper (13) 0 Vehicle Vandalism (30) 0 Pedestrian's/Bicyclist's Error (14) 0 Texting (31) 0 Physical Disability (15) 0 Using On Board Navigation Device (32) 0 Prescription Medication (16) 0 Eating or Drinking (33) 0 Traffic Control Disregarded (17) 0 Listening/Using Headphones (34) 0  Vehicle #Accidents  Acceleration Defective (41) 0 Animal's Action (61) 0 Brakes Defective (42) 0 Glare (62) 0	Driver Inattention (4)	3	, ,	0
Failure to Yield Right of Way (7)  Fell Asleep (8)  Outside Car Distraction (25)  Following Too Closely (9)  Illness (10)  Lost Consciousness (11)  Passenger Distraction (12)  Passing/Lane Usage Improper (13)  Pedestrian's/Bicyclist's Error (14)  Physical Disability (15)  Prescription Medication (16)  Traffic Control Disregarded (17)  Turning Improperly (18)  Other Electronic Device (24)  Reaction to Uninvolved Vehicle (26)  Reaction to Vehicle Vehicle (26)  Reaction to Vehicle Vehicle (26)  Reaction to Vehicle (28)  Reacti	Driver Inexperience (5)	0	Cell Phone (handheld) (22)	0
Fell Asleep (8) 0 Outside Car Distraction (25) 0 Following Too Closely (9) 0 Reaction to Uninvolved Vehicle (26) 0 Illness (10) 0 Failure to Keep Right (27) 0 Lost Consciousness (11) 0 Aggressive Driving/Road Rage (28) 0 Passenger Distraction (12) 0 Passing Too Closely (29) 0 Passing/Lane Usage Improper (13) 0 Vehicle Vandalism (30) 0 Pedestrian's/Bicyclist's Error (14) 0 Texting (31) 0 Physical Disability (15) 0 Using On Board Navigation Device (32) 0 Prescription Medication (16) 0 Eating or Drinking (33) 0 Traffic Control Disregarded (17) 0 Listening/Using Headphones (34) 0 Turning Improperly (18) 0 Animal's Action (61) 0 Brakes Defective (41) 0 Glare (62) 0	_ , _ , , ,	0	Cell Phone (hands-free) (23)	0
Following Too Closely (9)  Illness (10)  Lost Consciousness (11)  Passenger Distraction (12)  Passing/Lane Usage Improper (13)  Physical Disability (15)  Prescription Medication (16)  Traffic Control Disregarded (17)  Turning Improperly (18)  Passing Too Closely (29)  O Passing Too Closely (29)  O Vehicle Vandalism (30)  Texting (31)  Using On Board Navigation Device (32)  Disability (15)  Eating or Drinking (33)  Usitening/Using Headphones (34)  Finding Improperly (18)  Prescription Defective (41)  Acceleration Defective (41)  O Animal's Action (61)  Glare (62)  O O O O O O O O O O O O O O O O O O O	Failure to Yield Right of Way (7)	3	Other Electronic Device (24)	0
Illness (10)  Lost Consciousness (11)  Passenger Distraction (12)  Passing/Lane Usage Improper (13)  Pedestrian's/Bicyclist's Error (14)  Physical Disability (15)  Prescription Medication (16)  Traffic Control Disregarded (17)  Turning Improperly (18)  Passing Too Closely (29)  Vehicle Vandalism (30)  Texting (31)  Using On Board Navigation Device (32)  Eating or Drinking (33)  Using On Board Navigation Device (32)  Listening/Using Headphones (34)  Vehicle  # Accidents  Environment  # Accidents  Acceleration Defective (41)  Brakes Defective (42)  O  Glare (62)  O  O  O  O  Aggressive Driving/Road Rage (28)  O  Animal's Action (61)  Glare (62)		0	Outside Car Distraction (25)	0
Lost Consciousness (11)  Passenger Distraction (12)  Passing/Lane Usage Improper (13)  Pedestrian's/Bicyclist's Error (14)  Physical Disability (15)  Prescription Medication (16)  Traffic Control Disregarded (17)  Turning Improperly (18)  O  Aggressive Driving/Road Rage (28)  Passing Too Closely (29)  Vehicle Vandalism (30)  Texting (31)  Using On Board Navigation Device (32)  Eating or Drinking (33)  Listening/Using Headphones (34)  Vehicle  # Accidents  Acceleration Defective (41)  Brakes Defective (42)  O  Animal's Action (61)  Glare (62)  O	_ ,,		Reaction to Uninvolved Vehicle (26)	0
Passenger Distraction (12) 0 Passing Too Closely (29) 0 Passing/Lane Usage Improper (13) 0 Vehicle Vandalism (30) 0 Pedestrian's/Bicyclist's Error (14) 0 Texting (31) 0 Physical Disability (15) 0 Using On Board Navigation Device (32) 0 Prescription Medication (16) 0 Eating or Drinking (33) 0 Traffic Control Disregarded (17) 0 Listening/Using Headphones (34) 0 Turning Improperly (18) 0  Vehicle #Accidents Environment #Accidents  Acceleration Defective (41) 0 Animal's Action (61) 0 Brakes Defective (42) 0 Glare (62) 0	, ,			0
Passing/Lane Usage Improper (13) 0 Vehicle Vandalism (30) 0 Pedestrian's/Bicyclist's Error (14) 0 Texting (31) 0 Physical Disability (15) 0 Using On Board Navigation Device (32) 0 Prescription Medication (16) 0 Eating or Drinking (33) 0 Traffic Control Disregarded (17) 0 Listening/Using Headphones (34) 0 Turning Improperly (18) 0  Vehicle #Accidents Environment #Accidents  Acceleration Defective (41) 0 Animal's Action (61) 0 Brakes Defective (42) 0 Glare (62) 0	· ·		Aggressive Driving/Road Rage (28)	0
Pedestrian's/Bicyclist's Error (14) 0 Texting (31) 0 Physical Disability (15) 0 Using On Board Navigation Device (32) 0 Prescription Medication (16) 0 Eating or Drinking (33) 0 Traffic Control Disregarded (17) 0 Listening/Using Headphones (34) 0  Turning Improperly (18) 0 Environment #Accidents  Acceleration Defective (41) 0 Animal's Action (61) 0 Brakes Defective (42) 0 Glare (62) 0	_ ,			0
Physical Disability (15) 0 Using On Board Navigation Device (32) 0 Prescription Medication (16) 0 Eating or Drinking (33) 0 Traffic Control Disregarded (17) 0 Listening/Using Headphones (34) 0  Turning Improperly (18) 0  Vehicle #Accidents Environment #Accidents  Acceleration Defective (41) 0 Animal's Action (61) 0 Brakes Defective (42) 0 Glare (62) 0			• • •	0
Prescription Medication (16) 0 Eating or Drinking (33) 0 Traffic Control Disregarded (17) 0 Listening/Using Headphones (34) 0  Vehicle #Accidents Environment #Accidents  Acceleration Defective (41) 0 Animal's Action (61) 0 Brakes Defective (42) 0 Glare (62) 0				
Traffic Control Disregarded (17) 0 Listening/Using Headphones (34) 0  Vehicle #Accidents Environment #Accidents  Acceleration Defective (41) 0 Animal's Action (61) 0  Brakes Defective (42) 0 Glare (62) 0				
Turning Improperly (18) 0  Vehicle #Accidents Environment #Accidents  Acceleration Defective (41) 0 Animal's Action (61) 0  Brakes Defective (42) 0 Glare (62) 0				
Acceleration Defective (41)         0         Animal's Action (61)         0           Brakes Defective (42)         0         Glare (62)         0			Listening/Using Headphones (34)	0
Brakes Defective (42) 0 Glare (62) 0	<u>Vehicle</u>	# Accidents	Environment	# Accidents
Brakes Defective (42) 0 Glare (62) 0	Acceleration Defective (41)	0	Animal's Action (61)	n
	• •		, , ,	
	Headsignals Defective (43)	0	Lane Marking Improper/Inadequate (63)	

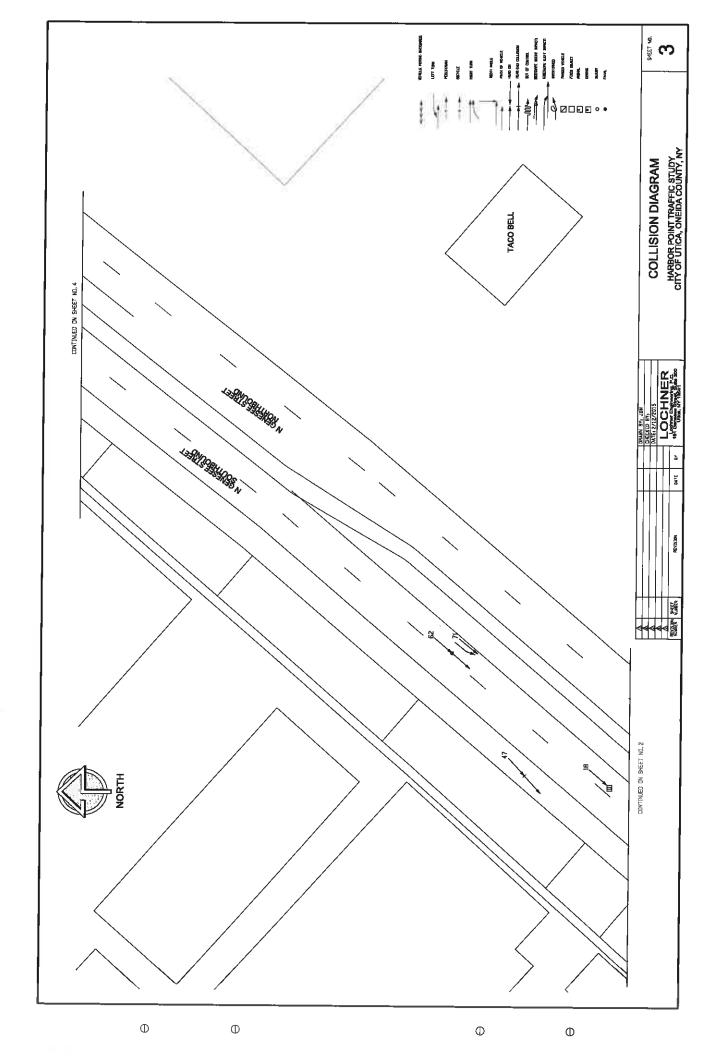
# Accidents	Fualcument	# Accidents
0	Animal's Action (61)	0
0	Glare (62)	0
0	Lane Marking Improper/Inadequate (63)	0
0	Obstruction/Debris Defective/Improper (64)	0
0	Pavement Defective (65)	0
0	Pavement Slippery (66)	0
0	Shoulders Improper/Non-Working (67)	0
0	Traffic Control Device (68)	
0	View Obstructed/Limited (69)	0
0		
0		
0		
	0 0 0 0 0 0 0 0 0	Animal's Action (61)  Glare (62)  Lane Marking Improper/Inadequate (63)  Obstruction/Debris Defective/Improper (64)  Pavement Defective (65)  Pavement Slippery (66)  Shoulders Improper/Non-Working (67)  Traffic Control Device (68)

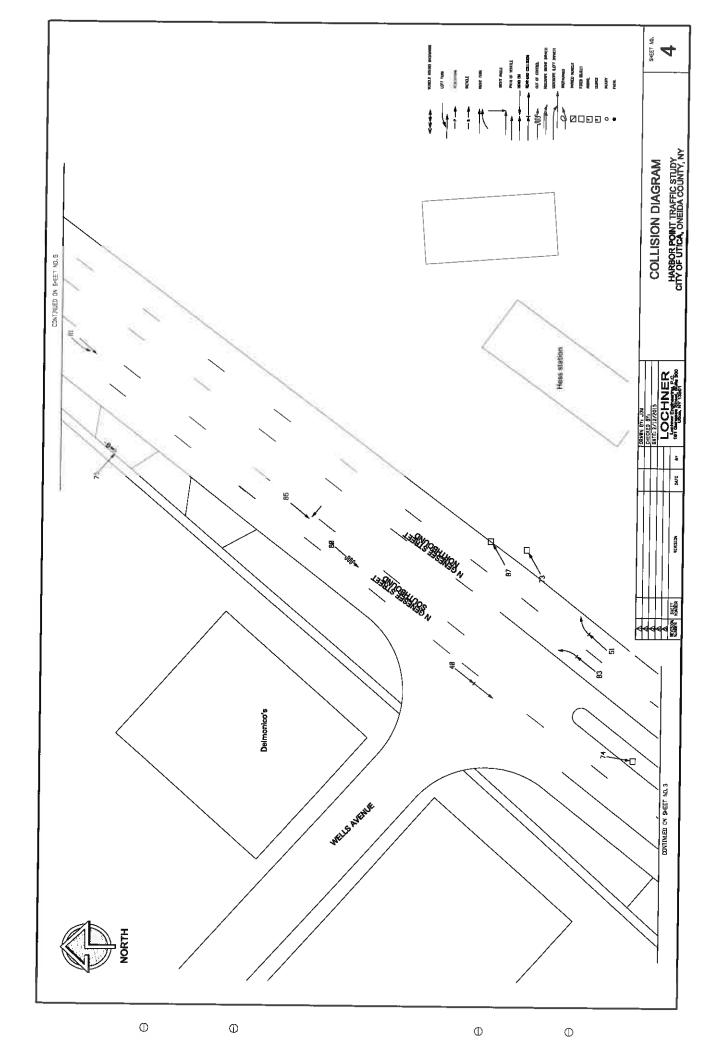
### Appendix B

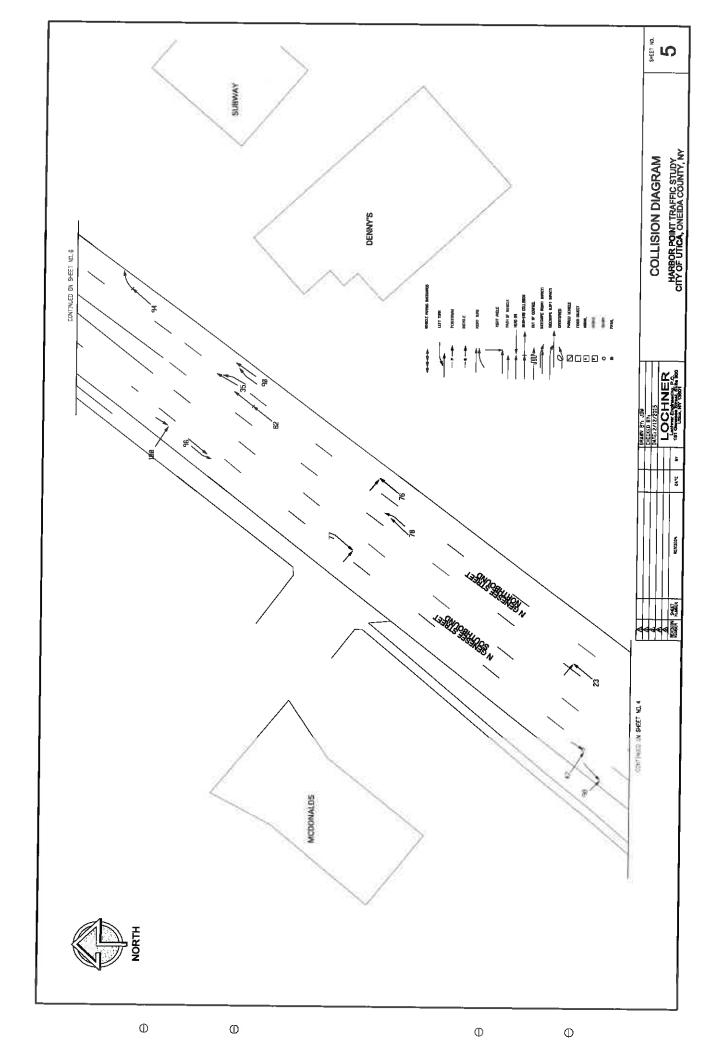
**Collision Diagrams** 

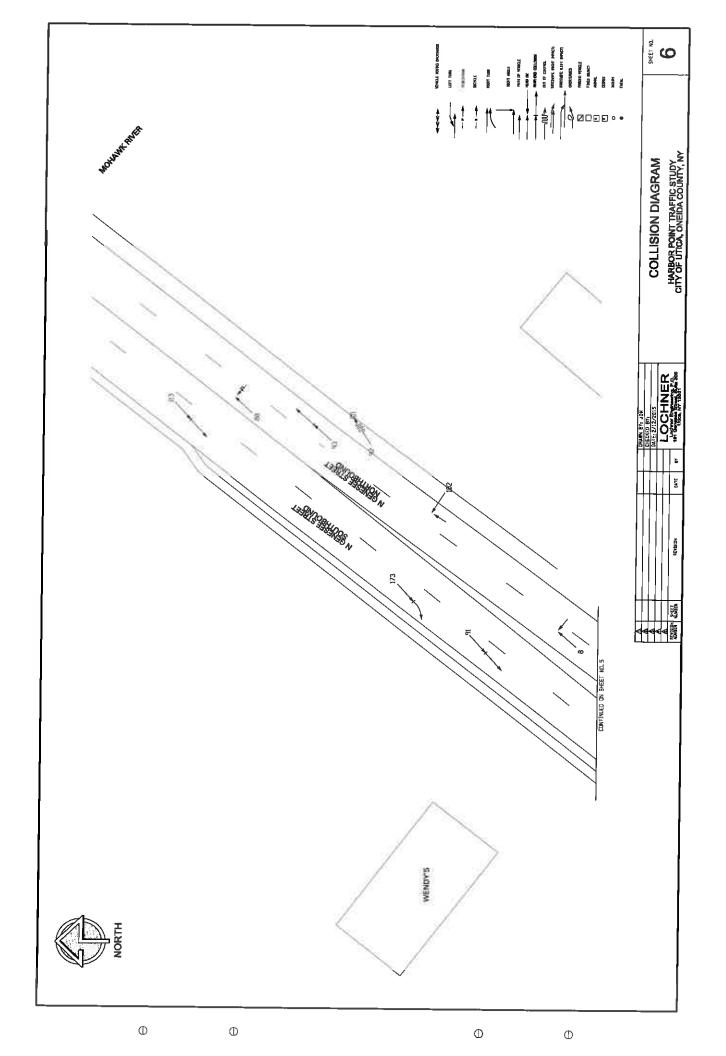


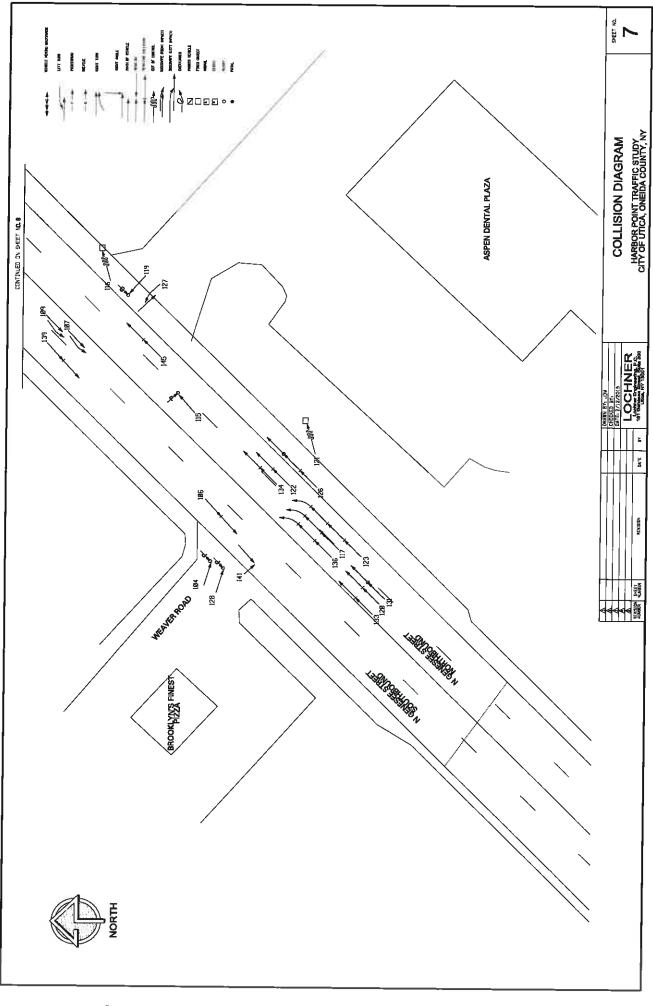










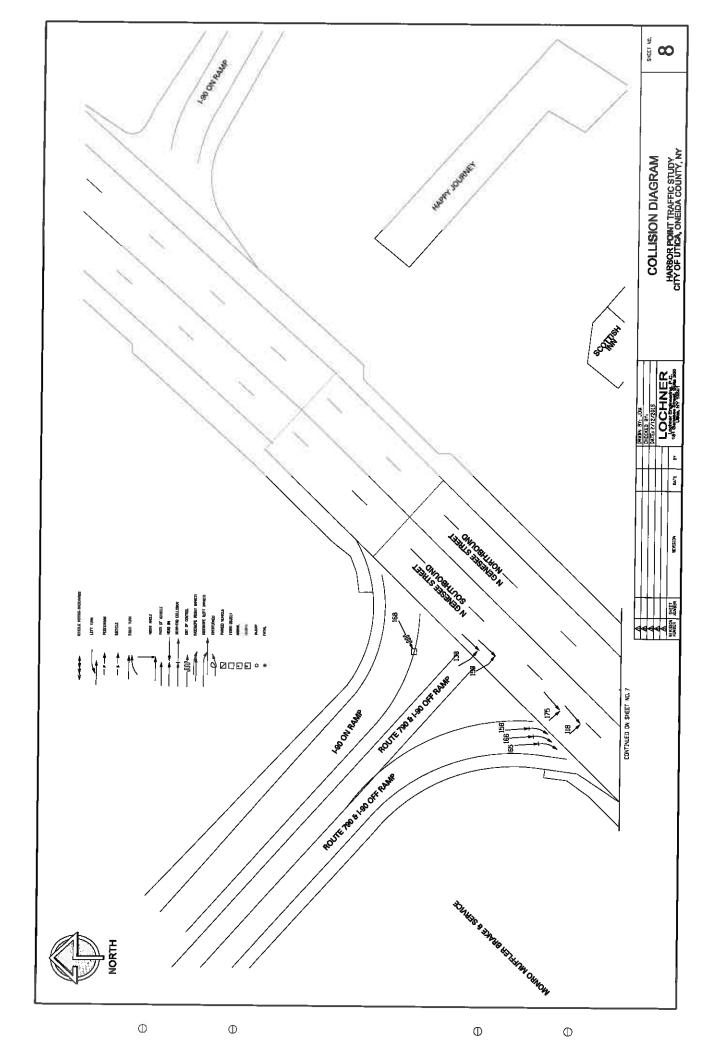


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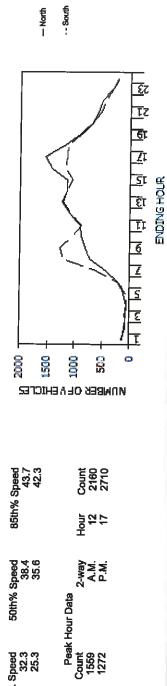


### **Appendix C**

**Speed Average Report** 

### New York State Department of Transportation Speed Count Average Weekday Report

										N Deed		Average	Weekd	speed Count Average Weekday Report							_	Date: 11/30/20	/30/20
Station: Route #: From: To: Direction:	921C	260928 1C Ro ENTRA 7901 IS North	260928 Road nar ENTRANCE & 7901 IS OVER North	28 Road name: Genesee St RANCE & EXIT DOT FAC IS OVER	enesee FDOT F	260928 : Road name: Genesee St ENTRANCE & EXIT DOT FACILITY 7901 IS OVER North	<b>&gt;</b>			Start date: End date: County: Town: Speed limit:	ate: ste: /: limit:	Wed 10, Wed 11/Oneida UTICA 35	Wed 10/20/2010 16:00 Wed 11/03/2010 08:45 Oneida UTICA 35	) 16:00 ) 08:45			Count Function Factor Batch Count	Count duration: Functional class: Factor group: Batch ID: Count taken by:	%	Ø <del>-</del>	329 hours 14 30 DOT-SJW Org: TST	329 hours 14 30 DOT-SJWR2ww44 Org: TST Init. AEC	4 N
Counts have been summarized into NYSDOT El standard bins	peen e	summ	arized i	nto NYS	SDOT E	il stande	ard bins	Spee	Speeds, mph								Proces	Processed by:		0	Org: DOT	r Init: SJW	Α̈́
				25.1-	30.1-	35.1	40.1	45.1-	50.1	1.55	1.09	1 29	70 12	75.1.	200	9							
_	Hour 20	20.0	25.0	30.0	35.0	40.0	45.0	20.0	22.0	0.09	65.0	70.0	75.0	95.0			% EXC 55.0	% D.09	% Exc 65.0 A	Avg 50t	50th% 85	. %use	Total
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., `	3:00	<b>.</b>	0 0	٥,	œ ·	<u>ب</u>	22	100	2	0	0	0	0	٥	13.3	2.7	0.0	0.0		24.5	2.05	4 2	<b>4</b> 1
- 4		u É	<b>5</b> c	- •	41-4	* :	<b>e</b> :	us ș	61	0	0	0	o	0	11.9	3.4	0.0	0.0	0.0		•	3 4	2 8
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Cum. Percent 10.3%	ent 10.3%	ŧ.				64.6%	92.6%	88.8%	99.8% 1	100.0%				100.0%									
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Avg. Speed 32.3 25.3

North South

Direction North South

### New York State Department of Transportation Speed Count Average Weekday Report

End defect         Wed 11/03/2010 08:45         Functional class: Functional class: Town: Annual class: Count taken by: Annual class: Count taken by: Annual class: Count taken by: Annual class: Count taken by: Annual class: Count taken by: Annual class of taken b	End deficit: Wed 11/03/2010 08:45 Resident class: Count taken by: Count taken	End date: Wed 11/03/2010 08:45  County: Oneida  Oneida	End date: Wed 11/03/2010 08:45  Functional class: 14  Town: Oneida  Town: UTCA  Speed limit: 35  LiON#:: 35  LiON#:: 35  St. 60.1 66.1 70.1 75.1 %Etc.	End date: Wed 14/03/2010 08:45 Functional class:  County:  UNM: UNM: UNM: UNM: UNM: UNM: UNM: UN	End date: Wed 11/03/2010 08-45  County: Oneida  Town: Speed limit: 35  Sheed limit: 36  She
66.1-         66.1-         70.1-         75.1-         % Exc.	661- 60.1- 66.1- 70.1- 75.1- % Exc. %	66.1- 60.1- 66.1- 70.1- 75.1- % Exc.	65.1. 60.1. 66.1. 70.1. 75.1. % Eac	66.1 - 60.1 - 66.1 - 70.1 - 75.1 - % Eac %	66.1 60.1 66.1 70.1 75.1 % Exc. % Exc
65.1         60.1         65.1         70.1         75.1         % Exc         % Ex	66.0.1         66.1.  66.1.  70.1.  75.1.  % Exc  % E	65.1.         60.1.         66.1.         70.1.         75.1.         % Exc.	Fig. 1.   Fig. 1.   Fig. 2.   Fig. 3.   Fig.	65.1 - 60.1 - 65.1 - 70.1 - 75.1 - %Epc %Epc %Epc %Epc %Epc %Epc %Epc %Epc	65.1   60.1   65.1   70.1   75.1   75.2   85.0
		0.00   0.00	000   050   700   750   950   450   950	98.0 86.0 70.0 70.0 76.0 96.0 46.0 90.0 90.0 90.0 90.0 90.0 40.0 90.0 90	98.0 BEG 70.1 75.0 BGG 45.0 BGG 70.0 BGG 70.0 R5.0 Avg 80hW, 88hW, 88hW, 90hW,
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2         0         0         0         6.8         1.1         0.2         0.0         0.0         25.5         35.9         42.6           2         0         0         0         0         6.7         0.9         0.2         0.0         0.0         25.5         35.9         42.3           4         0         0         0         0         0         0         24.4         36.4         42.3         42.3           2         1         0         0         0         0         0         0.0         24.4         36.4         42.3           2         1         0         0         0         0         0         0.0         24.4         36.4         42.3           4         0	2 0 0 0 0 0 0 58 1.1 0.2 0.0 0.0 25.5 35.9 42.6 2 0 0 0 0 0 0 5.8 1.1 0.2 0.0 0.0 25.5 35.9 42.6 2 0 0 0 0 0 0 5.8 1.0 0.2 0.0 0.0 25.5 35.9 42.6 2 1 0 0 0 0 0 7.4 1.4 0.3 0.0 0.0 26.8 36.8 42.3 2 1 0 0 0 0 0 7.4 1.4 0.3 0.0 0.0 26.8 36.8 42.1 2 0 0 0 0 0 0 5.4 1.3 0.3 0.0 0.0 26.8 36.8 42.1 2 0 0 0 0 0 0 6.3 1.1 0.3 0.0 0.0 26.8 36.8 42.1 2 0 0 0 0 0 6.3 1.1 0.2 0.0 0.0 26.8 36.8 42.1 1 0 0 0 0 0 0 5.5 1.1 0.2 0.0 0.0 26.8 36.9 42.1 1 0 0 0 0 0 0 5.5 1.1 0.2 0.0 0.0 26.8 36.9 42.1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 0 0 0 0 0 0 58 1.1 02 0.0 0.0 25.5 35.9 42.6 2 0 0 0 0 0 0 5.7 0.9 0.2 0.0 0.0 25.5 35.9 42.6 2 0 0 0 0 0 0 5.7 0.9 0.2 0.0 0.0 24.4 36.4 42.3 2 0 0 0 0 0 0 5.4 0.9 0.0 2.6 3 35.9 42.6 3 0 0 0 0 0 0 5.4 0.9 0.1 0.0 25.8 35.9 42.4 3 0 0 0 0 0 0 5.4 0.9 0.1 0.0 25.8 35.9 42.4 2 0 0 0 0 0 0 5.4 0.9 0.1 0.0 25.8 35.9 42.4 2 0 0 0 0 0 0 5.4 0.9 0.1 0.0 25.8 35.9 42.4 2 0 0 0 0 0 0 5.4 0.9 0.1 0.0 25.8 35.9 42.4 2 0 0 0 0 0 0 5.4 0.9 0.1 0.0 25.8 35.9 42.4 2 0 0 0 0 0 0 5.5 0.1 0.0 0.0 25.8 35.9 42.4 2 0 0 0 0 0 0 0 5.5 0.1 0.0 0.0 25.8 35.9 42.4 2 0 0 0 0 0 0 0 0 5.5 0.1 0.0 0.0 25.8 35.9 42.4 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0.0 25.8 35.0 42.1 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0.0 25.8 35.0 42.1 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0.0 25.8 35.7 42.1 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 0 0 0 0 0 58 1.1 0.2 0.0 0 0 24.4 36.4 42.3 2 0 0 0 0 0 24.4 36.4 42.3 2 0 0 0 0 0 0 0 24.4 36.4 42.3 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 0 0 0 0 0 64 11 02 00 00 255 359 426 2 0 0 0 0 0 0 657 09 02 00 00 244 364 423 2 0 0 0 0 0 0 0 74 14 02 00 00 248 365 426 3 1 0 0 0 0 0 74 14 03 00 00 248 365 426 3 0 0 0 0 0 0 74 14 03 00 00 258 368 421 2 0 0 0 0 0 0 0 0 64 09 01 00 258 368 421 2 0 0 0 0 0 0 0 0 654 09 01 00 258 368 421 2 0 0 0 0 0 0 0 0 55 11 02 00 00 258 369 426 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 0 0 0 0 0 0 5.9 1;1 0.2 0.0 0.0 244 364 423 426 426 42 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
2         0         0         67         0.9         0.2         0.0         0.0         24,4         36,4         42,3           4         0         0         0         6,8         10         0.2         0.0         0.0         24,6         36,7         42,8           4         0         0         0         0         0         7,4         1,4         0.3         0.0         0.0         24,6         36,7         42,6           4         0         0         0         0         0         0         24,6         36,7         42,6           4         0         0         0         0         0         0         0         26,8         36,2         42,1           3         0	2 0 0 0 0 0 0 67 0.9 0.0 0.0 24,4 36,4 42.3 2 10 0 0 0 0 0 58 10 0.2 0.0 24,6 36,7 42.6 4 0 0 0 0 74 14 0.3 0.0 0.0 24,8 36,7 42.6 5 10 0 0 0 74 14 0.3 0.0 0.0 25,8 36,8 43.1 5 0 0 0 0 0 0 74 14 0.3 0.0 0.0 25,8 36,8 43.1 5 0 0 0 0 0 0 54 0.3 0.0 0.0 25,8 36,8 43.1 5 0 0 0 0 0 0 54 0.0 0.0 25,8 36,8 42.2 5 0 0 0 0 0 0 55 1.1 0.2 0.0 0.0 25,8 36,9 42.7 5 0 0 0 0 0 0 0 55 1.1 0.2 0.0 0.0 25,8 36,9 42.7 5 0 0 0 0 0 0 0 3,1 0.6 0.0 0.0 25,8 36,0 42.5 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 0 0 0 0 0 57 0.9 02 00 0.0 24, 35,4 42.3 2 1 0 0 0 0 0 58 1,0 0.2 0.0 0.0 24,8 35,7 42.6 4 0 0 0 0 0 7,4 1,4 0.3 0.0 0.0 25,8 35,5 42.6 1 0 0 0 0 7,4 1,4 0.3 0.0 0.0 25,8 35,8 43,1 2 1 0 0 0 0 0 5,4 1,3 0.3 0.0 0.0 25,8 35,8 42,4 2 0 0 0 0 0 5,4 1,1 0.2 0.0 0.0 25,8 35,8 42,4 1 0 0 0 0 0 5,5 1,1 0.2 0.0 0.0 25,8 35,9 42,4 1 0 0 0 0 0 5,5 1,1 0.2 0.0 0.0 25,8 35,0 41,4 1 0 0 0 0 0 5,5 1,1 0.2 0.0 0.0 25,8 35,0 41,4 1 0 0 0 0 0 5,5 1,1 0.2 0.0 0.0 25,8 35,0 41,4 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 0 0 0 0 6.7 0.8 0.2 0.0 0.0 244 36.4 42.3 2 0 0 0 0 0 6.8 1.0 0.2 0.0 0.0 24.8 36.7 42.8 2 1 0 0 0 0 7.4 11.4 0.3 0.0 0.0 26.8 36.5 43.1 2 1 0 0 0 0 7.4 11.4 0.3 0.0 0.0 26.8 36.8 43.1 2 0 0 0 0 0 7.4 11.1 0.3 0.0 0.0 26.8 36.8 42.4 2 0 0 0 0 0 6.3 11.1 0.3 0.0 0.0 26.8 36.0 42.5 2 0 0 0 0 0 6.3 11.1 0.2 0.0 0.0 26.8 36.0 42.5 2 0 0 0 0 0 3.1 0.0 0.0 26.8 36.0 42.1 1 0 0 0 0 0 4.8 0.7 0.0 0.0 26.8 36.0 41.4 2 0 0 0 0 0 4.8 0.7 0.0 0.0 26.8 36.0 42.0 0 0 0 0 0 6.5 0.0 0.0 0.0 26.8 36.0 42.0 0 0 0 0 0 6.5 0.0 0.0 0.0 26.8 36.0 42.0 0 0 0 0 0 6.5 0.0 0.0 0.0 26.8 36.0 42.0 0 0 0 0 0 0 6.5 0.0 0.0 26.8 36.0 42.0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 0 0 0 0 6.7 0.8 0.2 0.0 0.0 24,4 36,4 42.3 4 0 0 0 0 0 6.8 1,0 0.2 0.0 0.0 24,6 36,7 42.8 4 0 0 0 0 0 7,4 1,4 0.3 0.0 0.0 26,8 36,7 42.8 5 1 0 0 0 0 7,4 1,4 0.3 0.0 0.0 26,8 36,5 43.1 5 0 0 0 0 0 7,4 1,1 0.3 0.0 0.0 26,8 36,9 42.4 5 0 0 0 0 0 6,3 1,1 0.3 0.0 0.0 26,8 36,9 42.4 5 0 0 0 0 0 6,3 1,1 0.3 0.0 0.0 26,8 36,9 42.4 5 0 0 0 0 0 0 5,5 1,1 0.2 0.0 0.0 26,8 36,0 42.4 5 0 0 0 0 0 0 3,5 0.0 0.0 0.0 26,8 36,7 42.1 6 0 0 0 0 0 0 6,3 1 0.6 0.1 0.0 0.0 26,8 36,7 42.1 7 0 0 0 0 0 0 6,3 1 0.6 0.1 0.0 0.0 26,8 36,7 42.1 7 0 0 0 0 0 0 6,3 1 0.0 0.0 0.0 26,8 36,7 42.0 7 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 0 0 0 0 0 5.7 0.8 0.2 0.0 0.0 244 364 423 4 0 0 0 0 0 0 5.8 110 0.2 0.0 0.0 24.8 36.7 428 4 1 0 0 0 0 0 7.4 114 0.3 0.0 0.0 25.8 36.8 421 2 1 0 0 0 0 0 7.4 114 0.3 0.0 0.0 25.8 36.8 421 2 0 0 0 0 0 0 5.4 0.9 0.1 0.0 25.8 36.9 424 2 0 0 0 0 0 0 5.4 0.9 0.1 0.0 25.8 36.9 424 2 0 0 0 0 0 0 5.4 0.9 0.0 0.0 25.8 36.9 424 1 0 0 0 0 0 0 5.4 0.9 0.0 0.0 25.8 36.9 424 1 0 0 0 0 0 0 0 5.5 0.0 0.0 0.0 25.8 36.9 424 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
4         0         0         0         68         10         0.2         0.0         246         35.7         42.6           2         1         0         0         7.4         1.4         0.3         0.0         26.8         36.7         42.6           1         0         0         0         7.4         1.4         0.3         0.0         0.0         25.8         36.5         43.1           2         1         0         0         0         0         0         26.8         36.9         42.6         43.1           2         0         0         0         0         0         0         0.0         26.8         36.9         42.4           2         0	2 1 0 0 0 0 0 74 14 0.3 0.0 0.0 246 35.7 42.6 2 1 1 0 0 0 0 74 14 0.3 0.0 0.0 25.8 36.5 43.1 2 1 0 0 0 0 74 14 0.3 0.0 0.0 25.8 36.5 43.1 2 1 0 0 0 0 0 54 0.3 0.0 0.0 25.8 36.8 43.1 2 0 0 0 0 0 6.3 1.1 0.3 0.0 0.0 25.8 35.8 43.2 2 0 0 0 0 0 55 1.1 0.2 0.0 0.0 25.8 35.8 42.7 2 0 0 0 0 0 55 1.1 0.2 0.0 0.0 25.8 35.8 42.7 2 0 0 0 0 0 0 3.5 0.8 0.0 0.0 25.8 35.0 42.5 2 0 0 0 0 0 0 0 0 4.8 0.7 0.0 0.0 25.8 35.0 42.1 2 0 0 0 0 0 0 6.3 0.0 0.0 0.0 25.8 35.0 42.1 2 0 0 0 0 0 0 6.3 0.0 0.0 0.0 25.8 35.0 42.1 2 0 0 0 0 0 0 0 6.3 0.0 0.0 0.0 25.3 35.4 42.0 2 0 0 0 0 0 0 0 6.3 0.0 0.0 0.0 25.3 34.8 42.0 2 0 0 0 0 0 0 0 0 0 0 0.0 25.3 34.8 42.0 2 0 0 0 0 0 0 0 0 0 0 0 0.0 25.3 34.8 42.0 2 0 0 0 0 0 0 0 0 0 0 0 0.0 25.3 34.8 42.0 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 1 0 0 0 0 58 10 02 0.0 246 35.7 42.6 2 1 1 0 0 0 0 7.4 14.4 0.3 0.0 0.0 24.6 35.7 42.6 2 1 1 0 0 0 0 7.4 14.4 0.3 0.0 0.0 25.8 36.5 43.1 2 1 0 0 0 0 0 5.4 1.3 0.3 0.0 0.0 25.8 36.2 43.2 2 0 0 0 0 0 6.3 1.1 0.2 0.0 0.0 25.8 35.8 43.1 2 0 0 0 0 0 5.5 1.1 0.2 0.0 0.0 25.8 35.8 42.1 2 0 0 0 0 0 5.5 1.1 0.2 0.0 0.0 25.8 36.0 42.5 2 0 0 0 0 0 5.5 1.1 0.2 0.0 0.0 25.8 36.0 42.1 2 0 0 0 0 0 0 5.5 1.1 0.2 0.0 0.0 25.8 36.0 42.1 2 0 0 0 0 0 0 5.5 1.1 0.2 0.0 0.0 25.8 36.0 42.1 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2	2 0 0 0 0 74 14 03 00 00 24.8 357 42.8 2 1 0 0 0 0 74 14 03 00 00 25.8 35.8 43.1 3 0 0 0 0 0 74 11 03 00 00 25.8 35.8 43.1 2 0 0 0 0 0 74 11 03 00 00 25.8 35.8 43.2 2 0 0 0 0 0 54 0.8 0.1 0.0 25.8 35.8 42.4 2 0 0 0 0 0 55 1.1 0.2 0.0 0.0 25.8 35.0 42.5 2 0 0 0 0 0 55 1.1 0.2 0.0 0.0 25.8 35.0 42.5 2 0 0 0 0 0 3.1 0.2 0.0 0.0 25.8 35.0 42.1 1 0 0 0 0 0 4.8 0.7 0.0 0.0 25.8 35.7 41.4 28 1 0 0 0 0 4.8 0.7 0.0 0.0 25.3 35.6 42.1 10 0 0 0 0 4.8 0.7 0.0 0.0 25.3 35.6 42.3 1100.0 5.5 1.0 0.2 0.0 0.0 25.3 35.6 42.3 1100.0 5.5 1.0 0.0 0.0 25.3 35.6 42.3 11400.0 5.5 1.0 0.0 0.0 0.0 25.3 35.6 42.3 11400.0 5.5 1.0 0.0 0.0 0.0 25.3 35.6 42.3 11400.0 5.5 1.0 0.0 0.0 0.0 25.3 35.6 42.3 11400.0 5.5 1.0 0.0 0.0 0.0 25.3 35.6 42.3 11400.0 5.5 1.0 0.0 0.0 0.0 25.3 35.6 42.3 11400.0 5.5 1.0 0.0 0.0 0.0 25.3 35.6 42.3 11400.0 5.5 1.0 0.0 0.0 0.0 25.3 35.6 42.3 11400.0 5.5 1.0 0.0 0.0 0.0 25.3 35.6 42.3 11400.0 5.5 1.0 0.0 0.0 0.0 25.3 35.6 42.3 11400.0 5.5 1.0 0.0 0.0 0.0 0.0 25.3 35.6 42.3 11400.0 5.5 1.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	2 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
2 1 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0	2 1 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	2 1 0 0 0 0 7 7 1 1 0 0 0 0 25.8 36.8 43.1  2 0 0 0 0 0 6.4 1.3 0.3 0.0 0.0 25.8 36.8 43.1  2 0 0 0 0 0 6.4 1.1 0.3 0.0 0.0 25.8 36.8 42.4  2 0 0 0 0 0 6.3 1.1 0.2 0.0 0.0 25.8 36.8 42.4  1 0 0 0 0 0 5.5 1.1 0.2 0.0 0.0 25.8 36.8 42.4  1 0 0 0 0 0 0 0 5.5 1.1 0.2 0.0 0.0 25.8 36.9 42.5  2 0 0 0 0 0 0 0 0 0 25.8 36.9 42.7  1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 1 0 0 0 0 7 7 11 0 0 0 0 25.8 36.8 43.1 3 0 0 0 0 0 0 6.4 0.9 0.1 0.0 25.8 36.8 43.1 2 0 0 0 0 0 6.4 0.9 0.1 0.0 25.8 36.8 42.4 3 0 0 0 0 0 6.3 1.1 0.3 0.0 0.0 25.8 35.8 42.4 2 0 0 0 0 0 0 5.5 1.1 0.2 0.0 0.0 25.8 36.9 42.4 1 0 0 0 0 0 0 3.5 0.8 0.1 0.0 0.0 25.1 35.1 47.1 1 0 0 0 0 0 0 0 8.8 0.7 0.0 0.0 25.8 35.7 41.4 28 1 0 0 0 0 0 0 6.3 0.9 0.0 25.3 35.6 42.0 100.0%	2 1 0 0 0 7.9 1.3 0.3 0.0 0.0 25.8 36.5 43.1 1 0.3 0.0 0.0 25.8 36.5 43.1 1 0.3 0.0 0.0 25.8 36.5 43.2 2 0 0 0 0 0 5.4 0.9 0.1 0.0 0.0 25.8 36.9 42.4 2.2 2 0 0 0 0 0 5.4 0.9 0.1 0.0 0.0 25.8 35.9 42.4 2.2 2 0 0 0 0 0 0 5.5 1.1 0.2 0.0 0.0 25.8 35.9 42.4 2.2 2 0 0 0 0 0 0 3.5 0.8 0.2 0.0 0.0 25.8 35.9 42.4 42.0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 1 0 0 0 7.9 1.3 0.3 0.0 0.0 25.8 38.5 43.1 2 2 0 0 0 0 0 5.4 0.2 0.0 0.0 25.8 38.5 43.1 2 2 0 0 0 0 0 0 5.4 0.3 0.0 0.0 25.8 38.5 43.2 2 0 0 0 0 0 0 5.4 0.3 0.0 0.0 25.8 38.5 42.4 22.0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
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3         0         0         6.3         1.1         0.3         0.0         0.0         26.4         42.7           2         0         0         0         6.5         1.1         0.2         0.0         0.0         26.8         36.2         42.7           1         0         0         0         0         3.5         1.1         0.2         0.0         0.0         26.8         36.0         42.5           1         0          0         0         0         3.1         0.6         0.1         0.0         0.0         26.5         36.7         41.1           1         0         0         0         0         0         0         0.0         0.0         26.8         36.7         41.4           0         0         0         0         0         4.8         0.7         0.0         0.0         26.8         36.7         42.1           2         0         0         0         0         4.8         0.7         0.0         0.0         26.3         34.7         41.4           2         0         0         0         0         4.8         0.5         0.0         0.0	3 0 0 0 0 6.3 1.1 0.3 0.0 0.0 26.0 36.2 42.7 2 0 0 0 0 0 55 1.1 0.2 0.0 0.0 56 36.0 42.5 2 0 0 0 0 0 35 0.8 0.0 0.0 55 1.1 0.2 0.0 0.0 56 36.0 42.5 1 0 0 0 0 31 0.6 0.0 0.0 5.6 0.1 0.0 0.0 5.6 36.0 41.4 1 0 0 0 0 0 4.8 0.7 0.0 0.0 5.6 37 41.4 28 1 0 0 0 0 6.3 0.9 0.0 0.0 5.6 3.4 5.4 42.0 0.28, 0.09, 0.09, 0.09, 0.09, 100.09,	3 0 0 0 0 6.3 1.1 0.3 0.0 0.0 26.0 36.2 42.7 2 0 0 0 0 0 6.5 1.1 0.2 0.0 0.0 26.8 36.0 42.5 2 0 0 0 0 0 3.5 0.8 0.2 0.0 0.0 25.8 36.0 42.5 1 0 0 0 0 0 3.1 0.2 0.0 0.0 25.8 36.1 41.1 1 0 0 0 0 0 0 4.8 0.7 0.0 0.0 25.8 36.7 42.1 28 1 0 0 0 0 0 4.8 0.7 0.0 0.0 25.8 36.7 42.1 29 0 0 0 0 0 4.8 0.7 0.0 0.0 25.3 34.8 42.0 20 0 0 0 0 6.3 0.9 0.0 0.0 25.3 34.8 42.0 20 0 0 0 0 5.5 1.0 0.2 0.0 25.3 34.8 42.0 20 0 0 0 0 5.5 1.0 0.2 0.0 25.3 34.8 42.0 21 00.0% 100.0% 100.0% 20 0 0 0 5.5 1.0 0.2 0.0 25.3 35.6 42.3 11 285th% Speed	3 0 0 0 0 6.3 1.1 0.3 0.0 0.0 26.0 36.2 42.7 2 0 0 0 0 0 6.5 1.1 0.2 0.0 0.0 26.8 36.0 42.5 2 0 0 0 0 0 3.5 0.8 0.2 0.0 0.0 25.8 36.7 47.1 1 0 0 0 0 0 0 3.1 0.2 0.0 0.0 25.8 36.7 47.1 1 0 0 0 0 0 0 4.8 0.7 0.0 0.0 25.8 35.7 47.1 28 1 0 0 0 0 0 4.8 0.7 0.0 0.0 25.3 35.6 42.0 0 0 0 0 0 6.3 0.8 0.0 0.0 25.3 34.6 42.0 0 0 0 0 0 6.5 1.0 0.0 0.0 25.3 35.6 42.3 11  28 1 0 0 0 0 6.5 1.0 0.2 0.0 25.3 35.6 42.3 11  100.0	3 0 0 0 0 6.3 1.1 0.3 0.0 0.0 26.0 36.2 42.7 2 0 0 0 0 0 6.5 1.1 0.2 0.0 0.0 26.8 36.0 42.5 2 0 0 0 0 0 3.5 0.8 0.2 0.0 0.0 25.8 36.0 42.5 1 0 0 0 0 0 3.1 0.2 0.0 0.0 25.8 36.7 41.1 1 0 0 0 0 0 0 4.8 0.7 0.0 0.0 25.8 36.7 41.1 28 1 0 0 0 0 0 4.8 0.7 0.0 0.0 25.3 35.6 42.0 10.0% 10.	3 0 0 0 0 6.3 1.1 0.3 0.0 0.0 26.0 36.2 42.7 2 0 0 0 0 0 6.3 1.1 0.2 0.0 0.0 26.0 36.2 42.7 2 0 0 0 0 0 0 5.5 1.1 0.2 0.0 0.0 25.8 36.0 42.5 1 0 0 0 0 0 3.1 0.6 0.1 0.0 0.0 25.8 36.0 41.4 1 0 0 0 0 0 0 0 0 0 5.6 0.7 0.0 0.0 0.0 25.8 36.0 41.4 28 1 0 0 0 0 0 0 6.3 0.9 0.0 0.0 25.3 35.6 42.0 100.0% 100.0% 100.0% 100.0% 1 0 0 0 0 5.5 1.0 0.2 0.0 0.0 25.3 35.6 42.3 11.0 285th% Speed 43.7 42.3  HRAFIC FLOW BY DIRECTION Solour Count Solour Count
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D         0         0         0         4.8         0.7         0.0         0.0         0.0         5.4         4.20           0         0         0         0         6.3         0.9         0.0         0.0         0.0         25.5         34.6         42.0           28         1         0         0         0         4.8         0.5         0.0         0.0         25.2         34.7         41.4           28         1         0         0         0         4.8         0.5         0.0         0.0         25.2         34.7         41.4           0.2%         0.0%         0.0%         0.0%         0.0%         0.0%         42.5         16           100.0% <td< td=""><td>26 0 0 0 0 4.8 0.7 0.0 0.0 0.0 25.4 35.4 42.0 0.0 0.0 0.0 0.0 25.4 35.4 42.0 0.0 0.0 0.0 0.0 25.4 35.4 42.0 0.0 0.0 0.0 0.0 25.5 34.6 42.0 0.0 0.0 0.0 0.0 25.5 34.6 42.0 0.0 0.0 0.0 0.0 25.2 34.7 41.4 42.0 0.0 0.0 0.0 0.0 25.2 34.7 41.4 42.0 0.0 0.0 0.0 0.0 25.3 35.6 42.3 16.00.0 0.0 0.0 0.0 25.3 35.6 42.3 16.00.0 0.0 0.0 0.0 0.0 25.3 35.6 42.3 16.00.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0</td><td>28 1 0 0 0 0 4.8 0.7 0.0 0.0 0.0 25.4 35.4 42.0 0.0 0.0 0.0 0.0 25.4 35.4 42.0 0.0 0.0 0.0 0.0 25.5 34.6 42.0 0.0 0.0 0.0 0.0 25.5 34.6 42.0 0.0 0.0 0.0 0.0 25.2 34.7 41.4 100.0% 100.0</td><td>28 1 0 0 0 0 4.8 0.7 0.0 0.0 25.4 35.4 42.0 0 0 0 0 0 0 0 25.4 35.4 42.0 0 0 0 0 0 0 0 25.5 34.6 42.0 0 0 0 0 0 0 0 25.5 34.6 42.0 0 0 0 0 0 0 0 0 25.3 34.6 42.0 0 0 0 0 0 0 0 0 0 0 25.3 34.6 42.0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</td><td>28 1 0 0 0 0 4.8 0.7 0.0 0.0 25.4 35.4 42.0 0.0 0.0 0.0 25.3 34.6 42.0 0.0 0.0 0.0 25.3 34.6 42.0 0.0 0.0 0.0 25.3 34.6 42.0 0.0 0.0 0.0 25.3 34.6 42.0 0.0 0.0 0.0 25.3 34.6 42.0 0.0 0.0 0.0 25.3 34.6 42.0 0.0 0.0 0.0 25.3 34.6 42.0 0.0 0.0 0.0 25.3 34.6 42.3 160.0 0.0 0.0 0.0 0.0 25.3 35.6 42.3 160.0 0.0 0.0 0.0 0.0 25.3 35.6 42.3 160.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0</td><td>28 1 0 0 0 0 48 0.7 0.0 0.0 0.0 25.4 35.4 42.0 0.0 0.0 0.0 0.0 25.5 34.6 42.0 0.0 0.0 0.0 0.0 25.5 34.6 42.0 0.0 0.0 0.0 0.0 25.5 34.6 42.0 0.0 0.0 0.0 0.0 25.5 34.6 42.0 0.0 0.0 0.0 0.0 25.3 35.6 42.3 16 00.0% 1</td></td<>	26 0 0 0 0 4.8 0.7 0.0 0.0 0.0 25.4 35.4 42.0 0.0 0.0 0.0 0.0 25.4 35.4 42.0 0.0 0.0 0.0 0.0 25.4 35.4 42.0 0.0 0.0 0.0 0.0 25.5 34.6 42.0 0.0 0.0 0.0 0.0 25.5 34.6 42.0 0.0 0.0 0.0 0.0 25.2 34.7 41.4 42.0 0.0 0.0 0.0 0.0 25.2 34.7 41.4 42.0 0.0 0.0 0.0 0.0 25.3 35.6 42.3 16.00.0 0.0 0.0 0.0 25.3 35.6 42.3 16.00.0 0.0 0.0 0.0 0.0 25.3 35.6 42.3 16.00.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0	28 1 0 0 0 0 4.8 0.7 0.0 0.0 0.0 25.4 35.4 42.0 0.0 0.0 0.0 0.0 25.4 35.4 42.0 0.0 0.0 0.0 0.0 25.5 34.6 42.0 0.0 0.0 0.0 0.0 25.5 34.6 42.0 0.0 0.0 0.0 0.0 25.2 34.7 41.4 100.0% 100.0	28 1 0 0 0 0 4.8 0.7 0.0 0.0 25.4 35.4 42.0 0 0 0 0 0 0 0 25.4 35.4 42.0 0 0 0 0 0 0 0 25.5 34.6 42.0 0 0 0 0 0 0 0 25.5 34.6 42.0 0 0 0 0 0 0 0 0 25.3 34.6 42.0 0 0 0 0 0 0 0 0 0 0 25.3 34.6 42.0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	28 1 0 0 0 0 4.8 0.7 0.0 0.0 25.4 35.4 42.0 0.0 0.0 0.0 25.3 34.6 42.0 0.0 0.0 0.0 25.3 34.6 42.0 0.0 0.0 0.0 25.3 34.6 42.0 0.0 0.0 0.0 25.3 34.6 42.0 0.0 0.0 0.0 25.3 34.6 42.0 0.0 0.0 0.0 25.3 34.6 42.0 0.0 0.0 0.0 25.3 34.6 42.0 0.0 0.0 0.0 25.3 34.6 42.3 160.0 0.0 0.0 0.0 0.0 25.3 35.6 42.3 160.0 0.0 0.0 0.0 0.0 25.3 35.6 42.3 160.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	28 1 0 0 0 0 48 0.7 0.0 0.0 0.0 25.4 35.4 42.0 0.0 0.0 0.0 0.0 25.5 34.6 42.0 0.0 0.0 0.0 0.0 25.5 34.6 42.0 0.0 0.0 0.0 0.0 25.5 34.6 42.0 0.0 0.0 0.0 0.0 25.5 34.6 42.0 0.0 0.0 0.0 0.0 25.3 35.6 42.3 16 00.0% 1
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100.0% 100.0% 100.0% 100.0% 100.0% 100.0% 1 00.0%	TRAFFIC FLOW BY DIRECTION	## 100.0% 100.0% 100.0%  1 0 0 0 TRAFIC FLOW BY DIRECTION  85th% Speed	### 190.0% 100.0% 100.0%  TRAFIC FLOW BY DIRECTION  ###################################	### 1500 ### 1500 ### 1500 ### 1500 ### 1500 ### 1500 ### 1500 ### 1500 ### 1500 ### 1500 ### 1500 #### 1500 #### 1500 #### 1500 #### 1500 #### 1500 #### 1500 #### 1500 #### 1500 #### 1500 #### 1500 #### 1500 #### 1500 #### 1500 #### 1500 ##########	### 1500   TRAFTIC FLOW BY DIRECTION   1500   TRAFTIC FLOW BY DIRECTION   1500
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